

SHALL WE RIDE NO. 10 AGAIN NEXT WEEK?
YES, DAD. IT BEATS RIDING IN OUR BUGGY!



TRANSFER

VOL. 25 - NO. 2 SHELburnE FALLS TROLLEY MUSEUM NEWSLETTER
SUMMER 2016

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



No. 10, freshly washed, pokes her head out of the New Car barn.

CARBARN PROGRESS

At our last report on the Car barn, we told you we had loosely put up the new trolley wire. This wire is necessary to power the trolley along the House Track to the new Car barn. Since then we have cut in the 'wire frog' (like a track frog, where two rails come together, but this is up in the air where the two wires

come together), and tightened the wire up and installed all the clamps. We had trouble with the new (and only) wire frog at first; on Training Day we found we had to go very slowly under the wire frog or the trolley wheel would go the wrong way and cause the wheel to jump off the wire (a 'dewirement'). Luckily Larry and I had planned *Continued on Page 3*

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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.

Sam Bartlett - Editor editor@sftm.org

SIGNING UP FOR eTRANSFER

As a convenience to our members, and as an attempt to control costs, 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. What's more, eTRANSFER comes out in full color!
If you are a current member and 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 'eTransfer'.
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Your address will be entered on an emailing list, and the future issues will come to you by internet instead of by snail mail, thereby saving printing and mailing costs. Save a tree, too!!
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 Sam at 413-624-0192. Indicate what your interests are - operating, painting, building stuff, selling tickets and gifts, grant writing, or what. We need you!!!

CARBARN GRAND OPENING

Please join us at 11:00 am Saturday July 23 for the Grand opening of our new Car barn! We'll have some introductory remarks and then watch as No. 10 breaks through the ribbon to inaugurate our biggest project since buying the yard. Thanks for all your support, whether or not you can attend.

MEMBERSHIP REPORT

At this writing, SFTM has 107 current Memberships. If your TRANSFER includes a **Membership, Donation and Volunteer Form**, then you need to renew. See the form for more information on Member benefits and giving levels. If your printed TRANSFER does not have this year on the address label, please renew your membership, as this is probably your last TRANSFER.

Renew online at <http://www.sftm.org/join.shtml>

Please send changes of address for mail or email to membership@sftm.org

WELCOME NEW MEMBERS

The Blue Rock Restaurant & Bar
Salmon Falls Gallery
Pat Pyott
Donald Hall
John and Jeannine DellaGrotte
Jim Kessler/Sarah Cohen

Corporate Sponsors

Please patronize our Sponsors!

West End Pub
Walter's Propane
Casey's Grinders
Zoar Outdoor
Coldwell Banker Upton Massamont REALTORS
Berkshire East
McCuskers Market
Mo's Fudge Factor
The Blue Rock Restaurant & Bar
Salmon Falls Gallery

TROLLEYFEST 2016

Join us on Saturday July 23 for Trolleyfest! We will have caboose rides, speeder rides, a velocipede demonstration, historical agricultural and industrial hands-on demonstrations, music and more! We'll also hold our Car barn Grand Opening Ceremony then. See www.sftm.org/trolleyfest.shtml for details.

HISTORICAL TIDBITS

Items from the Annual Report of the Town Officers to the Inhabitants of Shelburne for the Year ending February 1, 1898:

Treasurer's Report included these entries:

Received from Shelburne Falls and Colrain Street Railway Co. for grate \$3.25.

Due from SF&C electric railway, use of derrick \$12.00

Continued from Page 1 for this possibility, so the next week we moved the frog a few dozen feet closer to the track frog position, and this seems to have solved the problem. No. 10 now goes either route in both directions without complaint.

Dave, Nash and Martin have put in nearly all the bond wires. These jump around the rail joints, allowing the electricity to return through the rails. This has brought a great improvement in No. 10's get-up-and-go when leaving the Car barn. The Franklin County Technical School wiring students finished their work, for now. They got all the outlets working and wired up the fire alarm system. They will return in the fall to move over the trolley power supply to the new Car barn. Martin and Sam put up more trim and Martin, Jim and Joshua finished putting all the screws in the doors. For Training Day we were able to put No. 10 in the new Car barn, and she has stayed there overnight ever since! There is still more trim to put up, and a lot of organizing inside as we shift from "building-a-building" mode to "using-a-building" mode.

