
SHALL WE RIDE NO. 10 AGAIN NEXT WEEK?

YES, DAD. IT BEATS RIDING IN OUR BUGGY!



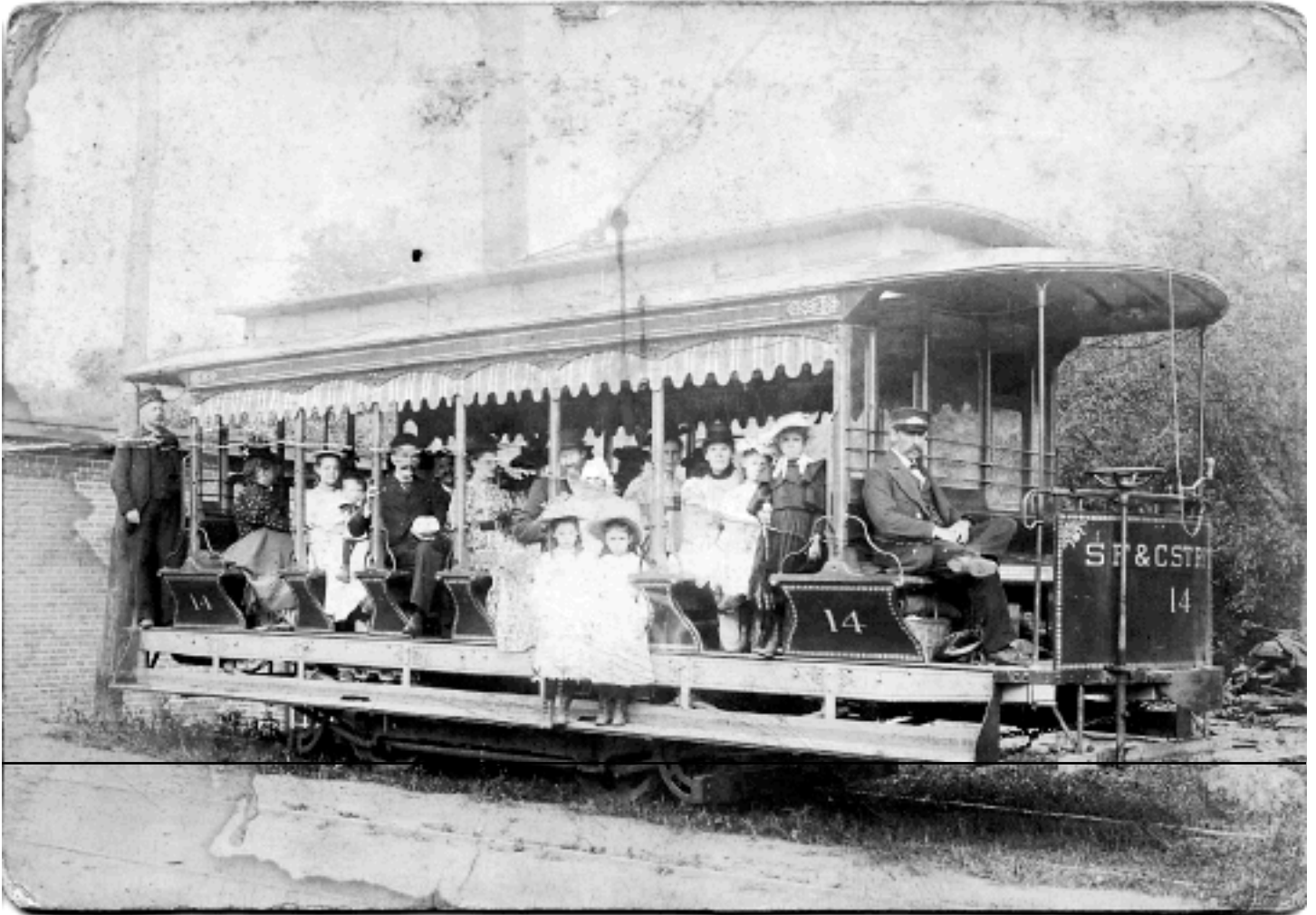
TRANSFER



Vol. 15 No.1

SHELBURNE FALLS TROLLEY MUSEUM NEWSLETTER

SPRING 2006



ANOTHER RARE FIND APPEARS AT SFTM

We have come into possession of a faded sepia print showing what clearly is SF&C open car No. 14. A little tweaking has rendered it quite viewable. One of several on the SF&C, it was a rider's delight on a hot summer day or evening, and undoubtedly drew much repeat patronage. Apparently it was purchased second-hand, like most of SF&C's rolling stock.

