



Inc.

WAREHOUSE POINT, CONN.

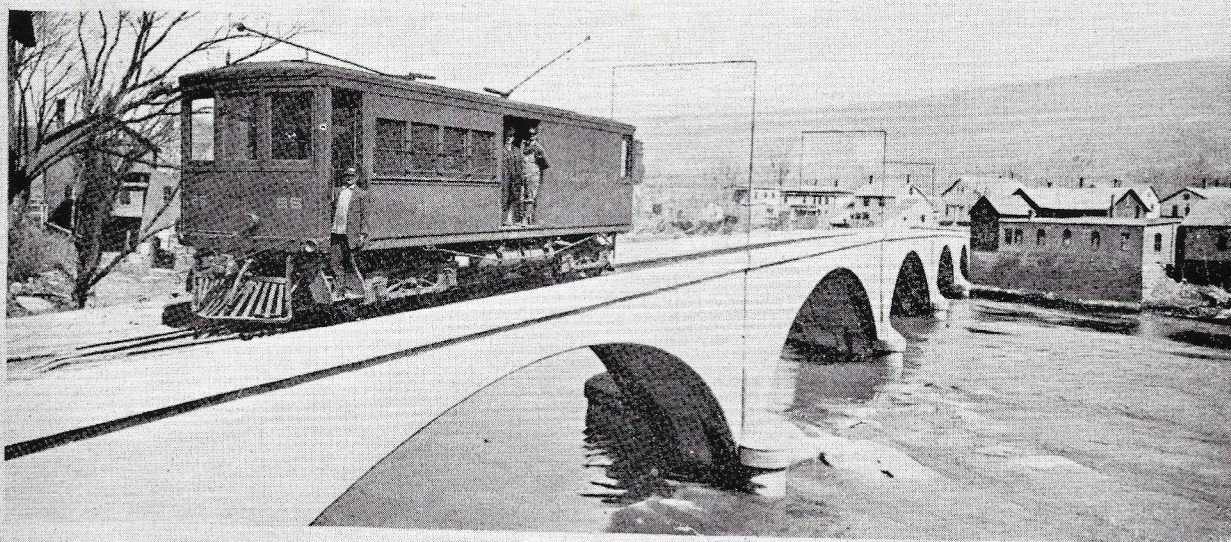
Transportation Bulletin

No. 75

July-December 1967; January-December 1968. Price \$3.00

The Story Behind the "Bridge of Flowers"

WESTERN NEW ENGLAND ADVERTISER



The Shelburne Falls and Colrain Street Railway Company

WILL WELCOME YOU

CORRESPONDENCE SOLICITED

H. L. REED, Manager

SHELburne FALLS, MASS.

THE SHELburne FALLS & COLRAIN STREET RAILWAY was noted for its 400-ft. concrete arch bridge over the Deerfield River, which today is "The Bridge of Flowers," a well-known landmark. This reproduction is from an advertisement in a 1910 era magazine. Motorman on steps is Conrad Sauter, man in doorway in overcoat is Frank L. Reed, the superintendent; typographical error in ad says H. L. Reed. Man in overalls is not identified.

Also in This Issue:

Green Mountain Railroad Corp.

Shelburne Falls & Colrain Street Railway Company



HARRY UPSON CAMP

FOREWORD

THE STORY of the Shelburne Falls & Colrain Street Railway is dedicated to Harry Upson Camp (1895-1967), former electrical contractor of Reading, Mass., who retired in 1961 to Southamptn, Mass.

It was at Harry's urging that we did research work on this long-gone electric railway line in 1965 and 1966, going through copies of the defunct Shelburne Falls Messenger and Deerfield Valley Echo at the Arms Memorial Library, and interviewing various people in Shelburne Falls, Buckland and Colrain.

When a schoolboy, Harry recalled spending many weekends and summertime holidays in Shelburne Falls, journeying from Easthampton on the New Haven Railroad's long-abandoned Shelburne Falls branch. (In those days there were through trains from New Haven to Shelburne Falls via the "Canal Line" and Northampton).

Harry's family and the Frank L. Reed family were long-time friends as they were neighbors in Easthampton before Mr. Reed moved to Shelburne Falls to become general manager and treasurer of the Shelburne Falls & Colrain Street Railway Company in 1907.

Harry was privileged to visit with George Smead at the power house and carbarn or ride with

Conrad Sauter and Byron Smith, or whoever the crew might be on No. 10 or No. 25 on freight trips. In short, he took in whatever activity looked most interesting to a curious boy.

We are sorry that Harry did not live to see publication of this history of his favorite electric railway line.

Thanks for their help and recollections is given also to Mrs. Camp and to Shelburne Falls people who helped in various ways in our compilation of this history: Mr. and Mrs. James Warner, Mrs. Emmett L. Murray, Miss March at the Arms Library, Walter Lamorie, C. P. Davenport, Mrs. Eleanor B. Shippee and others in Buckland and Colrain whose names we did not record.

By delving into the files of the old Shelburne Falls weekly newspaper and into reports of the Massachusetts Railroad Commissioners and interviewing local residents who were brought up in the trolley era, we are able to present a more factual and more complete history than has appeared heretofore in newspaper and magazine columns and bring to light many facts and anecdotes that are now almost forgotten.

ROGER BORRUP, Author

Green Mountain Railroad

The story of one of New England's "newest" railroads — the Green Mountain Railroad Corporation — was written for this number by Donald S. Robinson of Greenfield, Mass., who is not only a railfan and photographer but a Boston & Maine Railroad dispatcher; Eastern Region Vice-President, National Model Railroad Association and Trainmaster and Rules Examiner, Green Mountain Railroad, among his vocations and avocations.

We hope our readers will find this story of a current-day railroad interesting and informative.

Transportation Bulletin

Published by the Publication Committee of Connecticut Valley Chapter, Inc., of the National Railway Historical Society, Inc., at Warehouse Point, Connecticut.
Roger Borrup, Editor, P. O. Box 232, Warehouse Point, Conn. 06088.

No. 75 July-Dec. 1967; Jan.-Dec. 1968



TOWN SEAL incorporates the old trolley bridge into its design.

Trolley Era Happy One

By WAYNE A. SMITH

Columnist in Greenfield Recorder-Gazette, Saturday, November 27, 1965

The Bridge of Flowers has become one of the region's most coveted heirlooms. It was not always so. When it was merely an abandoned trolley car bridge the villagers of Shelburne Falls despaired of ever seeing its use revived not to mention a project which would make it an aesthetic delight.

But what was life like in the days of the Bridge of Flowers when there were no blossoms on it? What was that trolley car era and its frills to those who lived in the shadow of this now famous span?

These thoughts bloomed on a recent evening as we paused to admire once again the glories of the bridge which crossed the Deerfield plumb in the middle of the Shelburne Falls business area.

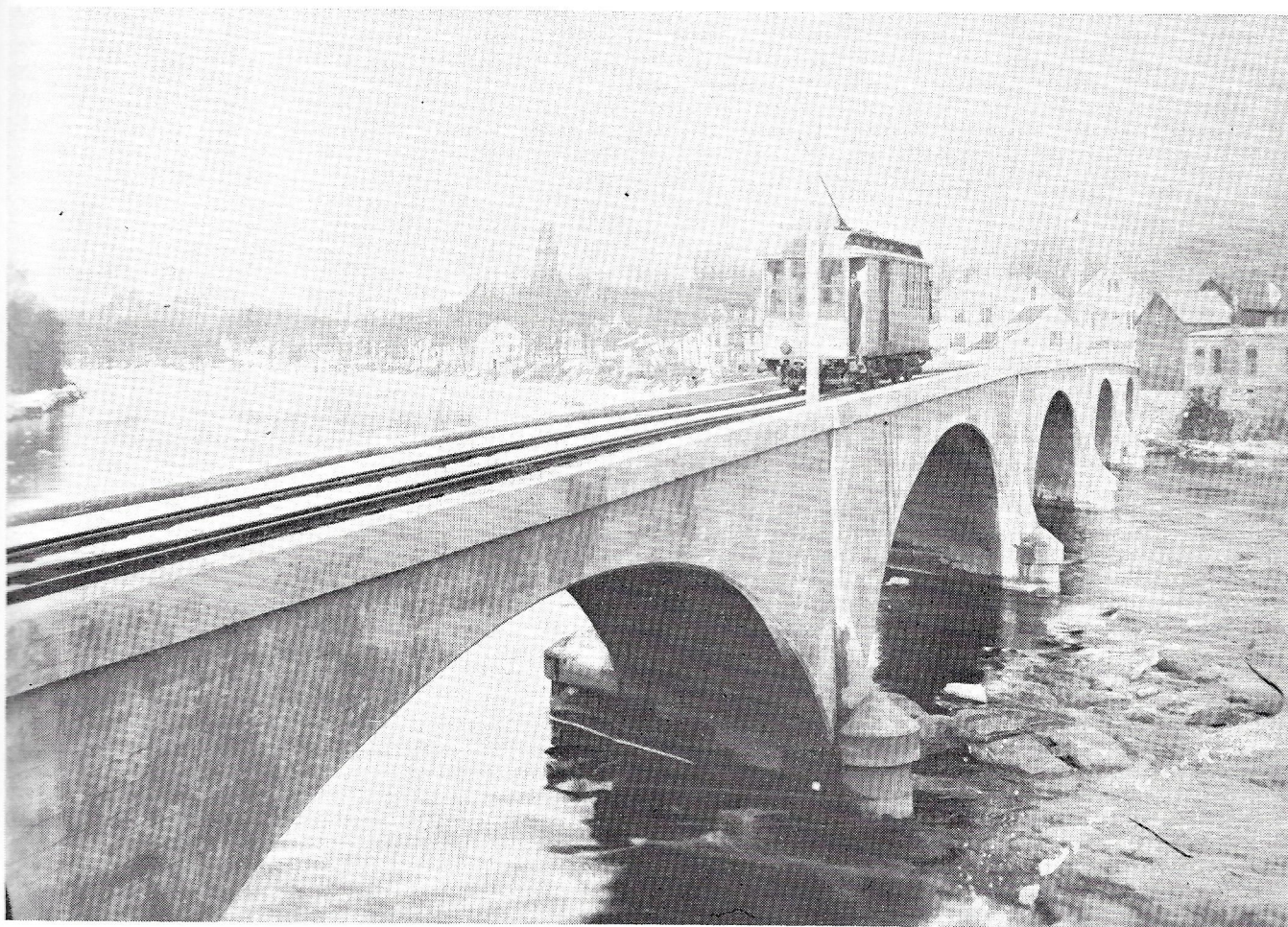
Where did the trolleys go that crossed the bridge from north to south? Or is it west to east?

