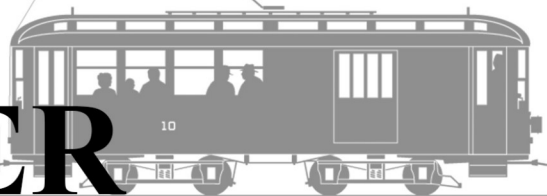

Shall we ride No.10 again next week?

Yes! It sure beats riding in our buggy!



TRANSFER



**VOL. 33- NO. 2 SHELburne Falls Trolley Museum Newsletter
SUMMER 2024**

DEDICATED TO PRESERVING THE HISTORY OF THE SHELburne Falls and Colrain Street Railway

TROLLEYFEST IS SEPTEMBER 28



A scene from Trolleyfest 2019

Saturday September 28 is Trolleyfest! In addition to the usual trolley and pump car rides we will have speeder rides and velocipede demonstrations. Other Special Trolleyfest Activities 11am-3pm: Food from Mo's Fudge Factor, Music by "Whistle Stop", Maple products from Davenport Maple Farm, Preserves from BarbEric Farm, Velocipede demonstrations, Morse Code demonstrations, Railroad paraphernalia Tag Sale, Railroad movies and a Quilt Sale.

We will also have hands-on demonstrations of Trolley Era activities that relate to industries and farms served by the trolley line 11am-3pm: Cider pressing and sampling, Butter making and sampling, Games from 1900, Weaving on adult and child friendly looms, Milk a 'Cow', antique farm tools from Wheel View Farm, Vinegar sampling and uses- refreshing drink, pickles & copper polishing. Come join the fun, and see what progress we have made on the Car Barn extension, Line Car and Berkshire Hills trucks.

See <https://www.sftm.org/trolleyfest.shtml>.

PRESIDENT'S REPORT

Our visitors, as always, are very appreciative of what we do and interested in the story that our museum tells. Attendance is down this year due to the closure of the Bridge of Flowers and road construction in town. We hope the road work will be finished and the Bridge of Flowers reopened before next season.

The good news is that because of our careful financial management, we can survive a year of reduced ridership. We have a supplemental revenue stream from renting out excess space in our buildings, and we take many measures to keep our costs low. Being an volunteer operation also helps keep expenses down.

However, the reduction in income keeps us from moving forward. We don't currently have the funds to get our tamper running or to make building upgrades.

We don't send out special fundraising mailings or have fund drives. But we do depend on your support for our ongoing operations and for our special projects. The Transfer is the only place where we ask for financial support.

Even with our all-volunteer Restoration Crew the "Berkshire Hills" parlor trolley restoration project and the MBTA Line Car restoration project will be needing a lot of funds. We will make progress as funding allows, but it still helps to boost our Restoration Crew's morale to know that you, our members, have their backs. Please read the Restoration Reports herein, and go to the web pages for these projects, and then help us out with a generous donation at:

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

Please remember to renew your Membership.

Thank you for your ongoing support!

SAM BARTLETT - PRESIDENT/EDITOR

DIRECTORS AND OFFICERS - 2024

Sam Bartlett (President)
Nash Bly (Vice President, Vice Chair)
Betsy Wholey Osell (Treasurer, Asst Clerk)
Lou Musante (Clerk, Asst Treasurer)
Alden Dreyer (Chair of Board)
Jim Kessler - Bill Kaiser - Jordan Helzer
Joshua Redenz - Jim Wholey

CONTACT US

Shelburne Falls Trolley Museum
PO Box 272
14 Depot St.
Shelburne Falls MA 01370
Phone: 413-625-9443
Email: trolley@sftm.org
Web: www.sftm.org

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

PLEASE SIGN UP FOR E-TRANSFER

The TRANSFER is available online as a pdf file. This will give you the option of filing your copies of the TRANSFER on your computer, in case you want to refer back to them at some later time.

The e-TRANSFER comes out in full color!

If you wish to receive your future TRANSFERS by email, here's how to do it:

Send an email to: membership@sftm.org

In the Subject line, please enter "SFTM eTransfer".

