



TRANSFER

Vol. 17 No.2 SHELburne Falls Trolley Museum Newsletter SUMMER 2008

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

President's Column

The Museum's Board of Directors has spent some time this summer discussing our priorities and plans. We have agreed that safety and appearance are important goals to keep working on. The sharp-eyed visitors will notice many changes this summer to improve safety and appearance. Most notably, we have moved the boxcar and coach to the North Track, and made the remaining equipment up into a short work train on the Middle Track. We have also cleaned up the freight house dock, removing the badly deteriorated section that was not only unsightly but also a hazard for anyone foolish enough to try to walk on it. The section of dock alongside the building has had all its rotten deck boards replaced (thanks to a grant from Amherst Railway Society). Some of the most obvious debris that has been lying around the yard is gone as well.

The board has also made a commitment to restoration. This is evident by the work that has taken place on the CV 4015 caboose. The obvious work is on the interior, where the cupola has been painted and hardware is going back on. Less obvious are the 'saddles' on the roof for the roofwalks, yet to come. The board has agreed that getting a fire-resistant carbarn should be our main long-term objective. Carbarns and roundhouses and their contents have a long, sad history of fire. Also, we can't really add to our trolley collection until we have sheltered, secure space to keep any new additions and to perform restorations in inclement weather. The board is working on cost estimates, design options, grantwriting and fundraising for the carbarn. If you can help by making a donation to the carbarn fund, please do so.

Looking ahead is important, but we need to make sure that our current assets are maintained and preserved as well. Work will continue on repairing the freight house roof and clapboards; we still have some money

from an Amherst Railway Society grant to work on that.

We have agreed that track extension will take a back seat for now, but we won't take any steps that would preclude extending track down Depot St or around the buildings in the future.

As always, this is your museum. We welcome your thoughts and ideas, and especially your time and donations.

Sam Bartlett

Weathering the Weather

We've had a series of rainy weekends at the museum, and ridership is below last year's by about 20%. The soggy economy may play a role in this as well, many tourist areas are taking a hit this year. However, last year was a record year for us, and at this point, we are having our second best year ever. While we would like to have increased ridership every year, and would be glad to have more visitors on some of those long, quiet afternoons, we are pleased that people keep coming (and coming back).



DIRECTORS AND OFFICERS - 2008

Officers:

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

Directors:

Harvey Allen
Gerald Besser
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David Goff
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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. Spring, Summer, and Fall issues are planned for each year. Comments, contributions, and letters to the editor are welcomed.

David C. Bartlett - Editor
dbartlet@crocker.com

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 when you come to SFTM.

MEMBERSHIP REPORT

As of this writing, SFTM has 148 current active memberships. Most membership levels cover two or more members, so our total membership is probably well more than twice the number above. We now have 5 Life Members.

Welcome More New Members

Daniel Tetreault - Shelburne Falls MA
Historic Factories LTD - Greenfield MA
Harper Gerry - Tolland CT
Bob Bates - Nashua NH
Leslie Cooper - Hawley MA
Gary Brown - Wayne PA

More Car barn Fund Donors

Bill Townsend

David Goff

There's room for your name here too!

SIGNING UP FOR 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.

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 name**.

That's all there is to it. Your address will be entered on a mailing list, and the future issues will come to you by internet instead of by snail mail.

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 in. We need you!

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The Way It Was

Looking north along the SF&C St. Ry. in the town of Colrain's village of Griswoldville. The dirt road is now Route 112. The rails are long gone. The church has seen it all, and is still there. At least in those days it was not likely that the folks digging in the road were planting an IED.

MEMBERS' DAY MEAL RESERVATION INFORMATION

Beginning at noon on Saturday September 20 - rain or shine, a fine feast consisting of a very special pork loin, accompanied by fresh local vegetables, salads, bread, beverage, and homemade desserts will be served. Special price to Members and anyone covered by their membership level (See Page 2 for membership privileges and limitations): \$10.00 for adults, \$5.00 for ages 6 thru 12, and \$3.00 for those under 5.

Prices for non-members: \$12.00/ \$6.00/\$4.00. To help us plan quantities, reservations are requested. (Advance payment is not necessary). Please reserve not later than September 17, by email at: Membership@sftm.org or by phone at 413-625-6628.

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The Day *SHELBURNE FALLS* Came to Shelburne Falls

The day set for the celebration of the great event started gloomily with a cold, driving northeast rainstorm. Still, the enthusiasm and joy was apparent. There was a feeling in the air just like Independence Day. But it wasn't July 4th; it was October 29.

People were buzzing around the platform at the freight house in Shelburne Falls. The platform was draped with evergreens and the American flag. In the background, conspicuously placed, was the word "Welcome". This momentous occasion took place way back in 1867.

The Shelburne Falls Military Band, the Fire Companies of the village, town officials and other local dignitaries gathered around the platform around 1 p.m. So did between two and three thousand people from the surrounding towns. They were all eager to welcome the first Troy & Greenfield train to the village.

When the locomotive *SHELBURNE FALLS* arrived, it was pulling eleven passenger cars carrying the governor of Massachusetts, the Governor's Council, several state officials and businessmen from towns along the route between Boston and Greenfield.