TROLLEYFEST DETAILS

The date is Saturday June 24. Chef Dane will prepare another great feast at noon, with a variety of Asian dishes never before served in a railroad yard in North America. Other events of interest are being arranged. Prices will be \$12 (over age 11) and \$6 (11 and under). The public is invited. Please make reservations either by phone at 413-625-6628, or by email at: dbartlet@crocker.com by June 20.

DIRECTORS AND OFFICERS - 2006

Officers:

President - Robert Bartlett
Vice President - David Dye
Clerk - David Bartlett
Treasurer - Betsy Wholey Osell
Chair of Board - Larry Werner
Assistant Treasurer - Peter Johnson

Directors:

Harvey Allen
Dane Donato
Margaret Eggert
Michael Kotarba
Larry Werner

MEMBERSHIP REPORT

As of this writing, SFTM has 112 current active memberships. Of those, 22 are new at this time for 2006. Most membership levels cover two or more members, so our total membership is probably more than twice the number above.

Welcome to More New Members - '06!

David Rosenmiller - Williamsburg MA
James Hughes - Glendale NY
Jayden Skelly - Shelburne Falls MA
Dante Stephensen - Atlanta GA

CONTACT US

Phone: 413-625-9443
Email: mail@sftm.org
Snailmail:
Shelburne Falls Trolley Museum
PO Box 272
Shelburne Falls MA 01370

TRANSFER is a publication of the Shelburne Falls Trolley Museum Inc., produced for the enlightenment and entertainment of our members and special friends. A Spring, Summer, and Fall issue is planned for each year. Comments, contributions, and letters to the editor are welcomed.

Dave Bartlett - Editor
dbartlet@crocker.com

SHELBURNE FALLS TROLLEY MUSEUM IS AN ALL VOLUNTEER, NON-PROFIT ORGANIZATION

NEW - eTRANSFER!

As a convenience to our members, and as an attempt to control costs, TRANSFER will be made available on line as a pdf file. This will give you the option of filing your copies of TRANSFER on your computer, in case you want to refer back to them at some later time. This, of course, eliminates your option of heating with them instead.

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

Send an email to: **dbartlet@crocker.com**.

In the Subject line, please enter **eTFR**.

In the body of your message, please enter:

Your email address

Your name

That's all there is to it. Your address will be entered on a mailing list, and the rest will be automatic - we hope.

Some of you have already sent us your email addresses. However, sending the message above will confirm that you do wish to receive your TRANSFERS electronically, and will help make sure that nobody gets lost in the shuffle. To be sure, please send this new message.

MEMBERS' CORNER

GUEST BENEFITS FOR MEMBERS

Individual and Junior levels (IN(\$15) and JR(\$10)) - card is valid only for named member. No additional guests.

Family (FA) level (\$25) is as follows: your card covers rides for up to two adults, and all related children under age 18. There are no additional guest privileges for the Family membership.

Beginning at the **Friend (FR)** level, additional guests may accompany you whenever you ride the trolley.

Friend (\$35) - 2 guests, plus family.

Contributing (CO) (\$60) - 4 guests, plus family.

Patron (PA,BP,SP,GP,LM, HL) (\$100 and higher) - no set limit to number of guests you may bring.

VOLUNTEERING - HOW TO DO IT

Simply contact the Museum (see **Contact US** on this page). Indicate what your interests are - operating, painting, building stuff, selling, or what. We will get back to you and get you plugged into the loop. We need you!

NEWS BITS

CAR CARDS COME BACK

Our car No. 10 carried them in the Gay 90's, and you see them today in city transit vehicles everywhere. Now No. 10 carries them anew, as we introduce the idea to local shops in the village and beyond. The original in-your-face advertising, those car cards carried above the windows inside the trolley, are being promoted as yet another modest revenue stream to support the Museum. We sell space for an 11 inch x 17 inch card, with a custom display ad, for \$95. At this writing, we have several takers, and several more considering same.