In the body of your message please enter just your name. Future issues will come to you by email.

Please note – if you are an eTRANSFER subscriber, and subsequently change your email address, please be sure that you let us know at membership@sftm.org.

VOLUNTEERING - HOW TO DO IT

Stop by, send an email to trolley@sftm.org or call or text Sam at 413-834-0274. Indicate your interests - operating trolleys, painting, building stuff, selling tickets and gifts or what. We need you!!!

OPERATING SCHEDULE

We are open Saturdays, Sundays and Holidays 11am-5pm until the end of October.

Trolleyfest is September 28!

Watch www.sftm.org and Facebook for updates.

MEMBERSHIP REPORT

At this writing, SFTM has 156 current Memberships, including 18 Life Members. If your printed TRANSFER does not have '2024' or '2100' 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

PLEASE PATRONIZE OUR CORPORATE SPONSORS!

Mirick Insurance Agency	Floodwater Brewing
Salmon Falls Gallery	Walter's Propane
Mo's Fudge Factor	Davenport's Service Sta.
Buckland Pizza House	West End Pub

NEW MEMBERS

James Shulman	John Brooks
Marcie & Christian Parenti	Debbie & Larry Weaver
Michael Robbins	Emma & Jak Anderson
Richard Binns	Roger Huebner

TROLLEYFEST 2024

Save the date! Trolleyfest this year will be on Saturday September 28. But don't wait until then to come ride No. 10 and the pump car, and to see the new Car Barn extension and other ongoing improvements.



Sept 2024 Buckland's new parking lot at Salmon Falls

CAR BARN EXTENSION PROGRESS

In the last Transfer we saw that the frame, roof and floor of the Car Barn extension were completed, with most of the siding installed. Since then we have slowed down a bit as getting ready for the operating season took resources away. We have now installed the remainder of the siding and more trim. Interior im-



Aug 2024 Dick installs some trim, siding is complete!

provements like workbenches and air lines have also been made to make the space more functional.

Beckwith Electric installed lights, security and outlets and we passed our wiring inspection.

A little more plumbing and trim and we will have a completed 40'x103' four-car Car Barn! You can see more pictures and details at www.sftm.org or come visit and see for yourself.

The concrete work and track structure was more expensive than anticipated, so we eagerly await your contribution to the Car Barn Fund. You can mail a check (see page 2) or go to our web-page at www.sftm.org/donate.shtml.

FROM THE RESTORATION DEPARTMENT

MBTA 3283 - THE LINE CAR

Nash has overhauled one of the controllers. We plan to set this up to be a hands-on model railroad "throttle" so folks can get a look at how a trolley controller works.

If you would like to contribute to the restoration of this unique piece of Boston transit history, we encourage you to make a donation to the Line Car Fund. See <https://www.sftm.org/donations.shtml> for donation details, or read about our Line Car at <https://www.sftm.org/linecar.shtml>.

THE "BERKSHIRE HILLS"

The "Berkshire Hills" Parlor Trolley's "trucks" (wheel sets) are being reassembled. We've already done a "dry fit" to make sure everything fits before painting. We have completed prepping, straightening,



July 2024 - Larry and Nash prime the wheelsets for the "Berkshire Hills" trucks

priming, repairing or replacing (as needed) everything, including the axles and wheels. The shop is full of shiny black parts ready to go back together.

Once the trucks are ready, we will ship them to Maine, put them under the body of the Berkshire Hills and truck it down here. We will untarp it, keep it under cover and begin restoration as money and volunteer time allow.

We have already received a \$10,000 donation for the costs of moving the "Berkshire Hills". We will continue to have expenses with this project. Our restoration progress will be largely dependent on the donations we receive for the "Berkshire Hills" Fund. If you would like to contribute to the restoration of this unique piece of Berkshire Street Railway history, we encourage you to make a donation to the "Berkshire Hills" Fund.

There will be plenty of work to do on the "Berkshire Hills" once she gets here. If you want to help out by scraping, cleaning, priming, painting or rebuilding wooden parts, please email Josh at josh@sftm.org or call (413) 682 4591.