We knew how to get this answer. We knew that the O'Briens, Mr. and Mrs. J. Joseph of State St., now well past their 50th wedding anniversary and residents of that community all their lives, would have the answer.

The old cars went up to the railroad station. They did not end at the bridge. They gathered goods and people from the railroad station regularly in an era when there were more trains than there are spans on this bridge.

In the opposite direction they meandered all the way to Colrain with stops in Shattuckville, Griswoldville, Lyonsville, and little wayside byways on hot summer days, cold winter days and bright autumn days. On Sundays they were great fun.

The O'Briens told us that it was one of the summer pastimes in that glorious era to jump a trolley for Colrain, enjoying cooling breezes in an open car, jump off at the Colrain end, wander up to the hotel for a big, heaping dish of ice cream and, one hour later, get the next car back.



CAR NO. 10, combination car of the Shelburne Falls & Colrain Street Railway crosses the Deerfield River bridge enroute to Colrain in this winter scene. Conrad Sauter, conductor, is standing in the rear doorway. —[Photo by Herbert Ashworth, Shelburne Falls photographer, loaned from the collection of Mr. and Mrs. James Warner.

Shelburne Falls and Colrain Street Railway Company

THE Shelburne Falls & Colrain Street Railway was just one of the many score of small-town New England trolley lines that filled a vital transportation need in the early part of the 20th Century. It was promoted and built with great promise, prospered a few brief years and then bowed out of existence almost unnoticed.

Projected to provide improved transportation of both passengers and freight, the electric railway connected Shelburne Falls, Massachusetts, on the main line of the Boston & Maine Railroad a few miles west of Greenfield, with the manufacturing villages of Shattuckville, Griswoldville and Lyonsville along the North River and Colrain, seven miles away.

From the Greenfield Recorder-

Gazette's Sesqui-Centennial Edition of Monday, February 22, 1942, a comprehensive history of the Shelburne Falls & Colrain Street Railway is reprinted:

The old trolley line was in operation from 1896 to 1927 and faithfully served the thriving industrial and agricultural communities along the North River valley between Shelburne Falls and Colrain. During the "Gay 90's" the line prospered as an important link for the transportation of freight and passengers over its 8 miles of track.

The line's scenic route along the Deerfield River and winding North River was a popular ride of a Sunday afternoon before the automobile. The railway company's two open cars during the summer were often filled with youths and their

girls on a 15-cent ride to the end of the line, while children, with their parents, scrambled over seats on the way to a Sunday afternoon band concert at Hillside Park, Shattuckville.

Colrain Needs Outlet

Because of the demand for transportation in the thickly populated township of Colrain where several mills of the old Griswoldville Manufacturing Company were operating to capacity, the following men incorporated under the name of the Shelburne Falls & Colrain Street Railway Company on February 6, 1896: Lorenzo Griswold, Charles A. Marcy, Clifton L. Field, Whitney W. Carey, Edwin Baker, David W. Temple, George W. Jenks, Herbert Newell, Freeman L. Davenport,

Albert J. Amstein, Hugh Mann and Albert C. Bray.

The first meeting of the corporation was February 28, 1896, with David W. Temple named president, Marcy vice-president, Newell treasurer and clerk. Directors were Griswold, Baker, Amstein and the officers.

They voted to build the trolley line from Colrain to Shelburne Falls on April 10, 1896. The bid of the H. W. Wright Construction Company was accepted for track laying, ballasting, excavating and grading, while Sprague & Levenworth, engineers, were employed. The Fred T. Ley & Company was awarded the contract for the bridge masonry, while the Newton Iron Company of East Everett received the contract for the bridges

Divide Bridge Costs

It was voted to join Colrain on equal terms in building bridges over the North River in Griswoldville and Shattuckville. The Frankton mill privileges were purchased and David Perry was awarded the contract for repairs to the Frankton dam to be used for power generation.

L. N. Wheelock was the first superintendent and the four cars

purchased during the summer first rolled along the tracks on November 3, 1896. It was a great day for residents "up the valley" when they were able to hop aboard the trolley and ride either a short distance to a neighbor's home or into Shelburne Falls or Colrain to shop at the stores without walking or hitching up the horse. People came from many surrounding communities and Southern Vermont to ride on the "new fangled" trolley.

A car barn and office was maintained on Deerfield Avenue, Shelburne Falls. The office was located on Water Street when the cement bridge was constructed over the Deerfield River in 1908.

Several Side Tracks

Starting at the car barn on Deerfield Avenue, the tracks crossed the business section of Bridge Street and continued along the Deerfield River up Water and Main Streets, through the "dug-way" and across the flat on the Colrain road to North River and the Frankton car barn where the power plant and trolley workshop were located.

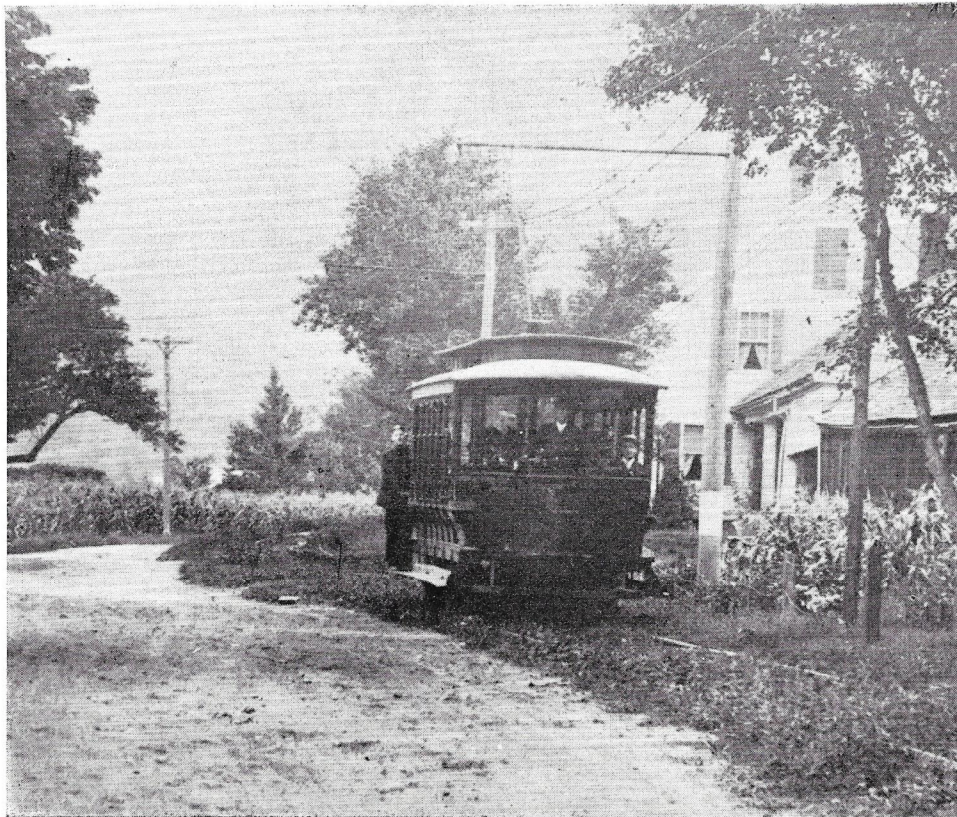
The line crossed North River at Hillside Park, continued through Shattuckville and again crossed the stream at Griswoldville. From Gris-

woldville the tracks continued to Lyonsville and the Willis place and into Colrain center. Side tracks were located at Purrington's on the Colrain road, at Frankton, Shattuckville, one at Griswoldville bridge and in Griswoldville, Lyonsville, Willis place, and in Colrain center.

