



VOL. 31- NO. 2 SHELBURNE FALLS TROLLEY MUSEUM NEWSLETTER  
SUMMER 2022

DEDICATED TO PRESERVING THE HISTORY OF THE SHELBURNE FALLS AND COLRAIN STREET RAILWAY

## TROLLEYFEST IS BACK!

After a two-year hiatus, Trolleyfest is back again this year. Come join us for rides and fun and more on **Saturday September 24 from 11am to 5pm** at the Trolley Museum. Trolleyfest is our celebration of the first run of No. 10 after its restoration in 1999.

Due to circumstances beyond our control we won't have caboose rides, but we plan to have speeder rides and velocipede and other hand-powered rides.

We will also have our usual cider-pressing, weaving demonstrations and other hands-on activities related to the agriculture and businesses that the Shelburne Falls and Colrain Street Railway served from 1896 to 1927. We'll have a Tag Sale of railroad paraphernalia, with an expanded offering of Lionel, K-Line and other toy trains, track, etc for sale.

We'll show railroad movies throughout the day and we'll have Trolley-Era re-enactors riding the trolley. We'll have music and food, and of course trolley rides and pump car rides.

### PRESIDENT'S REPORT

We reopened as planned on Memorial Day weekend and have been able to operate our usual weekend schedule, with solid ridership and enthusiastic visitors.

We've gotten some nice reviews online and complements in person. The weather has been favorable but dry. Oddly, despite the drought, we've had a number of times where we've had to pause operations for a half-hour or so to let a thunderstorm pass.

Ridership has been a few percent above average, with a good mix of couples, families (often multi-generational) and individuals of all ages.

We have struggled with having enough crew available. We like to have two volunteers on the trolley, one on the pump car and one at the Ticket Counter. On one Monday we had to cover all four positions with two people, but we made it work. We'd be glad for more help, see VOLUNTEERING on page 2.



*Josh will be giving velocipede rides for Trolleyfest*



*We hope to have our speeder ready for Trolleyfest*

## DIRECTORS AND OFFICERS - 2022

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David Dye (Vice President, Chair of Board)  
Betsy Wholey Osell (Treasurer, Asst Clerk)  
Lou Musante (Clerk, Asst Treasurer)  
Alden Dreyer (Vice Chair)  
Nash Bly - Shirley Pelletier - Bill Kaiser  
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## CONTACT US

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TRANSFER is a publication of the Shelburne Falls Trolley Museum Inc., produced for the enlightenment and entertainment of our members and special friends. Three issues are planned for each year. Comments, contributions, and letters to the editor are welcomed.  
Sam Bartlett - Editor [editor@sftm.org](mailto:editor@sftm.org)

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## PLEASE SIGN UP FOR E-TRANSFER

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## VOLUNTEERING - HOW TO DO IT

Stop by, send an email to [trolley@sftm.org](mailto:trolley@sftm.org) or call Sam at 413-834-0274. Indicate what your interests are - operating, painting, building stuff, selling tickets and gifts, grant writing, or what. We need you!!!

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## OPERATING SCHEDULE

The museum is open Saturdays, Sundays and Holidays 11am-5pm until Oct 30. We expect to be part of Moonlight Magic this year, on Nov. 25.

Watch [www.sftm.org](http://www.sftm.org) and Facebook for updates.

## MEMBERSHIP REPORT

At this writing, SFTM has 133 current Memberships, including 14 Life Members. If your printed TRANSFER does not have 2022 on the address label, we hope you will renew your membership, see the Membership Form for more information on Member benefits and giving levels.

Or, renew online at <http://www.sftm.org/join.shtml>

If you get the eTransfer, please check the email that was sent with this issue to see your status.

Your support is very important to us!

Please send status questions or changes of address for mail or email to [membership@sftm.org](mailto:membership@sftm.org)

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## PLEASE PATRONIZE OUR CORPORATE SPONSORS!

West End Pub	Mirick Insurance Agency
Bakers Pharmacy	Keystone Market
Salmon Falls Gallery	Walter's Propane
Mo's Fudge Factor	Asma's Kitchen
Buckland Pizza House	
Coldwell Banker Upton Massamont REALTORS	

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## NEW MEMBERS

Horace Taft	Buckland Pizza House
Asma's Kitchen	John Boyd
Cali Burstein	Erin Casioppo
Ted Chelmow	Dorell & Lewis Thaxton
Craig & Deb Van Batenburg	
Althea Church	Alicia Graves
Joe Kurland	Jane Wolfe



*Trolleyfest 2022 is coming!*

## PROJECT REPORTS

### SPARE TRUCK PROGRESS

As part of our efforts to keep old skills alive, we did some hot riveting as part of re-assembling the first spare truck. Josh built a small forge that we used to get some rivets very hot, but not too hot. The rivets were 3/4" steel with a rounded head. The objective is to insert the hot rivet into the hole drilled through the two pieces to be riveted together, then hammer the other end over to create a second rounded head. As it cools it, draws the pieces tighter together. We used a borrowed air-powered riveting gun. Since none of us had actually done this before, we also got good at removing the rivets that didn't meet Josh's standards.