Todate we have the following sponsors:

Village Restaurant - Shelburne Falls

Christopher's Grinders - Shelburne Falls

PLANNING FOR THE FUTURE - SURVEY UNDER WAY

While any serious expansion of our track system is probably many fund-drives and grant applications, bureaucratic battles, and permit-filings away, it is never too early to develop engineering drawings of proposed future work.

Dr. Kenneth Black, a Professional Engineer and Land Surveyor, and a new member, has been working with our Chief Engineer to make a highly-detailed map of our facilities. Ken's work will be used, among other things, to set missing boundary pins on the property, and to precisely locate existing track centers. The latter information will be used to design two track future projects.

One project involves designing a loop track, which will pass around the present Museum building and connect into the existing track on the river side of the freight house. This project will tie in to our plan of moving the Visitor Center to the freight house. Concurrently, we will work up a location for a future car barn - one that will be roomier and much more fire-retardant than the present barn.

The other is to build track down Depot Street, on the alignment of the original SF&C, as far as the bottom of the street., close to the Bridge of Flowers. This extension will greatly enhance our riding experience, and will give us

a very visible presence in the village. We have received some encouragement from village officials to do this. Death threats, however, have been promised if we even think about laying track back on the bridge! Just wait.

No breath is being held, nor should it be, until any of this is a reality, but as the ancient proverb goes, "Yuh oughta start at the beginning". This is the beginning.

OUT WITH THE OLD - IN WITH THE NEW

For years we have been producing our famous yellow brochure as a major advertising medium. It lacked, for lack of a better word, pizzazz.

Through the efforts of David Goff, or PR director, we now have a real attention-grabber. Dave has gotten us new rack cards, on glossy card stock measuring 4 x 9 inches, and in full color.

While not able to carry as much information as the old brochures, these cards present the basics, along with a very professional appearance.

For a firsthand look, go to our website at www.sftm.org

BIG E TRAIN SHOW

Your Museum's booth was active at the Amherst Railway Society's huge train show in West Springfield MA on the last weekend of January. Many visitors stopped by to learn more about SFTM, and thanks to John Boyd's ornamental ironwork, our sales were very good as well.

IMPROVED RESTROOMS COMING SOON

Thanks to a tremendous effort by Sam Bartlett and Dave Dye, and help by Bill Townsend, Phil Johnson and a few others, two accessible restrooms, located just behind the Visitor Center are nearing completion. The Franklin County Tech School has supplied plumbers and electricians. As soon as they finish their work, painters will move in. We will finally have restrooms we can be proud of. Once the project is complete, work will begin on a ramp on the outside of the building which will lead to the new facility and will also provide a much-needed second exit from the VC. In conjunction with the restrooms, a two-hour-rated firewall has also been built across the building. Regrettably, even with mega-hours of free labor by our people, the cost of the combined project, with all its code regulations and hot and cold running inspectors, has gone way over estimate. The improved visitor impression of our Visitor Center should make it worthwhile anyway.

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GREAT DISCOVERY

SFTM member David Ashenden, who also toils in the B&M Railroad Historical Society archives in Lowell, recently uncovered and brought to SFTM a blueprint of a map showing the Shelburne Falls yard in 1914.

The map, a real treasure, is about 12 inches high and maybe 6 feet in length. It shows the SF&C St. Ry. coming into the yard, as well as numerous tracks and structures that no longer exist. It seems that the impetus for this map was an ongoing dispute with the New Haven Railroad about payments overdue for eight years by the NHRR for certain trackage rights within the yard. In attached correspondence, the NHRR declared that it was not going to pay the bill because it was already 8 years old! Hmmm.

The map, together with a 1930 version, is prominently displayed under glass at SFTM, and also supplied by David. It should be noted that the 1930 version shows a cattle pen where the Museum is now located. This may explain why Sam, who allegedly worked 'round the clock on the restroom project, heard a faint "Mooring" sound at midnight.

AND MORE!

Prowling through old file in the office, we discovered some very interesting material, likely collected by former SFTM President Tony Jewell, relating to the history of the SF&C St. Ry., something about the beginning, and something about the end.