The fare between Shelburne Falls and Colrain was 15 cents, 5 cents to Shattuckville and 10 cents to Griswoldville. Frank Payne was hired to transfer freight and express from the railroad depot in Buckland and it was voted to transport U. S. mail on April 20, 1897. Payne received 20 cents per hour for his team's use hauling freight.

The first casualty on the trolley line occurred in the fall of 1896 when Stephen McCarthy received \$30 from the railway company to assist him in paying expenses caused by his son jumping from a car.

When Wheelock resigned as superintendent, Edwin R. Davis was named to the position. He was succeeded by Robert Miller but due to ill health Miller resigned and Frank Payne became superintendent for a number of months. Burt Upton was elected to the posi-



WHEN Route 112 was a dirt road this scene of open trolley No. 16 at a car stop in Lyonsville bound for Shelburne Falls on a summer day was typical of the Shelburne Falls-Colrain trolley line in the happy yesterday of a past generation. —[Photo from the collection of Carl L. Smith.]

tion upon the resignation of Payne on January 5, 1899.

On June 2, 1908, it was voted to build a bridge across the Deerfield River and the contract was awarded to the Fred T. Ley Construction Co. The concrete structure, 398 feet long, with four piers and five arches, was located just north of the Shelburne-Buckland iron highway bridge. At that time it was considered one of the longest concrete bridges east of the Ohio River.

The span was used as a trolley bridge until the street railway company relinquished its charter in 1927. The bridge was privately owned and was sold April 15, 1929, to the Shelburne Falls Fire District for \$1,250 to carry the gravity system water main to the Buckland side of the river. The structure is now widely known as the "Bridge of Flowers" under care of the Shelburne Falls Woman's Club.

Sponsor Concerts and Baseball

To stimulate interest in the new trolley line the railway company voted early in its existence to sponsor band concerts at Colrain on Saturday evenings. They also conducted Hillside Park in Shattuckville as a picnic grounds and baseball field where residents of Shelburne Falls and Colrain might "take the trolley" to spend the day. For this traffic the road bought two open cars in 1897.

E. V. Maling became superintendent in 1906 and he was succeeded by Frank L. Reed as man-

ager, May 10, 1907. In 1909 the company voted to purchase from the North River manufacturing company land and water power located in Whitingham and Searsburg, Vermont.

Freight cars from the B. & M. Railroad were moved over the trolley line and these were made use of as "free" rides by youngsters of the communities who "hopped" the slow moving cars and rode until they came to the many swimming holes along the Deerfield and North Rivers.

A favorite swimming place was "London" in the Deerfield River and was easily reached by trolley by the Shelburne Falls boys who hurried from school and hid behind trees on Water Street until the trolley came by, hauling freight cars. It was often necessary for the young swimmers, who lacked bathing suits, to hide in the poison ivy-infested bushes or behind rocks while an open trolley car passed closely by with a group of church society ladies on an outing.

Abandon Own Plant

Because of the condition of the railway company power plant on the North River at Frankton it was voted on October 27, 1924, to purchase power from the New England Power Company.

Frank L. Reed was treasurer and general manager for a number of years, while Ralph W. Purrington was elected superintendent in 1914. Deane A. Ainsworth became clerk

and treasurer for several years and in 1923 he was succeeded by Edward S. Hunter as treasurer and manager of the line.

Only one fatality occurred on the trolley line in its 30 years of operation. A North Adams man was killed in the "dug-way" on upper Main Street during an ice storm when he slid on the frozen crust on the embankment from the highway to the trolley tracks at the bottom and was struck by a trolley car. One of the few accidents of the company occurred June 24, 1925, when a trolley car was destroyed by fire in Colrain.

George Smead of the Colrain road was chief operator of the power plant in Frankton for 29 years. Other veteran employees including motormen and conductors were Conrad Sauter, Byron Smith, Fred Ware, Frank Walden, Oscar Elmer, Leon Streeter, William Burrington, A. C. Hume, Edward S. Hunter.

Changing methods of transportation and construction of a state highway between Shelburne Falls and Colrain which would cause relocation of the railway in several places, finally forced a company decision that the expense of continuing was too great and the business would not warrant it.

On April 25, 1927, the bondholders foreclosed and sold the railway to J. M. Blassberg of Shelburne Falls for junk purposes after nearly 30 years of service to the two towns.

WHERE track ran along the highway on the mill race embankment in Griswoldville it looked like this at the turn of the century and for a number of years afterward until the highway was rebuilt. In the background is No. 24 the snow plow which often doubled as freight locomotive or work car. —[Post card loaned by Mr. and Mrs. James Warner.



The Story of the Bridge of Flowers

Shelburne Falls, Massachusetts

NOT MANY ex-trolley bridges have become famous after the cars ceased running over them. Only the one at Shelburne Falls, Mass., has become an historic landmark—a Mohawk Trail tourist attraction visited by thousands of people each year.

Mrs. Walter E. Burnham of Shelburne conceived the idea of transforming this cement bridge into a "Bridge of Flowers." The project was sponsored by the Woman's Club of Shelburne Falls and late in 1928 a committee, with Miss Gertrude F. Newell as chairman, was appointed to work out details.

That same fall of 1928, the Woman's Club purchased 400 feet of 58-inch diamond link fence which was put up on the north side of the bridge by the men of the town who donated their services. During the winter of 1928-29 the Sally Service Department of Joseph Breck & Sons of Boston made blueprints to be used as guides in planting two flower beds along the bridge—an annual bed 400 feet by 3 feet on the south and a perennial

bed 400 feet by 4 feet on the north. In April, 1929, eighty loads of loam and several loads of fertilizer were put on the bridge, all by donated labor.

To meet initial expenses a finance committee made up of members of the Woman's Club and other organizations in town, raised \$1,000 in the early spring of 1929. Dr. Carlton E. Nason was chairman of this committee and treasurer was Mrs. J. Walter Smith, who continued in that capacity a number of years. Money for maintenance was raised by rummage sales, card parties, dinners, benefit movies, etc.

Expenses which at the beginning averaged \$150 per year have increased until they have become more than \$2,000.

For many years the Shelburne Falls Fire District has donated \$300 per year. The district owns the bridge, and the water main supplying the Buckland side of the river crosses on it.

Other monies have been raised by a merchandise club (since dis-

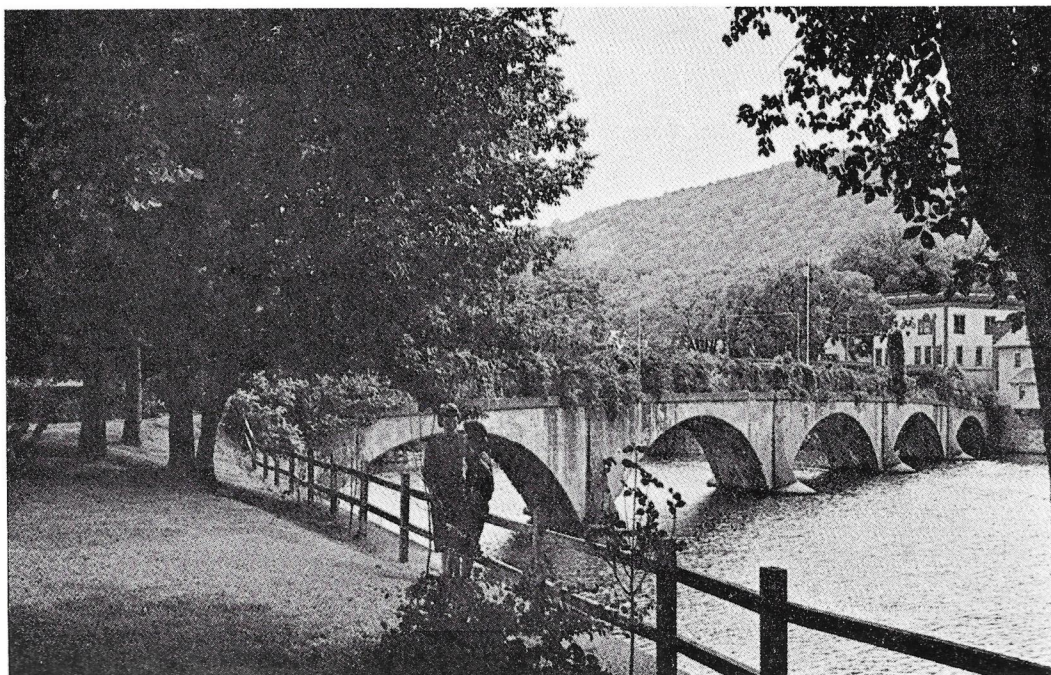
continued) conducted for many years by the Bridge of Flowers Committee, and by individual gifts.

In 1945 by the will of Mrs. Alice Sawyer, about \$1,000 was given to the Woman's Club for the maintenance of the bridge. Part of this fund was used to purchase a sprinkler system which was installed in the spring of 1951.