*Sarah keeps the fire hot, Ellie removes the hot rivet*



*Josh hammers over the hot rivet*

### TRACKWORK

Nash and Sam worked on improving the drainage near Turnouts 1 and 4. This will protect our ties since they won't get soaked every time it rains.

### B&M BOX CAR

Having spent many years as an art project, our boxcar is now looking like it belongs on a railroad again. We had it blasted and primed and painted blue with black doors. Next up is to get it lettered. We have a contractor lined up for this. We will do one side in the 1950's scheme with the very tall B&M logo, and the other side with the newer, shorter logo. You can help by donating to the Box Car Fund, either on-line or by check. See <https://www.sftm.org/donations.shtml> for donation details, or read about our box car at <https://www.sftm.org/boxcar.shtml>.



*Black and Blue and ready for lettering*

### PCC CARS

We also had the two PCC trolleys blasted and primed. First Nash and Sam removed the windows and blanked the openings with plywood to keep the overspray out of the interior. We also bought new glass for the windows of one car (\$8000!) and gasket for installing the windows. We plan to do some painting inside and out before we put in the glass. All of this is expensive, you can help by donating to the PCC Car Fund, either on-line or by check.

See <https://www.sftm.org/donations.shtml> for donation details, or read about our PCC Cars at <https://www.sftm.org/pcccars.shtml>.



*MBTA 3321 ready for windows and paint*

## CHARTERS AND PARTIES

We've had several birthday parties and school groups visiting us this season, and even a wedding! If you'd like to have your party at SFTM, see <https://www.sftm.org/groupres.shtml>



*Happy Birthday!*



*This "Pop-Up Elopement" was accompanied by the blast of the horn as a freight train passed by*

## CAR BARN EXTENSION

We received a \$2000 grant from the Massachusetts Bay Railroad Enthusiasts for our Car Barn Extension Project. We had to pause this project due to the pandemic and associated increase in the price of steel, but plan to be ready to start construction in the spring.

## RECENT PARAPHERNALIA DONATIONS

A visitor David from Delaware has donated some roll signs from MBTA PCC cars and buses.

Rob from Connecticut donated his grandfather's conductor's hat from the Holyoke (Mass) Street Railway. His grandfather was Abbe Duval and he lived on South Pleasant Street in Amherst. He would drive his trolley right by his house and up to Amherst College as one of his stops.

## TRAINING DAY 2022

This year, under Josh's direction, we added a second section to our prior training process, so that we could have one day of classroom and one day of hands-on training. Despite the added time that our dedicated volunteers had to donate to this extra day, it was overwhelmingly reported that it was time well-spent. We were able to requalify all of our returning crew members as well as bring two new members on board. Welcome to Dave V and Brian!

If you would like to join our operating crew, see VOLUNTEERING on page 2. We won't be qualifying new crew members this year, but you could start your training by observing and practicing what the crew members do to provide a safe and educational experience for our visitors.



*Marie has a rapt audience as she reads to this summer school group from her book "The Little Yellow Trolley Car".*

## MODEL A CLUB VISITS

Our Conductor's Talk, which we give at the Salmon Falls end of the line, usually includes the fact that the Shelburne Falls and Colrain Street Railway went out of business in 1927, due primarily to not being able to compete with the "new-fangled" cars and trucks. So it was fun to have the Central Massachusetts Model A Club come visit this summer.



Rowan, Martin and Sam T with a 1925 "trolley-killer"

## ACCIDENT REPORT FROM 1896-7

I found these reports at the state archive (see page 6). There is a really big rabbit hole you could go down there if you like local railroad history. These were the four reportable accidents to passengers and crew from the first year of operation. Remember that the trolley was new, although probably everyone had experience riding trains.

*November 3, 1896. - Boy jumped from moving car; severely injured.*

*January 21, 1897. - Motorman thrown through snow-plough window; face cut.*

*February 4. - Motorman stepped off car backward; ankle turned.*

*July 17. - Woman leaving car stepped on her dress and was thrown to the ground; hip broken*

Did the boy jump because he was scared? This was the second day of operation on the SF&C St Ry. Or was he fooling around in the excitement of trolleys to Colrain?

We have set up our trolley ride so that most of our guests don't have to climb in or out the vestibule steps. It is hard for most people, imagine trying to do it in a dress that was long enough that you could step on it!

## HOW FAR IS IT TO ???

Our visitors often want to know where the main-line railroad tracks that pass our yard go to, and some of our crew need help remembering which way is east and west. Alden compiled this information for an informational sign on the Pump Car Shanty. One hundred years ago, you could board a trolley in Colrain, catch a train in Shelburne Falls and go nearly anywhere on the continent.