FREIGHT HOUSE PROGRESS

Rodger and Dick rebuilt, painted and reinstalled the four window sash on the south east corner of the building. Rob and Rob rebuilt and rehung the sliding door on the South Side that serves their rental space.

We're looking for one or more volunteers to repair the clapboards on the north side along the dock. This will require a little ladder work and good wood working skills. We'd also be glad to have one or more people to scrape the old paint off the remaining clapboards and under the eaves, in preparation for painting the unpainted sides.

TRAINING DAY

Just before we open for the season each year, we



We watch Polly throw Turnout 2 on Training Day while learning the finer points of turnouts.

have a Training Day, to re-acquaint our operating crew with the nuances of being a motorman, conductor, or both. This year was different, because for the first time since 1999, we had a new route to use. Each morning when we open we will be bringing No. 10 out of the new Car barn, up the House Track, turn the pole, throw Turnout 2 and head down the Main Track for the loading platform. (If you come early or stay late, here is a chance to get some 'rare mileage'.) So we studied in detail the ins and outs of turnouts, how to shut off the power while going under the wire frog, how to slowly navigate the wire frog and the new number 5 turnouts by the Car barn, and to open and close the huge new Car barn doors. We were also glad to welcome new crew members Gary, Martin, Steve and Nash. And thanks to Casey's Pizzeria for lunch!

HISTORICAL TIDBITS

From the Republican (of Springfield, MA) Oct 14, 1906, sent in by the grandson of E.V. Maling:

The annual meetings of the Connecticut Valley and the Shelburne Falls and Colrain street railway companies are to be held Tuesday. The former has enjoyed a good year and will make a good showing. Much of the past season has been conducive to trolly (sic) riding. The Shelburne Falls and Colrain road has taken on new life since the present superintendent, E.V. Maling has assumed his duties. More than this, C. A. Marcy, the president of the road, has caused surveys to be made and estimates prepared for a bridge across the river at Shelburne Falls to enable the company to run its cars directly to the Boston and Maine station where freight cars can be unloaded or loaded direct without the intervention of teams to take it across the river. It has been figured



Carl poses with one of his many rail vehicles.

out that the interest on the cost of a bridge will not be so great as the cost of hiring teams to carry the freight to and from the terminus of the road.

Why is there a model of a school at a trolley museum?

By Dave Goff

Miss Mayla Russell was getting impatient on the porch of her father's Colrain Hotel. The 7:20 am departure of Shelburne Falls and Colrain Street Railway Car Number 10 was already five minutes behind schedule, and the motorman was discussing a pickup of two trailers [*Ed. box cars*] at the Griswold Mill with the conductor. Mayla knew that two trailers were always just about all Car Number 10 (the "Yellow Car") could handle on a dry day up the grade at Griswoldville, and there was a steady wet drizzle forming. The wet rails and extra trailers could slow the trolley today; in fact perhaps even stall them on any of the two uphill grades they would encounter on the trolley line to Shelburne Falls. This was important since Mayla was due in class at Arms Academy, and any delay could imperil the trolley's scheduled arrival in Shelburne Falls at 7:50.

Ms. Russell was one of the many students who depended on the Shelburne Falls and Colrain Street Railway getting them to school and back. Although the line was required by state law to provide half-price ticket books for students, the trolley line also welcomed the additional revenue that these students provided. However, research reports from prospective bidders interested in purchasing the street railway near the end of service in 1927 found the remaining passenger traffic remarkably small – mostly mill-

workers going shopping in Shelburne Falls on Saturday afternoons. Many students were carpooling by this time.