In May, 1949, the American Legion dedicated a memorial on the Bridge of Flowers to Buckland and Shelburne men and women who served in the two World Wars, and to those who died in service. The American Legion Auxiliary, in July of 1952, gave to the bridge a donation box, from which income has increased yearly.

A register kept at the entrance shows that visitors to the Bridge of Flowers come from all over the United States, from South America, Canada, Australia and many countries of Europe.

In 1966 there were 15,448 names listed from 50 states, the District of Columbia and 45 foreign countries.



THE BRIDGE OF FLOWERS is a 400-ft. flower garden on a cement bridge that was an electric railway roadbed until the line connecting Colrain and Shelburne Falls was torn up in 1927 after having been abandoned for over a year. Transformed into a pathway of flowers, it is a thing of beauty in spring, summer and fall. —[From a colored post card published by Crown Color Views, Inc.]

The Story Behind the Bridge of Flowers

THE Shelburne Falls & Colrain Street Railway Company's concrete bridge over the Deerfield River was an outgrowth of the refusal of Buckland selectmen to grant a franchise over their half of the iron bridge.

The original intent of the street railway's promoters was to run to the B. & M. station via the iron bridge and transfer all railroad freight to smaller street railway cars, like the Conway Electric Street Railway was doing.

Engineers' reports said that the iron bridge would hold 20-ton cars.

After the railway started running on the Shelburne Falls side of the river in November, 1896, two efforts seem to have been made by the management to extend its tracks across the river.

At a special meeting on Thursday, April 21, 1898, stockholders voted to extend the tracks into the town of Buckland to connect with

the railroad. It was also voted to increase the capital stock not to exceed \$7,000.

Local Financing Fell Short

Although the Deerfield Valley Echo in its June 9, 1898, number cheerfully reported that "over one-half of the stock for extending the street railway to the depot has been sold," local financing apparently was not too promising.

A second effort came several months later. The Echo in its issue of March 9, 1899, said:

All the local street railway stock that was on the market for sale, has been withdrawn for the present. It certainly would be worth something if the stockholders vote to build a bridge across the river at their meeting tomorrow.

What the stockholders voted was to petition the legislature for permission to issue up to \$25,000

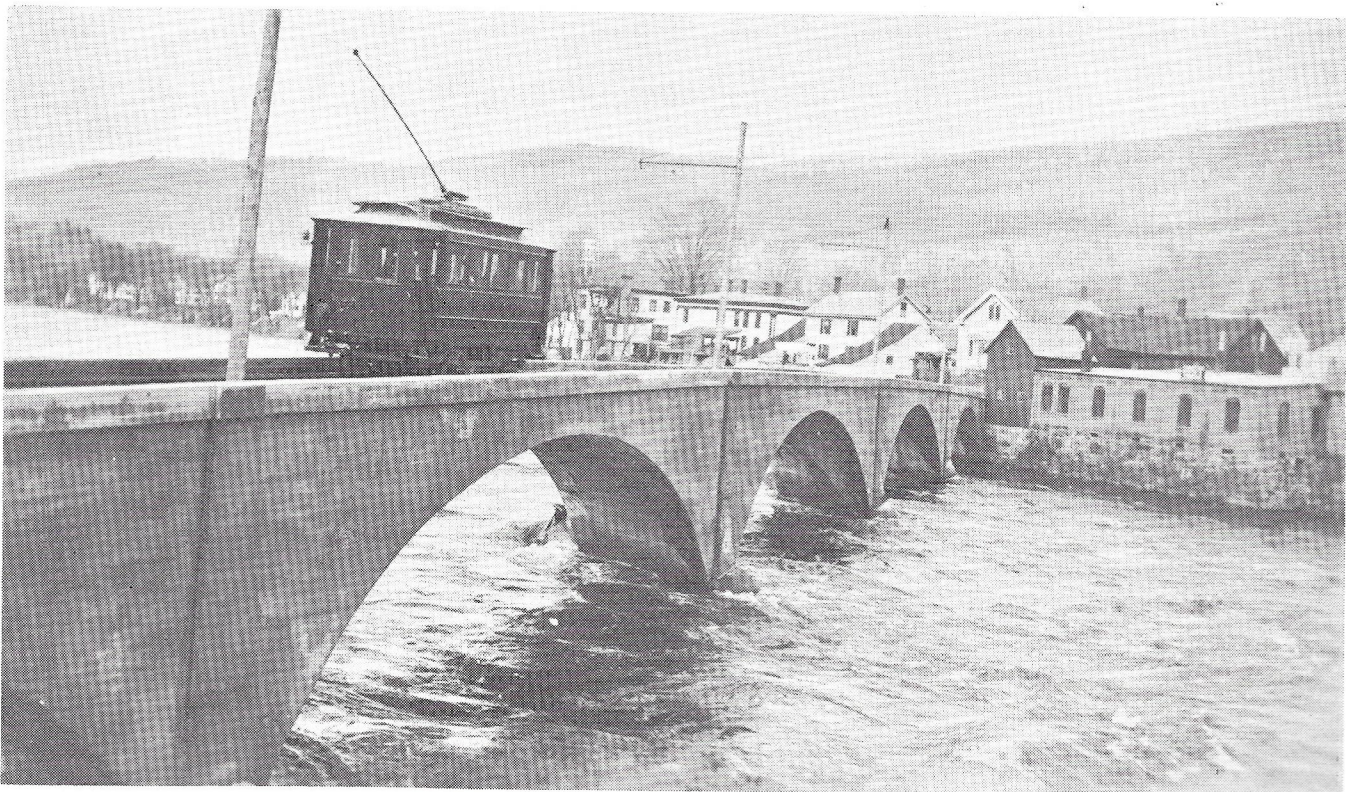
of preferred stock to build the line to the depot.

Editorials in the Deerfield Valley Echo from time to time urged the Buckland selectmen to reconsider and grant the street railway a franchise over the bridge.

A petition of 12 voters to have the selectmen put the proposition in the warrant for a town meeting was refused by that body at an October 28, 1899, meeting, just as the Buckland selectmen had ignored a similar petition when the street railway company first proposed its line.

The preferred stock was no more salable locally and with no outside capital, efforts to get the cars across the river came to naught at that time.

One of the problems involved in freight transfer from the B. & M. yards to a wagon and then to a trolley car in Shelburne Falls was illustrated in this news story from



CAR NO. 11 crossing cement bridge over the Deerfield River. The Bridge of Flowers picture on the opposite page was taken from the spot where the snow plow can be noted — on a short siding at the end of the bridge. Herbert Ashworth, Shelburne Falls photographer, took scene about 1910; print loaned by Mr. and Mrs. J. Warner.

the November 6, 1905, Deerfield Valley Echo:

While transferring one-half of a fly-wheel from the depot to an electric car this morning, A. J. Everson had the misfortune to have his wagon break and the fly-wheel slid off onto the tracks, delaying the car going up at 12:10 till another car came down from Colrain. The one-half of fly-wheel weighs six tons.

One shipment that the street railway never got because it was less work to haul all the way by wagon once it was transferred from a railroad car was an 11-ton boiler for the Griswoldville Manufacturing Company, that the Echo for May 1, 1907, said was hauled by four horses from the B. & M.

The draying of freight from the railroad to the street railway station at the head of Deerfield Street

became more expensive and more inefficient as the years went by.

The first year freight transfer cost \$1,325 on freight and express receipts of \$4,100. Two years later it was reported costing \$65 weekly, or almost 2½ times as much.

Freight Transfer Very Expensive

Before the bridge was finally built, it was reported that the company had paid out \$20,000 for the transfer of freight in 11 years—an amount which easily would have financed a bridge.

The draying contract was a lucrative one for a local teamster. A. J. Everson did much of the work in earlier years. In April, 1906, a news item reported that "W. C. Rickett has taken the contract to transfer the freight from the depot to the street railway station. He has

purchased a new wagon for the purpose."

Following a gradual change of management in 1906 when four-fifths of the stock was bought up by interests outside the Shelburne Falls-Colrain area, plans for the bridge were revived.

The Deerfield Valley Echo for August 29, 1906, said: "Engineer Davis of Buffalo, N. Y., is here today surveying for a bridge across the river for the street railway. Will it ever be built?"

Several months later, in March, 1907, it was reported that "work will be commenced as soon as favorable action is taken on the bill now before the legislature."

Definite steps to connect the street railway rails with the B. & M. were pushed in 1907. This item from the Deerfield Valley Echo of

Looking from Shelburne Falls . . .



AUGUST 19, 1908—"The bridge contractor is now constructing the falsework necessary to support the concrete arches," the Shelburne Falls Messenger reported for that date. Photos showing bridge construction were loaned by courtesy of Mrs. Madeline Reed Scranton, daughter of Frank L. Reed, street railway superintendent 1907-1914.