EAST TO:

BARDWELL 4.94 MILES

GREENFIELD 13.03 MILES

EAST DEERFIELD 14.99 MILES

AYER 82.34 MILES

NORTH BILLERICA VIA N CHELMSFORD 102.29

BOSTON 118.39 MILES

PORTLAND ME VIA N CHELMSFORD 202.11

WEST TO:

BUCKLAND 2.84 MILES

HOOSAC TUNNEL 16.34 MILES

EAST PORTAL 17.14 MILES

WEST PORTAL 21.89 MILES

NORTH ADAMS 23.77 MILES

EAGLE BRIDGE NY 48.92 MILES

MECHANICVILLE NY 68.42 MILES

CHICAGO VIA FORT WAYNE 885 MILES

SAINT LOUIS VIA FORT WAYNE 1103 MILES

MILEAGES from B&M Employee Timetable No.64 of April 1957, B&M Employee Timetable No. 1 of April 1928 and B&M Public Timetable JUNE 20, 1910.

Board here for Chicago, or Saint Louis, at 4:27 PM, 8:07 PM or 9:56 PM.



This sign is now on the Pump Car Shanty

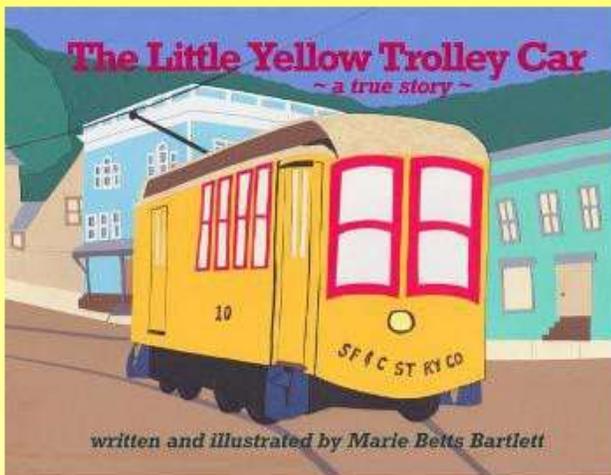
# TROLLEY FEST

SATURDAY SEPTEMBER 24 11 AM - 5 PM  
SHELBURNE FALLS TROLLEY MUSEUM

- \* Trolley Rides
- \* Pumpcar Rides
- \* Speeder Rides
- \* Reenactors from the Trolley Era
- \* Toy Trains
- \* Railroad Tag Sale



- Hands-on demos  
11am to 3pm:
- \* Cider Making
  - \* Butter Making
  - \* Weaving
  - \* Milk a 'Cow'
  - \* Food Samples



Come see how the people of Shelburne Falls worked and lived and traveled in the "Trolley Era", 1896 to 1927.

- \* Food for Sale
- \* Velocipede Demonstrations
- \* 11am to 3pm Music by "Whistlestop"



All-Day-Passes Adults \$4.00, youths \$2.00, under 6 free  
[www.sftm.org/trolleyfest.shtml](http://www.sftm.org/trolleyfest.shtml) for details  
14 Depot St      413 625-9443      [www.sftm.org](http://www.sftm.org)

**COLLISION ON THE  
TROY & GREENFIELD RAILROAD**

**AT ZOAR, SEPT. 19, 1882.**

[Editor's Note: I found this report to be interesting for several reasons. This is excerpted from the FOURTEENTH ANNUAL REPORT Board of Railroad Commissioners, JANUARY, 1883 which can be found at

<https://archives.lib.state.ma.us/handle/2452/50509>

Note that at this point in time, railroading was fairly new to this area. Also, the railroad tracks involved, which still run through Shelburne Falls, Buckland and Zoar (a village in Charlemont) were owned by the state and two different railroads were operating trains on these tracks. Also note-worthy is that one person decided to violate safety rules, and thus three people died.]

*This was a head [sic] collision between a freight train of the New Haven & Northampton Company, running west on the Troy & Greenfield Railroad, and one of the Fitchburg Railroad running east. Train 43 extra (Fitchburg) left Zoar with orders to pass 26 at Charlemont. Train 26 (New Haven & Northampton) left Buckland with orders to pass 43 extra at Charlemont. Instead of stopping at Charlemont, as he ought, the conductor of 26 (New Haven & Northampton) went on without stopping, and without making his orders known to his engineman or to any one, and the two trains came into collision a little east of Zoar bridge, locking the engines together, derailling 16 cars in 43 and 10 or 11 in 25, and killing Mr. Phillips and Mr. Lewis, conductor and fireman of 43, and Mr. Eggleston, fireman of 26. Mr. Washburn, engine-man of 43, had his leg broken, and Mr. Hosley and Mr. Hamilton, conductor and engine-man of 26, were seriously injured.*