See <https://www.sftm.org/donations.shtml> for donation details, and read more about the "Berkshire Hills" at <https://www.sftm.org/berkshirehills.shtml>.

RESTORATION VOLUNTEERS NEEDED!

If you would like to support our restoration efforts by volunteering, please email Josh at josh@sftm.org or call (413) 682 4591.

TRACK

Northern Rail Systems came back in July to replace 30 cross-ties in our track west of Turn Out 1. This project was funded in part by a Mass Office of Travel and Tourism Destination Development Grant. The improved track will give our visitors a smoother ride and be easier on our 127-year-old trolley car.

VOLUNTEER APPRECIATION

The new SFTM-branded apparel has been enthusiastically received by our volunteers and gives us a more professional and cohesive appearance to the public. Look for it on your next visit. We have started a Volunteer Appreciation Fund which we use to buy food for Training Days and other volunteer events.

If you'd like to support for our volunteers, go to <https://www.sftm.org/donations.shtml>.

MEMBERSHIP RENEWALS ARE DUE!

2024 Memberships are now due. If your printed TRANSFER does not have '2024' or '2100' on the address label, we hope you will renew your membership. See the attached Membership Form for more information on Member benefits and giving levels.

Or, renew online at www.sftm.org/join.shtml

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

Dues from our Members is very important to our financial well-being, any time of year. We depend on donations above your dues amount to fund our ongoing Projects, like the "Berkshire Hills" and the Line Car. Please consider a generous additional donation with your Membership.

BUCKLAND PARKING IMPROVEMENTS

Buckland (the town we are located in) has made major improvements to the parking lot at the Salmon Falls (west) end of our line, and to Depot Street.

The entire parking area and Depot Street are

repaved, with curbs and sidewalks to make a larger parking area. Some measure of storm-water control has also been added to control the amount of run-off onto our adjacent land.

Depot Street (our entrance road) will be one-way, uphill, with a sidewalk and improved parking. This means that when you arrive you will travel the same route as before, but when you leave, you will need to exit via the Salmon Falls parking lot.

We hope this will be an overall improvement to the appearance of what was once the site of the Shelburne Falls Union station.

HISTORY CORNER

THE BRIDGE OF FLOWERS

Nina found this 1962 article at the Colrain Historical Society. With the current Bridge project it seems timely to get a refresher on the bridge's history. The Bridge was also extensively renovated in the 1980's.

Boston Globe Aug 1962 - MARY SARAH KING

Visitors from practically every state in the union, plus 31 foreign countries, have marveled at the beauty of the Bridge of Flowers at Shelburne Falls.

What many don't know is that it was a club woman who inspired its transformation from an abandoned trolley bridge into a pathway of loveliness. And the Shelburne Falls Woman's Club has fostered its beautification since 1929.

Believed to be the only bridge of its kind in the world, the 400 foot concrete span over the Deerfield River joins Buckland Post Office, Shelburne Falls and Shelburne in the verdant Berkshire Hills. Built in 1908 for the Colrain and Shelburne Falls Street Railway Company, the span was abandoned with the passing of the trolley line in 1927. Yet ten years later it was pictured in "Railway Age" magazine as "number 35 of a series of famous arches of the world". No longer did the clang-clang of the trolley pierce the night but the romance of an era forever gone was to be preserved as a floral memorial, fragrant and eye filling.

"It was Mrs. Walter E. Burnham's idea" said Mrs. Emmett L. Murray, who now is co-chairman of the bridge of Flowers Committee with Christine J. Gould of Shelburne. "The Woman's Club of Shelburne Falls took over the project at her suggestion and with Miss Gertrude F. Newell as chairman started to work."

Miss Newell still is a member of the present day committee which also includes Ardell Chase, Mrs. Harold E Crosier, Marion Donalson, Mabel Raguse and Mrs. Walter J Smith. Mrs. Francis J Gavin is president.

In less than a year, the club had purchased 400 feet of 58 inch diamond link fence. This was erected by volunteer men of the town on the north side of the bridge.