Wednesday, May 15, 1907, details the plans:

A meeting of the board of directors of the Shelburne Falls & Colrain Street Railway Company at the Shelburne Falls National Bank last Friday took steps toward hurrying erection of the bridge across the Deerfield which is to carry the tracks of the electric road to a connection with the Boston & Maine Railroad. Vice-President Moses Newton of Holyoke was appointed a committee to arrange necessary formalities and obtain final estimates for the bridge. The plan adopted subject to approval of the selectmen of the towns of Buckland and Shelburne Falls and others interested, is for a bridge about 200 feet north of Bridge Street to the space directly in front of the fire engine house on the Buckland side, thus spanning the river at a considerable angle. An option has been secured on the Carver Hotchkiss estate on River Street through which the tracks will run to the bridge. This property con-

sists of two tenement houses joined together. It is proposed to tear down the north building to make the track passage and to remodel the other into an office and waiting room, for which purpose its size makes it well suited.

With a public hearing in Buckland on the petition of the street railway for a franchise to lay rails between the proposed new bridge and the B. & M. freight yards announced for June 22nd, things began to move faster.

The June 26, 1907, issue of the paper—by then it had become the Shelburne Falls Messenger—said: "Franchise Granted . . . not a breath of opposition."

Disappointed at Lack of Opposition

In fact the paper said Mr. Newton, street railway president, expressed himself as a little disappointed that there wasn't any

opposition. (After the way Buckland had opposed plans of the street railway a few years previously.)

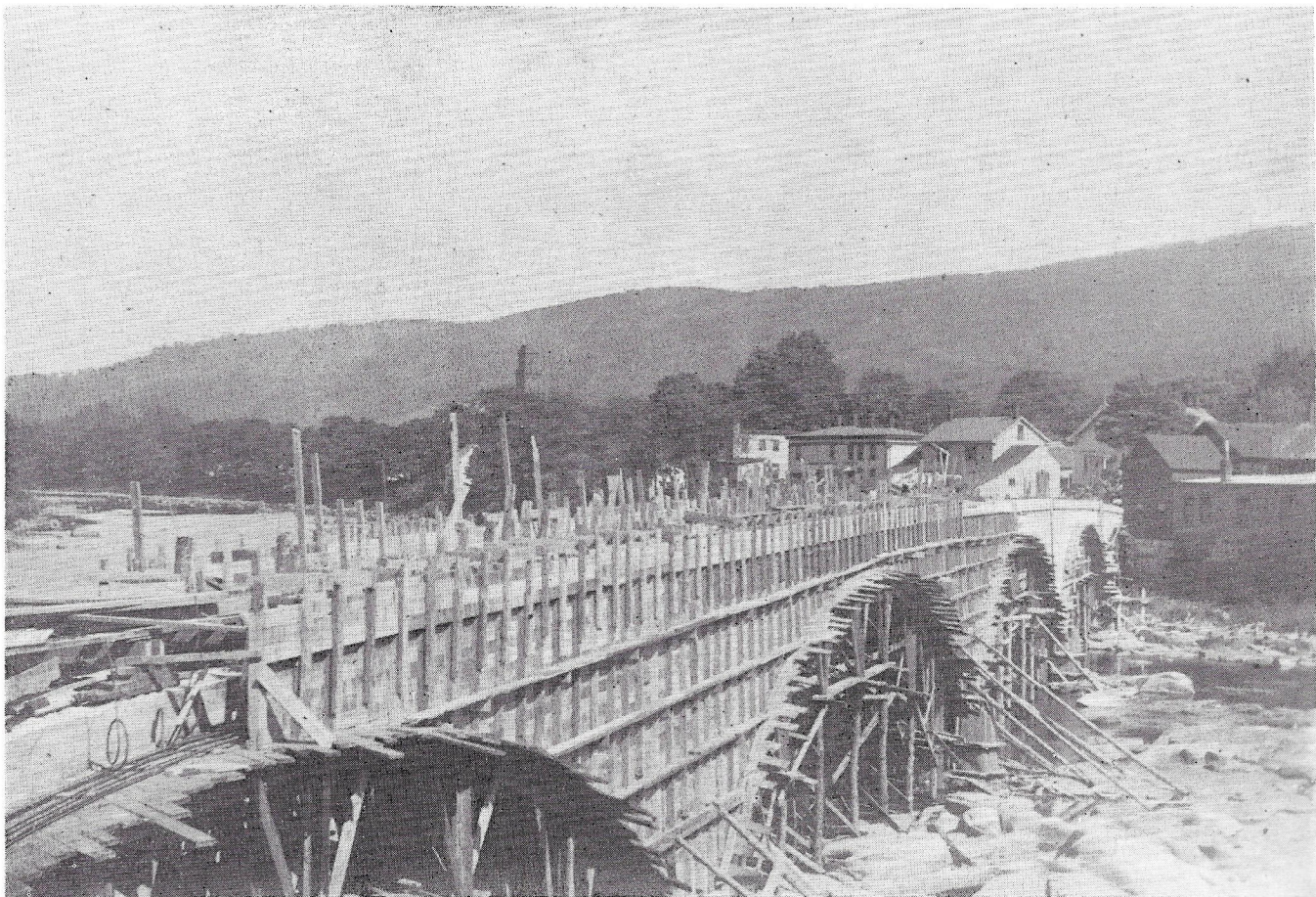
It took the selectmen about three minutes on June 22nd to hold a meeting and vote to grant a franchise.

The only condition imposed by the selectmen was that girder rail had to be used on the curve from the bridge toward the B. & M. yards.

Buckland Had the Most Costly Rail

These rails had to be ordered special to fit railroad flanges and cost the company close to \$1,000, a considerable sum in those days for a couple of hundred feet of track. Frank Reed, the general manager, often commented later that the curved track in Buckland was the

Looking from Buckland . . .



"SEPTEMBER 30, 1908—"Excellent progress on the concrete bridge has been made during the last week and there remains only the work of finishing spandrel walls for the last arch, the west abutment and the pier buttresses. The footing is laid for the retaining wall on the Shelburne Falls side of the river. This will extend for a distance of about 125 feet to the north and be about 20 feet high,"—Shelburne Falls Messenger. Photo about same date.

most expensive 200 feet of track on the system.

The Messenger of July 24th reported that the franchise had been delivered to the street railway officials by the Buckland selectmen and that "the railroad commissioners are to act Tuesday" (July 30th).

News about the bridge then seemed to come to a standstill because nothing more was reported until Wednesday, January 15, 1908:

TO BUILD IN SPRING

Electric Road Bridge Over Deerfield as Soon as Water Permits.

A directors meeting of the Shelburne Falls & Colrain Street Railway Company was held here Saturday, two topics receiving the attention of the directors, the condition of the Frankton dam and the new bridge across the Deerfield. It was decided to make extensive repairs on the dam. The bridge is to be built in the spring as soon as the weather and water conditions make it possible. It is intended to erect a bridge calculated for steam railroad travel rather than a regular electric railway bridge, it being desired to make the structure heavy enough to stand more strain than will be placed upon it. The plans of the company for the junction with the Boston & Maine tracks have been approved by the state board of highway and railroad commissioners and nothing more now stands in the way but the season of the year. There is every reason to believe the juncture will be effected and in operation by the middle of next summer.

Then after a lapse of five months the Messenger said on May 20th:

An agent of one of the most prominent bridge construction companies in this part of the country will meet the directors of the street railway company Saturday for the purpose of discussing the merits of a steel bridge which is planned to be built. A concrete bridge is also under advisement.

After bids were in and the merits of a concrete versus steel bridge were given consideration, Fred T. Ley & Co. of Springfield, Mass., came out the winner. The company's excellent workmanship is attested by the fact that the bridge has withstood the elements for 60 years with almost no signs of deterioration.

The actual start of construction was announced in the July 29, 1908, paper:

Fred T. Ley & Co., contractors for the new concrete bridge to be erected for the Shelburne Falls & Colrain St.

Ry. have commenced preliminary work. The excavation for the abutment on the Shelburne side has been carried down to bed rock, pumps have been installed, a concrete mixer is in position and a substantial material platform has been erected, cement and gravel have been hauled to the site and work in earnest will soon begin.