First, the last, from a photocopy of several newspaper clippings, we find a version of the leadup to the end of the SF&C which is different from several versions we had heard, both in reason and in time. The newspaper from which the clippings were taken is not shown in the photocopy.

The first clipping, entitled Trolley (sic) Line May Be Abandoned, says that the line, built 31 years ago, is faced with abandonment because of the impending loss of two-thirds of its freight business. The Griswold company, which furnished this business, has notified the SF&C that after Nov. 1 it would haul its goods by motor truck. The Griswoldville Co. treasurer said that while he did not wish to take the business from SF&C, it was several years in arrears in its bond payments and probably would go under anyway. Besides, trucking would be cheaper.

What got our attention here was a long-held understanding that SF&C went under in 1926 after 30 years of operation. This article implies that 1927 was to be

the last year!.

The next article, copied here (mostly) in its entirety, confirms that 1927 was indeed the final year, and that 31 years was the true life of the line.

SHELBURNE FALLS LOSES COLRAIN TROLLEY (sic) ROAD

From our special correspondent .

Shelburne Falls Oct 29 - No other subject seems so important to people living in this section of the Deerfield valley as does the passing of the old Shelburne Falls & Colrain Street Railway, which ceases all operation after Saturday night. There is sure to be some advantage from the discontinuing of the road and there is also certain to be some disadvantage. The action of the electric road officials was taken after definite word from the president of the Griswoldville Manufacturing Company that after November 1, **1927**, the Griswoldville Company would have all freight conveyed by trucks. As the greatest revenue of the electric road came from the cotton mills at Griswoldville and Willis Place, this practically puts the electric road out of business. Insufficient funds have been coming in for several years from the passenger service alone to keep the road equipment what it should be, and it was felt that sooner or later there would be an end to trolley (sic) service in those parts although it has been a connecting link between the Boston & Maine road and Colrain for many years. It was for this reason that the cement bridge was built to the north of the Iron bridge over the Deerfield River many years ago at a cost of about \$40,000.

The first electric car was run over the lines in 1896 with Conrad Sauter as motorman, and he has worked faithfully for the company ever since. He has been widely known by the name "Motor" for many years and the students from Colrain and vicinity attending Arms Academy in the past 31 years can speak only in the highest terms of the kindness and efficiency of Mr. Sauter.... ..

As the electric road service passes out of existence, the automobile bus line will begin operations carrying on practically all work done by the electric line with the exception of freight conveying.



Thus we conclude that October 29, 1927 was truly the last day of service on the SF&C, and the last blow was the loss of the freight business. Who the last passenger was is still a mystery. (Ed. - Oct. 29 '27 did fall on a Saturday.)

(Cont' on Page 5)

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AND MORE (Cont'd from Page 4)

And now back to the beginning. In the same file as the aforementioned clippings were copies of Annual Reports made from 1896 through 1914, probably to a Commonwealth agency. Perusing these produces more statistics than anyone needs to see, but among these lurk tidbits which add to the known history of the SF&C.

The 1896 report, actually filed in 1897, covers a fiscal year ending on September 30, as do all subsequent reports. Mind you that the company was conceived, organized, financed, surveyed, engineered, and construction started, all since the New Year of 1896. Try something like this today!

First the costs to date. Let's skip that part. Then the stock issue. Ditto. Suffice to say they pulled it off. They had 1.140 miles of track laid already. 'Nuff said. (If you want to read about the players. see our Transportation Bulletin.)

Fiscal year 1897 finds SF&C with 6.53 miles of railway in up and running, and 0.480 miles of sidings thrown in as well. It indicates that the first day of operation was November 2, 1896. (Remember that in the 1896 report, they only had 1.140 miles of track down then. All the rest went down before November 2!). They were already making modest sums from passengers, mail, freight, and \$52.50 from advertising in cars. And they had bought Number 10 new, plus a used horsecar from Boston which they motorized and numbered 11. With this tiny fleet they hauled 148,312 passengers on 4052 round-trips.

Since none but a handful of these passengers had ever even seen a trolley car before, there was a quick lesson in rider etiquette. At the end of the report is an "Accidents to Persons" chart.: "November 3, 1869 - Boy jumped from moving car; severely injured". Note that this was only the second day of operation. Subsequent reports don't show any such activities - the lesson stuck.