Joseph Breck and Sons of Boston were engaged to work blueprints to be used as guides in planting two flower beds - annuals on the south and perennials on the north - and the following spring more volunteers moved in 80 loads of loam and enough fertilizer to enrich the three and four foot beds.

Money was raised in those early years by various means, rummage sales, card parties, dinners and the like and in 1945, in the will of Mrs. Alice Sawyer \$1000 was given to the club for floral maintenance.

In May 1945 the American Legion dedicated a memorial on the bridge to men and women of both towns who served in both World Wars and to those who died in the service.

While the Women's Club carried most of the expense through the years, members finally were successful in getting an enabling act passed by the state Legislature in 1959 which permits the towns of Buckland and Shelburne to appropriate money for the use of the bridge. At the February town meetings for three years following each town voted \$300.

"The amounts were used to revise the sprinkling system and have floodlighting installed, lighting the bridge from dusk to 10:30pm," explained Mrs. Murray.

In 1961 28 cubic yards of loam were added to the flower beds, the first new earth since the beginning, which necessitated lifting and resetting the perennials and the grass strips along the walk as the work progressed.

"The walk level was raised correspondingly with gravel and surfaced with rock dust so today a stroll along the flower banked bridge is even more enjoyable."

Mrs. Murray said that since it takes about \$2000 annually to keep the bridge blooming "we necessarily continue our former ways of earning money - through plant sales, sale of candy, nuts and note paper, postcards, calendars and memo pads."

The club also sponsored a concert by the Amherst College concert band in 1961 and held two hooked rug and hobby shows in Mrs. Donaldson's barn.

Five years ago, in connection with the community improvement contest sponsored by Sears Roebuck Foundation, the club won first prize for Massachusetts. The Shelburne Falls Women's club worked to get the banks of the Deerfield River from the falls below the Bridge of Flowers up the river as far as the new Route 2 bridge cleaned up and beautified.

"Ashes and other rubbish were removed, trees and shrubs were set out, and property owners have continued to be cooperative ever since," Mrs. Murray also said.

How does one go about planting a flower box 400 feet long? "It is somewhat of a problem since the Earth is quite shallow compared to that of an orthodox garden, and in the winter with light snowfall things freeze from both above and below," she explained.

"We have perhaps 200 varieties of perennials and annuals in bloom according to season, from June through October, depending on weather conditions.

"There are woodbine, honeysuckle and bittersweet on the north fence, hanging shrubs are euonymous, wisteria grows up the former supports for the trolley wire, and small evergreens are set judiciously along with tamarix, rhododendrons, azaleas, roses and others."

The club engages a professional gardener, Mrs. Irene Lively, who is devoted to her work, pruning weeding and cutting the flowers - and the club women help.

Every night Mrs. Murray collects money from the boxes placed on the bridge by the American Legion Auxiliary to help with expenses and there is nearly always someone available to contribute personally by telling visitors about the project.

What could an organization do with these thousands of flowers which blossom from season to season?

Mrs. Murray's answer points to the awareness of beauty which somehow touches every person in both communities. "We maintain cutting gardens at Mrs. Lively's and Mrs. Gould's homes, and together with flowers from the bridge we fashion bouquets and bring them personally to shut ins, either at their homes or in hospitals or nursing homes."



Here is the concrete trolley bridge under construction in September 1908. From Colrain Historical Society.



This is how it looks in September 2024. The bridge was started in late July 1908. The first trolley car crossed it in early November 1908. How long will it take to renovate a bridge that was built in less than four months?