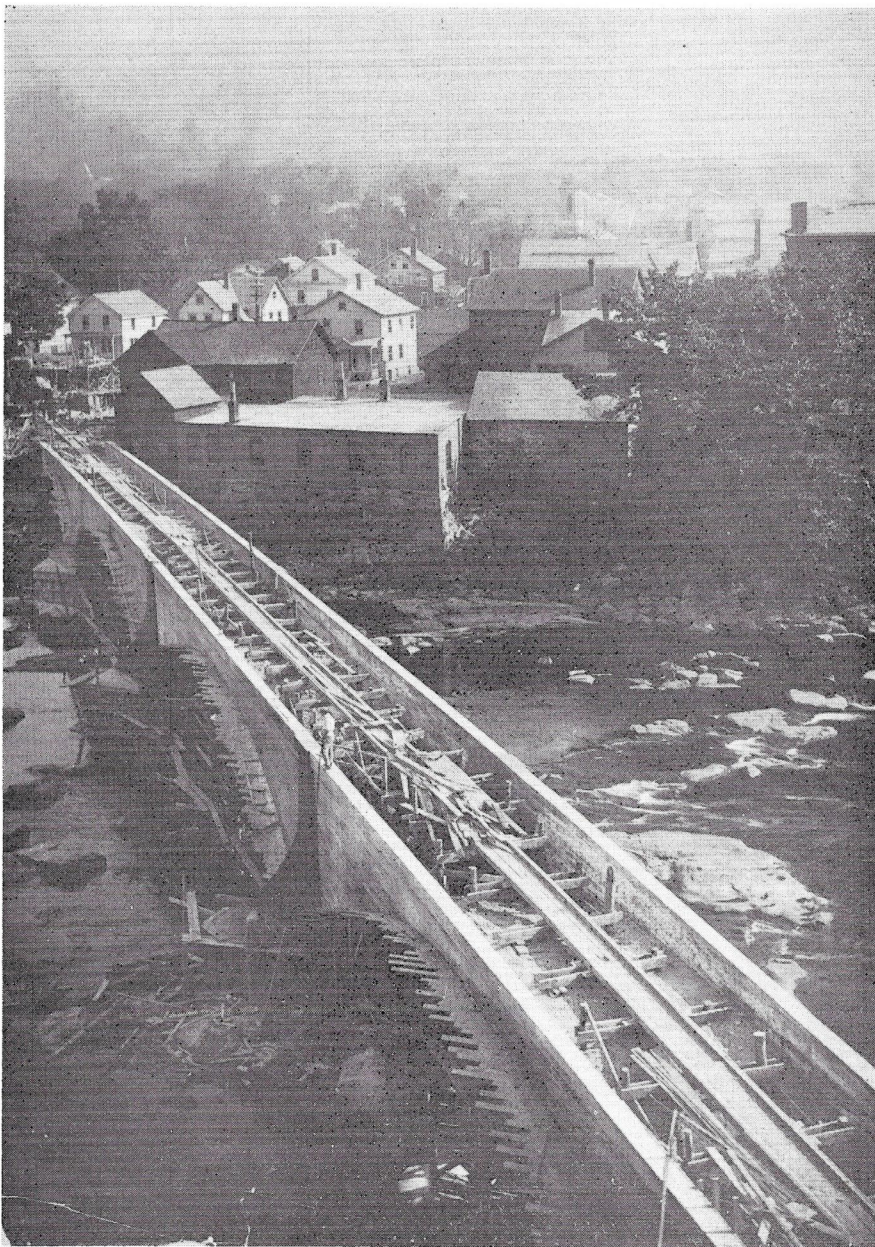
Once the contractor went to work no time was lost, as the Messenger reported almost week by week:

August 5, 1908 — Should the water

in the river continue at its present low stage, the contractors will be enabled to rush the pier foundations to a point where any sudden rise in the river would not endanger their work.

August 12, 1908—Considerable concrete has been poured in the west abutment and in piers one, two and four. Men are now engaged in constructing the coffer dam for pier three.

September 16, 1908 — Four arches and both abutments are now in place and the spandrel walls on the first pier are finished. The floors for the spandrel walls are also in place and by the



"NOW THAT the forms are being removed from the sides of the spandrel walls a better idea is obtained as to the ultimate appearance of the bridge . . . the work of filling the structure with gravel and laying of tracks will begin at an early date," the Shelburne Falls Messenger said in its issue of September 30, 1908. This photo was taken about the middle of October.

end of the week the concrete for the same will be in position. The forms have been stripped from the first arch which gives one the idea of the general appearance of the bridge when finished. The contractors are congratulating themselves that the weather conditions have enabled them to make such rapid progress.

November 11, 1908—The first power driven car crossed the new bridge Monday night. It was a gravel car and has since been in operation hauling gravel and ballast for the track. The poles were put up Saturday and the feed wire was strung Monday. Treasurer Reed is getting things in shape as fast as possible for the cars to regularly cross the big structure.

Six weeks elapsed before the big announcement in the Messenger's December 30th issue:

THROUGH CARS IN FORTNIGHT

But it wasn't until February 3, 1909, that the first regular trip was made via the bridge. In its issue of that date the Messenger reported:

The work of laying the connections in the B. & M. yards, whereby the electric line can get its cars to a point where there will be no delay in transferring freight, has now been completed, and the cars are now running across the bridge. The first regular trips were made this morning.

It took still more time before steam road cars could be picked up from the B. & M. tracks. A hopeful news item appeared April 7th:

The connecting track of the street railway at the Shelburne Falls station is to be completed this spring. This will enable the company to take freight cars from the B. & M. line without first unloading.

Then a minor washout caused some concern, as the paper for April 21st related:

During the heavy rain of Wednesday night a portion of the bank wall of the Shelburne Falls & Colrain Street Railway at the B. & M. station gave way and crashed down in the direction of the lower road, the track escaping by little more than a foot of ground. Fortunately the embankment gave way at a point a rod or more south of the passenger station so that repairs will not interfere with passenger traffic.

Finally, a lot of activity was reported all in one week in the May 5th news columns:

The Massachusetts railroad commissioners were in Shelburne Falls today for the purpose of inspecting the roadbed of the Shelburne Falls & Colrain Street Railway to determine if it is sufficiently substantial to support the heavy freight traffic it is proposed to send over the rails.

The heavy combination car for use on the Shelburne Falls & Colrain St. Ry. has been shipped and will shortly be placed in commission. It is expected in less than two weeks.

Workmen in the employ of the Shelburne Falls & Colrain are engaged in making changes in the freight yards with the assistance of a construction crew from the Fitchburg Division for the purpose of establishing a connection between the steam and electric railway systems. A new track is being laid to the south of the railroad station. The object of the change is to facilitate the handling of freight.

Apparently making use of a larger-than-normal track crew, additional activities were noted in following weeks:

May 12, 1909—The concrete mixer used by the Ley Co. in building the concrete bridge for the street railway has been shipped to Springfield.

Before the heaviest of freight cars

of the steam road can be taken over the entire length of the Shelburne Falls & Colrain, a shed used for storage purposes at the Massaemet mills in Shattuckville will have to be moved as particularly wide cars will come in contact with it.

May 19, 1909—The work of removing the street railway tracks of the Shelburne Falls & Colrain from lower Mechanic Street (now Deerfield Street) and Bridge Street was begun by a construction crew Tuesday morning.

June 2, 1909—Engineers and crews are at work adding strength to various small bridges on the street railway line between Shelburne Falls and Colrain.

Because the roadbed wasn't built to steam road specifications, various bridges had to be upgraded to accommodate railroad freight cars. (Originally it was planned that all freight would be transferred onto street railway cars even though the tracks were to go to the Boston & Maine depot).

Arrival of car No. 25 from the Wason Manufacturing Company in Springfield, Mass., was noted on Saturday, May 29th. On Monday, the 31st, it hauled its first freight, a 40-ton coal car for Henry W. Ware's Colrain agency conducted by H. J. Smith.

First Outbound Carload

One of the first outbound freight shipments was a B. & M. box car of old newspapers which were loaded Saturday, June 5, 1909, at various collection points on the trolley line in a drive conducted by three churches of Colrain for their music funds. The car was consigned to the paper mill at Farley.

Thereafter steam road freight cars on the line became commonplace and no longer in the news.

Bridge Picture as Used on Letterhead of the Contractor . . .

FRED T. LEY & CO., (INC.)



BRIDGE AT SHELBURNE FALLS, MASS.

Shelburne Falls and Colrain Street Railway Company

THE FILES of the weekly Deerfield Valley Echo and its successor Shelburne Falls Messenger contain many interesting references to the Shelburne Falls & Colrain Street Railway Company; its trials and its tribulations.

The life-span of Shelburne Falls' weekly newspaper, 1893-1918, was contemporary with most of that of the electric railway, 1896-1926.

Reproduction of various items makes possible an intimate history of the company.

Paper Promoted Street Railway

The Deerfield Valley Echo was an ardent promoter of the idea of a street railway to link Shelburne Falls and Colrain and one to link Shelburne Falls and Ashfield.

Reflecting at the beginning of its third year, the Echo commented editorially in its April 11, 1895, issue:

... Among the good things we wish to chronicle during our third year are more state highways built in Shelburne, Colrain, Buckland, Ashfield and Charlemont of macadam, an electric road to Colrain and to Ashfield. . . .

The Thursday, October 17, 1895, paper told of a meeting the following Monday of the Shelburne Falls Board of Trade to consider supporting a street railway line to Colrain. The Echo advised its readers:

If a stock company is formed, buy stock and keep buying all you can, is the advice laid down by the Echo.

The Ball Started Rolling

The Echo of the following week, October 24th, so reported on the Board of Trade meeting.

A committee of Charles A. Marcy and James C. Dean of Colrain, Herbert Newell and David W. Temple of Shelburne Falls and Albert J. Amstein and Albert C. Bray of Buckland was formed to bring in a report.

Two weeks later, November 7th, the Echo reported:

The electric road committee visited Conway by invitation of W. S. Kelly of the General Electric Company. They were given a ride over the line, treated to dinner at the hotel and entertained by businessmen of the town.

Talk of Conway extensions to Greenfield, Ashfield and Plainfield was heard.

At its Thursday, December 2,

1895, meeting the Board of Trade heard a detailed report from its street railway committee. "The estimates showed that a steam roadbed electrically equipped would not yield a fair return upon the investment," according to the Echo for January 2, 1896.