Employees had a few rough weeks too: "Jan. 31, 1897 - Motorman thrown through snow-plough window. Face cut". Details to the reader's imagination. Continuing, we find: "February 4, 1897 - Motorman stepped off car backward: ankle turned". Then it was the passengers' turn again: "July 17, 1897 - Woman leaving car stepped on her dress and was thrown to the ground; hip broken". After that, everyone seemed to get it.

The report for fiscal 1898 shows things literally humming along. Revenues and ridership up nicely. Salaries for general officers and clerks - \$120. (SFTM Board take not - you are really not that much underpaid after all). Insurance - \$538. Even then it was pricey.

The fiscal 1899 report shows the purchase of a handcar (\$40) - hereby justifying SFTM's having one too. Trucks were bought for an open-car body. Ridership nearly 163,000. Doesn't it make you wonder, with only a couple thousand people living on the line, how this number got so big? Here comes the real kicker - "Average number of persons employed - 11 ". Today that would be like having eleven guys running sixteen army divisions. (Pentagon - please note).

On the equipent roster, two open cars have appeared, joining the two closed cars, No's 11 and 12. Let's guess- No's. 13 and 14? The only report on the accident side is most unfortunate - "May 13, 1899 - Four-year-old boy, in a play wagon, was accidentally pushed uder a moving car by his brother; lost part of toes on left foot and finger on left hand".

FY 1900: An item for renting power plants. No further explanation. It should be noted that they had already built their own power plant at Frankton, just over the Shelburne - Colrain line, where the principal shops were located. They also show an addition to the roster - under "Passenger cars" is now listed one "Equipped for horse-power". How retrograde can you get? Maybe that's why they had to rent power plants, with Dobbin having been called into service until the plants were on-line. One can only guess. Since under expenses there was no item listed for hay, we can only assume that they weren't totally sure that the electric age was really here to stay.

Over the next few years, business just kept growing. Ridership went higher each year, as did revenues. Number of cars over the past couple of years was stable: Two electric closed passenger cars - with electric heaters - one closed car, not electric, no heaters (must be that horse-car again. Political correctness emerges). Two electric open cars, eight freight cars, and the plough with the window broken in 1897. Somewhere along the way the plough was electrified - in earlier rosters it shows as unpowered. Railway still the same total length as in 1897.

By 1906, ridership was over 192,000, and salaries of general officers and clerks had soared to a total of \$944 for the year. An item for expenses for transferring freight was now up to \$2,145. It is noted here that in 1906 the SF&C terminated on Deerfield Street on the Shelburne side of the river, and all freight had to be moved by teamsters to the B&M yard on the Buckland side. This cost had been growing for a number of years and was a thorn in the sides of the general officers and clerks. This thorn sewed the seed for a mighty change in the SF&C's system. In the next TRANSFER, read what happens next in "Over the River to the Buckland Yard We Go".

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Photo - Sam Bartlett

HAPPY (WET) BIRTHDAY

Motorman Harry Sharbaugh turns No. 10 at Salmon Falls on a pre-season charter trip full of happy but damp kids celebrating a birthday.

SPACE FOR RENT

We still have 1500 square feet of storage space available in the freight house, and some smaller sections in the "Agway" building. This is unheated, unplumbed (presently), clean, dry space. \$100 per month minimum, about \$0.25 per square foot per month, depending on the exact space desired. The freight house space can be split up if needed.

Contact Sam at 413-624-0192 for more information

WE'RE OPEN!

**SATURDAYS, SUNDAYS, AND
HOLIDAYS**

11:00 AM TIL 5:00 PM.

AND

**MONDAYS DURING JULY AND AUGUST
1:00 PM TO 5:00 PM**

CLOSING FOR SEASON ON NOVEMBER 6

TROLLEYFEST

JUNE 24!

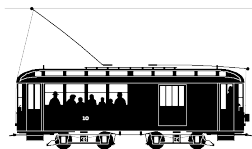
DETAILS INSIDE

Shelburne Falls Trolley Museum

PO Box 272

Shelburne Falls MA 01370-0272

413/625-9443 www.sftm.org/



RENEWAL TIME AGAIN?

Check the date shown next to your name and address on the LABEL.

If it is 2005 or earlier,
your membership is EXPIRED.