Red, white and blue bunting was festooned on the engine, cars and the platform where Governor Alexander H. Bullock and others were to speak. The speeches were delayed, however, because of the inclement weather. There was a parade to Franklin Academy, the local high school, on Main Street. Though the rain continued to fall, the band continued to play along the parade route.

A huge tent had been erected at the academy, the Shelburne Falls House served a dinner and several speakers were heard in the afternoon. It was estimated that over 2,000 watched the parade and at least 1,000 people heard the speeches. This celebration of the completion of the first section of the Troy and Greenfield railroad was considered a great success.

When it was known that a railroad was coming, fifty houses were built in Shelburne Falls in 1852, almost all located on the Buckland side. It was the greatest boom in the history of Buckland and this section became known as "Lower Buckland". The name was added to tell it apart from the older village some miles away. This section also had more people. First, the English and German people came to work

in the cutlery and then the Irish came to work for the railroad.

The question will always remain: how did those thousands of people get the day off—and on a Tuesday, to boot?

Peter M. Johnson

Details from the History of Buckland by Fannie Shaw Kendrick, Town of Buckland Committee, Buckland, Mass, 1937.

Note: The aforementioned 1867 freight house stands to this day on the grounds of SFTM. - Ed.

POSTLUDE - Sort Of

Sometimes in Shelburne Falls it only rains part of the day, and herein lies a tale.

After much preparation on caboose CV 4015, the day came to apply the first red finish coat on the side facing the Pan Am Southern main line. The weather seemed good, although a few odd clouds of sinister appearance were floating about. So out came the bucket truck and spray rig. Just as a nice coat of red was starting to build on the car's side, those odd clouds decided to get into the game too, providing their version of spray painting - big time. Better luck next time, Sam.



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NEW CARBARN PROJECT UPDATE

Our Board feels strongly that a new, fire-resistant carbarn is its hottest priority. As noted in previous issues of Transfer, loss of historic collections of almost any type by fire is catastrophic.

Based on input from SFTM staff, over the past year groups of senior Civil Engineering students from UMass have submitted almost 20 solutions for structural and foundation design for a proposed carbarn. Elements from the best submissions have been selected by SFTM to be used for drawing up construction plans, cost estimates, and for making grant applications.

To date SFTM has received over \$3000 in member donations for the project. Showing in-house support like this often greases the skids for grantors.

If you haven't already donated to this key project, or if you believe enough in SFTM to add more to the pot, now would be a good time to help us get on with it all. Your donations may be tax-deductible, and will be most welcome.

CABOOSE NEWS

Work on caboose CV 4015 has really taken off this year, with John Pelletier devoting massive amounts his time to this project. He has meticulously mended, replaced, stripped and painted anything in the interior that needed it - which was nearly everything. Platforms and steps are receiving the same careful work, and even some of the previously-done exterior work was upgraded. His report follows:

SFTM'S current restoration project CV 4015 has seen considerable progress in the last eighteen months. As of mid August, I would estimate about sixty percent completion, with the cupola and vestibule interior almost done. Outside, most of the catwalk saddles are installed and the remaining ladder ready to be installed. Painting has been a high priority, as this cannot be done in the cold weather.

This winter's projects include prep for painting of the crew compartment, repair of the floor and interior fittings. Also I will be going down to the Connecticut Trolley Museum to work with their restoration crew to learn more about restoration.

Anyone wishing to be involved in SFTM's restoration program can contact me at spell938@earthlink.net or thru the museum.

John Pelletier



No. 10 looks at its present carbarn. Adequate - yes. A safe haven - maybe not.

For Rent:

The recently renovated studio space behind the Visitors Center is available for rent. It would make a nice office, studio or store. It is 19'x30', high ceilings, wood floors, insulated and heated, plenty of parking, ADA-compliant restrooms adjacent, sink in the studio, broadband available, \$600/mo includes hot water and electricity; heat is extra. Call 413-624-0192

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2008 OPERATING SCHEDULE

OPERATING EVERY SATURDAY, SUNDAY,
AND HOLIDAY, THROUGH THE END OF
OCTOBER.

HOURS OF SERVICE - 11 AM TIL 5 PM.

ADDITIONAL SUMMER SERVICE:
JULY AND AUGUST -
MONDAYS - 1 PM TIL 5 PM.

LOCAL SPONSORS FOR 2008

**Christopher's
Village Restaurant
West End Pub**

South River Tour - What's To See?

South River State Forest, in the Town of
Conway, offers special interest to the railfan.

The tour starts with a walk along the New Haven
roadbed, ending at the site of Conway Station.

Here you can see where the Colrain Electric
Street Railway interchanged with the New
Haven. Nearby are the piers and abutments of
the High Bridge, the 8% grade of the CESR,
and the latter's piers in the Deerfield River.

Details and signup at SFTM on Members' Day.

MEMBERS' DAY 2008

**SATURDAY
SEPTEMBER 20**

CELEBRATING THE 100TH
YEAR OF
THE BRIDGE OF TROLLEYS

STARTING AT 11 AM:

RIDES - TROLLEY,
PUMPCAR, CABOOSE.

LUNCH AT NOON*

SOUTH RIVER TOUR

MOVIES

*DETAILS ON PAGE 3

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