The committee's report showed an estimated cost of \$85,000 to construct and equip the railway. Estimated annual operating costs of running 13 passenger round trips and two freight trips a day and paying annual fixed charges and a depreciation reserve would be \$19,319 a year.

Yearly revenue was estimated as follows:

Freight: 50 tons per day	
at 80c per ton avg.	\$12,000
Passengers: \$27.50 a day	10,000
Mail and Express	900
Milk: \$3 per day	1,095
	<hr/>
	\$23,995

This would leave a \$4,676 net profit available for dividends on \$45,000 in stock. Bonds totaling \$40,000 would be sold to raise the \$85,000 total investment.

Idea Pushed Along in Earnest

The street railway idea was pushed right along in 1896, with a hearing before the legislative committee on street railways in Boston on January 28th, attended by a dozen local citizens.

Just one month later, on February 28th, the stockholders met at the Shelburne selectmen's rooms to effect a preliminary organization of the company, the charter having been granted.

Original stockholders in Shelburne Falls were:

G. W. Jenks	J. C. Wood
D. W. Temple	H. S. Swan
H. A. Bowen	Eldridge Adams
J. A. Richmond	August Raguse
Jacob Pfersick	Mrs. C. M. Koonz
F. E. Reed	Simon Schmidt
H. F. Briggs	G. W. Halligan
A. N. Russell	A. W. Mann
C. B. Covell	Andrew Everson
John Rowland	E. A. Bardwell
Alex Vive	Mrs. L. P. Green
A. J. Brooks	Conrad Sauter
Gulford & Wood	Charles Herring
H. Newell	Carrie Lunt
C. D. Bartlett	Andrew Amstein
H. L. Gleason	F. W. Amstein
F. J. Canedy	A. J. Amstein
James Halligan	J. E. Howson
Edwin Baker	A. C. Bray
F. L. Davenport	
Mrs. C. H. Williams	

These were mostly Colrain residents; others follow:

Julia M. Carpenter	Eliza A. Shaw
J. C. Deane	Harriet J. Hyde
H. F. Purrington	Martha E. King
C. L. Field	Robert Miller
Frank S. Field	M. Belle Miller
Kate A. Shaw	Roberts Brothers
John C. Thompson	Alva Eldridge
Elwin J. Parker	Edwin Coombs
W. E. Burrington	R. C. Hillman
W. H. Donelson	Ansel Smith
F. L. Kendrick	D. W. Snow
C. A. Marcy	Dr. J. W. Cram
Lucy A. Smith	W. W. Cary
Charles W. Smith	Eli Burrington
Wood & Dennison	Henry A. Smith
H. O. Scott	Sarah J. Curtis
Lorenzo Griswold	Leon Hager
F. C. Tanner	Stella M. Demons
Elwin J. Read	F. W. Purrington
C. N. Carpenter	
James F. McClellan	
George H. Carpenter	
Massachusetts Yarn Mills	
Warren S. Carpenter	
Griswoldville Mfg. Co.	

J. D. Avery, Buckland
George L. Mayhew, Heath
E. Brown, Conway
E. J. Cary, North Adams
E. S. Bowen, Brattleboro
Isaac Chenery, Montague
A. N. Belding, Rockville, Conn.

So great was the public interest in the street railway in Shelburne Falls that a meeting called for Thursday morning, March 26th, in the selectmen's rooms to consider track locations had to adjourn to Union Hall for lack of room. A public meeting was held in Buckland the same afternoon and the town hall there was reported "well filled."

The following week's paper (April 2) said "Shelburne selectmen decided to submit to popular vote; Buckland has made no response yet and Colrain has granted the franchise as there was no opposition."

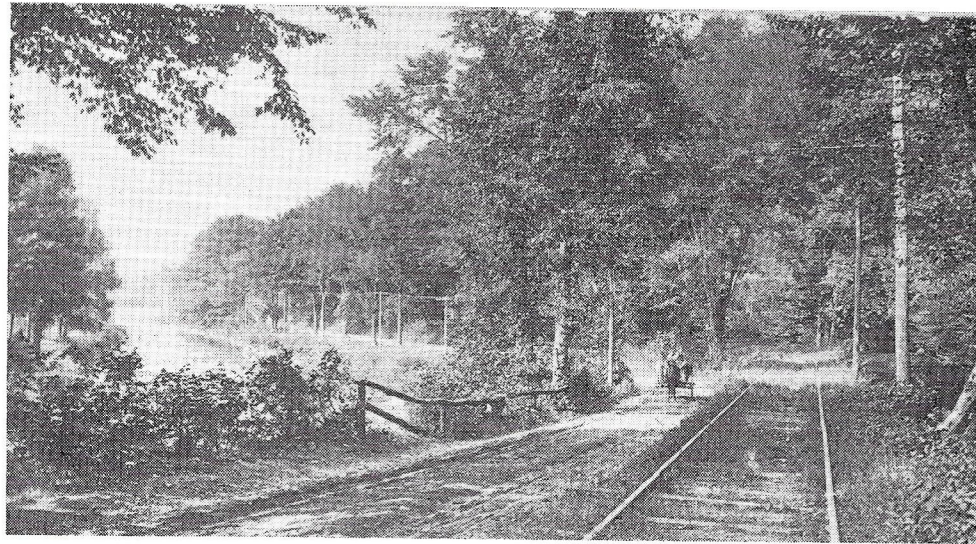
Bridge Issue a Stumbling Block

An engineering report to the street railway committee of the Board of Trade had recommended that the line be built to the Boston & Maine station via the iron highway bridge. The bridge was of sufficient strength to support 20-ton loads, the report stated.

Freight was to be transferred from railroad cars to 4-wheel street railway trailers, like the neighboring Conway Electric Street Railway was already doing.

A special town meeting on Friday, April 3, voted to instruct the Shelburne selectmen to grant a fran-

RURAL SCENE in Griswoldville along the North River where trolley track ran on canal bank and the highway (now Route 112) was mostly a single lane dirt road.—[A 1905 post card, collection of Mr. and Mrs. James Warner.



chise for a three-year term on that part of the bridge owned by Shelburne providing a rental of \$200 was paid and the bridge was kept planked.

The selectmen of Buckland, for reasons best known to themselves, refused the street railway's petition, and so notified President D. W. Temple on April 4th.

The following Tuesday, April 7th, the Echo said "the directors of the road met in the bank parlors and decided to build at once from the

east end of the bridge to Colrain."

Thus the original railway line had no trackage in the town of Buckland.

And less than two months later the building of the street railway was under way. The Echo said on June 4th:

The work on the street railway was begun Tuesday morning (June 2nd).

About 50 men are now engaged upon the work.

All who wish to work can find employment on the street railway.

About 100 Italians came today from New York City to work on the road.

Subsequently during the summer various construction contracts were announced and other notes about the new street railway were reported in the Echo:

July 9—Dave Perry has taken the contract of putting the Frankton mill dam in shape for the street railway company.

The street railway company awarded their contracts Monday for their bridges; also their combined bridges by Colrain and themselves. The Norton Iron Company of East Everett was the successful bidder and is to put in two truss bridges, one 110 ft. long, the other 210 ft., both 20 ft. wide in the clear, also one I-beam bridge 20 ft. wide.

July 16—Charles Park of Montague has the contract for building the power house for the street railway.

July 30—The Hawks Electric Company of Boston has been given the electric wiring contract. The same company put in the street lights.

There was no problem over joint use of highway bridges in Colrain such as prevented use of the Shelburne Falls-Buckland bridge; Colrain eagerly voted to erect new highway bridges and share costs on a 50-50 basis with the street railway.

The only recorded instance of opposition to the coming of the railway in Colrain was that of one woman who objected to having a pole for the trolley wire erected in front of her house.

After the hole was dug she went out and sat over it until the men

Shelburne Falls and Colrain Street Railway Company

Down Time Table. Up

Leave Colrain City	Leave Griswoldville	Leave Shattuckville	Arrive Shelburne Falls	Leave Shelburne Falls	Leave Shattuckville	Leave Griswoldville	Arrive Colrain City
a m 7.20	a m 7.33	a m 7.42	a m 7.59	a m 7.22	a m 7.42	a m 7.53	a m 8.06
*8.10	8.28	‡ 8.28	8.54	8.22	8.38	8.48	9.03
9.17	9.30	9.40	9.56	*9.35	9.53	10.03	10.20
*10.33	10.51	*11.01	11.15	10.45	*11.01	11.11	11.23
p m 12.21	p m 12.34	p m 12.44	p m 1.00	p m *12.06	p m 12.24	p m 12.34	p m 12.50
*1.20	1.33	1.44	2.02	1.26	1.44	1.54	2.07
2.13	2.26	2.36	2.52	*2.18	2.36	2.46	3.00
*3.10	3.23	3.34	3.52	3.16	3.34	3.44	3.57
4.14	4.27	‡ 4.37	4.54	*4.20	4.37	4.46	5.01
*5.03	5.17	5.26	5.42	5.45	6.01	6.11	6.24
6.26	6.39	6.49	7.05	*6.45	7.01	7.11	7.24
*7.33	7.46	7.56	8.12	7.40	7.56	8.05	8.20

SUNDAY TIME-TABLE.

a m 9.46	a m 9.59	a m 10.09	a m 10.25	a m 10.45	a m 11.01	a m 11.10	a m 11.25
11.26	11.39	11.48	12.02	p m 12.03	p m 12.19	p m 12.28	p m 12.41
p m 1.00	p m 1.13	p m 1.22	p m 1.38	1.40	1.56	2.05	2.18
2.20	2.33	2.42	2.58	3.02	3.18	3.27	3.40
3.45	3.58	4.07	4.23	4.25	4.41	4.50	5.03
5.05	5.18	5.27	5.43	5.45	6.01	6.10	6.23
6.27	6.40	6.49	7.05	7.32	7.48	7.57	8.10
8.12	8.25	8.34	8.50	8.52	9.08	9.17	9.30

*Mixed Trains.