TRANSFER AVAILABLE ONLINE

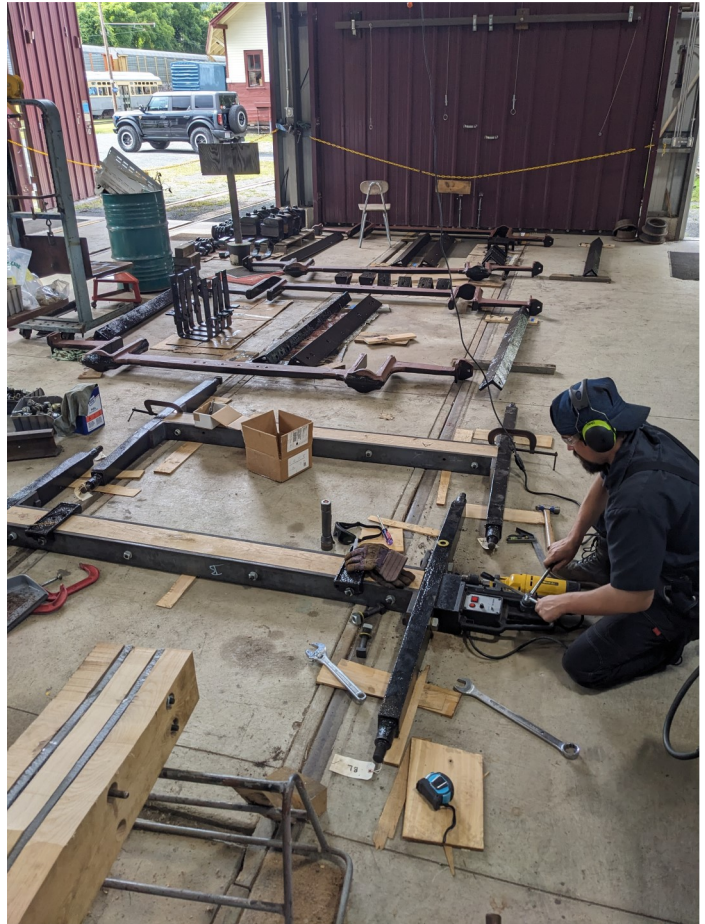
These pictures look much better on a computer screen. If you only get the printed version of the Transfer and want to see the pictures in color, or want to look at back issues, go to: <https://www.sftm.org/transfer/full/>

TRANSPORTATION BULLETIN ONLINE

To learn more about the building of the trolley bridge that became the Bridge of Flowers, and the building and operation of the Shelburne Falls and Colrain St. Ry., you can download a copy of the National Railway Historical Society's Transportation Bulletin No. 75 at: <http://www.sftm.org/training/TransportationBulletin75.pdf>



Aug 2024 Josh is heating a bent "Berkshire Hills" truck side-frame in preparation for straightening.



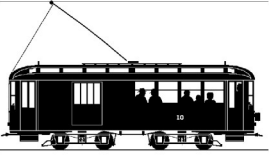
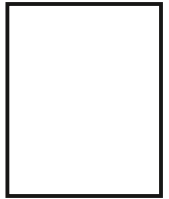
Aug 2024 Josh uses a magnetic drill to put holes in the new spring-plank side plates for the "BH" trucks.



Above - Northern Rail Services replaces ties in our Main Track. Below- Martin keeps No. 10 looking spiffy and Tom builds some new pieces for the "Berkshire Hills" trucks.



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



413/625-9443 www.sftm.org



If your address label does not say '2024 or '2100' please renew your Membership today.
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. Current SFTM members get a discount at participating museums.

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

THE VILLAGE OF FLOWERS

In case you haven't heard, the Bridge of Flowers is closed for reconstruction. It is now the Bridge of pipes, platforms and excavators. but the local shop owners have stepped up to create a Village of Flowers. I'm sure many displays will be kept fresh for the foliage season, come check it out!

TRANSFER INDEX COMING SOON

Nina has volunteered to create an index of Transfer articles. We still need to do the early issues for which we only have paper copies. Then we can put the index online to make it easier to find old "news" about our museum, and local railroad history. We have been publishing Transfer newsletters for thirty-three years!

TROLLEYFEST 2024

Save the date! Trolleyfest this year will be on Saturday September 28. But don't wait until then to come ride No. 10 and the pump car, and to see the new Car Barn extension and other ongoing improvements.

THANKS FOR THE HELP!

Thank you to Marie and Nina for contributing to this issue. To submit an article, picture or idea for the Transfer, please email editor@sftm.org.

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/>

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 editor@sftm.org