*The cause of the fatal accident was the gross recklessness of Conductor Hosley of No. 26, in utterly disregarding his orders. He was also wilfully disobedient of rules in signing the orders received at Buckland for the engine-man, as well as for himself, thus keeping the orders from the knowledge of the engine-man, and misleading the operator into the idea that they had been made known to him.*

*The rules as to special orders require that they shall be signed by the train-master, and addressed to the conductor and engine-man. Then the receiving*

*operator writes them in triplicate upon manifold paper. He then addresses one copy to the train-master. This is signed by conductor and engine-man and telegraphed to the trainmaster, who replies to the conductor and engine-man by their initials, "O.K." with his own initials. The operator indorses this upon all the triplicates and gives the conductor two, one for himself and one for the engine-man, who reads it in the conductor's presence. The object of having it signed by the engine-man, as well as by the conductor, is to make sure that he understands it, and thus to secure the attention and memory of two men instead of one.*

*All was done regularly in this case, except that the conductor forged the engine-man's name instead of procuring his signature, and that he did not in any way make known to him the order, or the fact that he had a special order. The operator, seeing both names signed, did not notice that they were signed by one person. This misconduct of the conductor, added to his subsequent forgetfulness of his orders, led to the collision, which was aggravated by the fact that train 26 was running at excessive speed.*

[Extensive text is omitted here, see the original for the entire analysis of all that went wrong and who was to blame.]

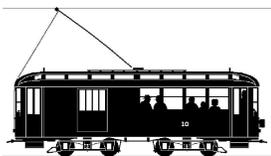
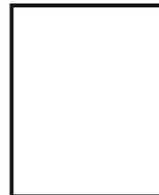
*In order to save a trifling amount of trouble, he in this case deliberately violated a very important rule; and the result was the loss of three lives.*

*The engine-man of 26 is free from blame. He had no means of knowing that the conductor had received any orders. No blame is imputed to any other employee of the New Haven & Northampton Company, except the conductor.*

*The Fitchburg Railroad Company and all its employees are, on all the testimony and by the admission of all the parties interested, wholly free from any blame in this matter.*

*The managers of the New Haven & Northampton road, which has been remarkably free from accidents, and which never had one of this nature upon its own track, were guilty of no negligence in selecting their employees, or in any other manner. Mr. Hosley was well recommended and had proved skilful and careful on other roads. It was the misfortune of the company that it had an employee who, in this case, and as it now appears in others, was guilty of the grossest unfaithfulness, leading at last to the saddest results.*

**Shelburne Falls Trolley Museum**  
**PO Box 272**  
**Shelburne Falls MA 01370-0272**



413/625-9443 [www.sftm.org](http://www.sftm.org)



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See the included Membership Form, or renew online at

<https://www.sftm.org/join.shtml>.

Please consider getting your Transfer online, see Page 2 for eTRANSFER details.

You can visit our FaceBook page at

<https://www.facebook.com/ShelburneFallsTrolleyMuseum/>

#### **MUSEUM RECIPROCITY**

A group of trolley museums has formed a Member's Reciprocity Program. If you are a current member of SFTM, you get a discount at other participating museums.

See what museums are participating and what the discount is at <http://www.trolleywayfinder.org/>. Bring your membership card or letter.

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#### **YOUTUBE CHANNEL**

We have some videos on our YouTube channel, thanks to the efforts of Catherine Stryker. You can take a virtual ride on the trolley or the pumpcar. We also have movies from the early days of SFTM, when No. 10 was in a parade on Main Street, and an interview with Marshal Johnson, who donated No. 10. A link to our YouTube channel is on our homepage.

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#### **TROLLEYFEST HELP NEEDED**

We need helpers for Trolleyfest on Saturday September 24. If you want to help with our hands-on demonstrations or be a trolley era re-enactor, please email Marie at [membership@sftm.org](mailto:membership@sftm.org). See <https://www.sftm.org/trolleyfest.shtml> for details.

#### **GIFT MEMBERSHIPS!**

Did you know you can give an SFTM Membership as a gift? Just write the lucky person's name and address on the membership form, check the Gift box and include your check.

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#### **THANKS FOR THE HELP!**

Thank you to Marie and Mark for contributing to this issue.

To submit an article, picture or idea for the Transfer, please email [editor@sftm.org](mailto:editor@sftm.org).

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#### **TRANSFER AVAILABLE ONLINE**

If you only get the printed version of the Transfer and want to see the pictures in color, or want to look at back issues, go to:

<https://www.sftm.org/transfer/full/>

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#### **EDITOR'S NOTES**

I tend to only use first names, because the Transfer is posted online and some folks prefer not to have their names splashed all over the web.

Feedback is always welcome.

*Sam Bartlett- editor*