The student traffic generated for the trolley line was primarily dedicated to Arms Academy in Shelburne Falls. The Academy, named after Major Ira Arms, was chartered as a private school in 1880 after a generous grant of land. By 1894, voters saw the importance of a local high school and it became a public school that year. Countless thousands of area students walked its halls towards graduation, many traveling by trolley from the villages and farms that dotted the North River valley – villages like Shattuckville, Griswoldville and Colrain City.

The importance of Arms Academy to the livelihood of the SF&C St. Ry. is demonstrated at the museum with a scale replica of the Academy built by Arnold Purinton. The model was won in a raffle by alumnus Robert Mitchell, who asked his class to decide whom to donate it to. They choose SFTM and now it is on display in the new Car barn.

The Arms Academy building still stands, and is the home of the Shelburne Historical Society (pvhn.wordpress.com/locations/shelburne-historical-society/), whose collection includes locally manufactured items, household furnishings, and extensive photographs illustrating a small manufacturing village and surrounding farms.

The stories of students like Miss Mayla Russell live on in the chapters of history of the Shelburne Falls and Colrain Street Railway. Students traveled to Arms Academy for over thirty years, hoping Number 10 would not stall on the grade with too many trailers leaving them with a tardy slip at the end of the run.



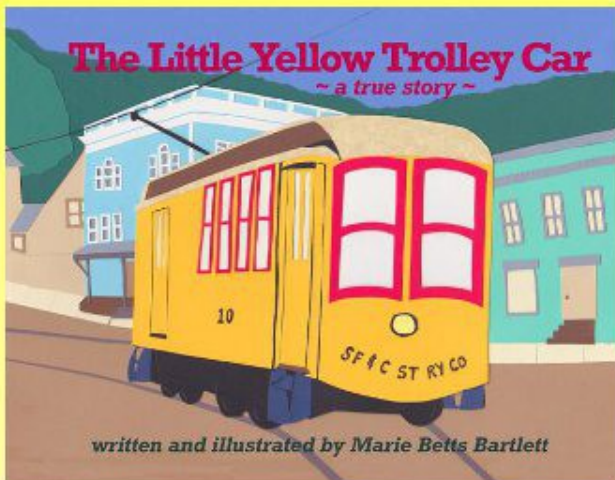
TROLLEY FEST

**SATURDAY JULY 23 11AM - 5PM
SHELBURNE FALLS TROLLEY MUSEUM**

- * Trolley Rides
- * Pumpcar Rides
- * Caboose Rides
- * Speeder Rides
- * Reenactors from the Trolley Era
- * Blacksmithing
- * Toy Trains



- Hands-on demos
Noon to 4pm:**
- * Cider Making
 - * Butter Making
 - * Tool Making
 - * Weaving
 - * Milk a 'Cow'



SEE HOW THE PEOPLE OF SHELBURNE FALLS WORKED AND LIVED AND TRAVELED IN THE TROLLEY ERA, 1896 TO 1927.

- * 11am – New Car barn Grand Opening Ceremony
- * “Scoop Shack” - Hot dogs, Burgers, Ice Cream
- * 12-3pm McCusker's Market – Sampling Hard Cider and Pickles
- * 2:30pm – Author's reading of “The Little Yellow Trolley Car”
- * 1pm to 3pm Music by “Whistlestop”



All-Day-Passes Adults \$4.00, youths \$2.00, under 6 free
www.sftm.org/trolleyfest.shtml for details

14 Depot St

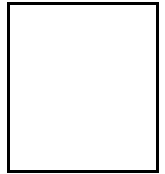
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Please consider getting your Transfer online, see Page 2 for eTRANSFER details.
You can visit our FaceBook page at <https://www.facebook.com/ShelburneFallsTrolleyMuseum/>
See more Car barn progress pictures at <http://www.sftm.org/carbarnpictures.shtml>

Coming Soon: A children's picture book by Marie Betts Bartlett, author and illustrator of *The Little Yellow Trolley Car*. *Poppy's Purpose* is based on a true story about a passenger car who survived the collapse of the World Trade Center towers and realizes that even in difficult times, courage and kindness are always possible.