‡Cars meet here.

Trunks transferred by National Express team for 10 cents each.

Waiting room at Jenks & Amstein's Shoe Store.

Subject to change without notice

ROBERT MILLER, Supt.

Nov. 24th, 1897.



OPEN TROLLEY crosses Bridge Street, Shelburne Falls, enroute to the car barn, a short distance down Deerfield Street. —[A photo by Herbert Ashworth, Shelburne Falls photographer, loaned by the courtesy of James Warner.



SHELBURNE FALLS, 1967—This modern-day view shows that the business district has lost little of its charm even though more than 65 years has intervened between this and photo with the trolley car. —[By R. Borrup.

gave it up as a bad job and put the pole elsewhere.

Construction of the street railway went along at a rapid pace during the summer of 1896. By mid-September the bulk of the work was done and the Echo on September 24th reported:

The Italians that have been at work on the street railway were paid off and discharged this morning. They will return to New York City.

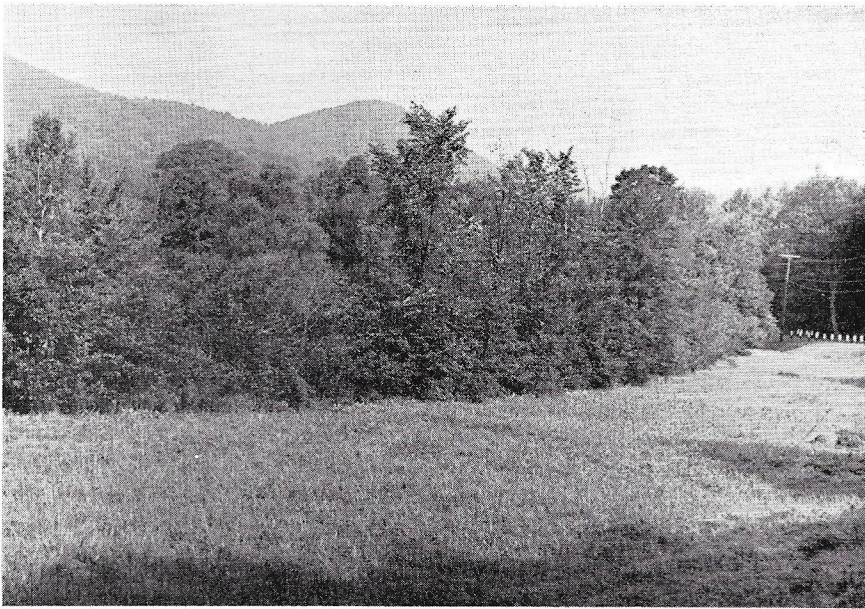
On October 1, 1896, the news was that "one car has arrived."

The combination car No. 10 for the street railway arrived today. It is heated and lighted by electricity and besides carrying baggage will seat 18 passengers.

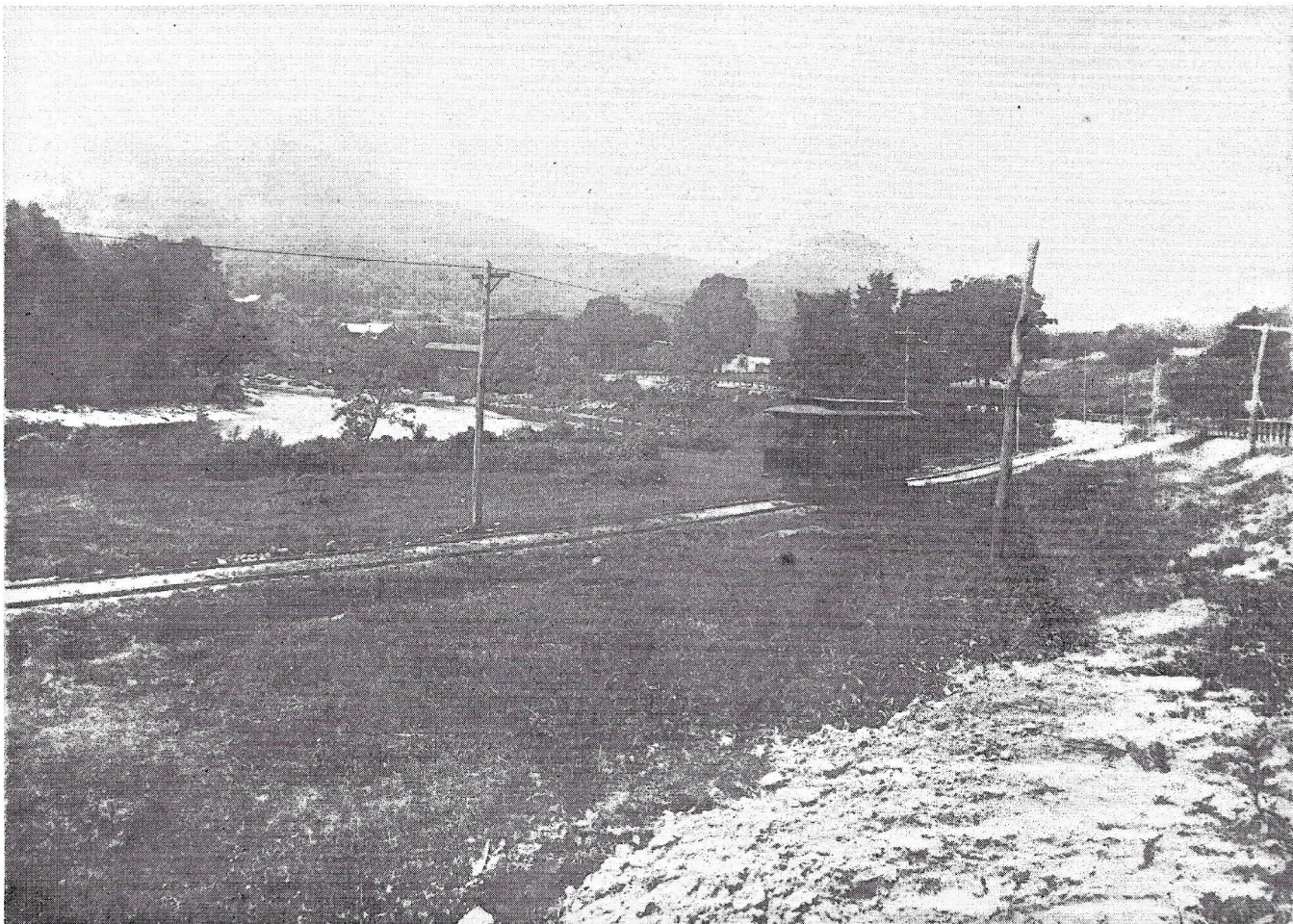
In those early street railway days No. 10 represented the latest word in rolling stock with its electric lights and electric heat.

First Trolley November 1, 1896

Actual public operation of the Shelburne Falls & Colrain Street Railway began without fanfare; Sunday, November 1, 1896, is be-



THEN AND NOW — The 1900 era picture below shows more evidence of civilization than the picture taken from the same spot in 1967. Open trolley No. 15 is headed for Shelburne Falls on the private way stretch which ran along the river bank from a location near the Gorden Purrington place to a point near present-day Route 2 bridge over the Shelburne Falls-Colrain road. In the background is the wooden covered bridge on North River Road, washed away in the 1938 flood. —[Photo courtesy C. P. Davenport.



lieved to be the first day passengers were carried. The Echo on Thursday, November 5th, carried a timetable effective that date.

The first load of freight was carried on November 11th, a consignment to C. A. Marcy of Colrain.

The railway owned four single truck box cars for freight. Combination car No. 10 and the 4-wheel snow plow acted as locomotives to haul the box trailers. Also the railway had two flat cars which sometimes carried freight, but mostly they were used in company service to haul ties, gravel or material for trackwork.

Trolleys Carried U. S. Mail

In common with post office policies throughout the country, the mail-carrying contract between Shelburne Falls, Shattuckville, Griswoldville, Lyonsville and Colrain was awarded to the new street railway effective July 1, 1897.

In 1899 these villages had three mails daily each way.

Summary of First Year's Operations

AFTER the street railway had been in operation for just a year, the following figures were given in the Deerfield Valley Echo of Thursday, November 4, 1897:

Freight transfer cost \$1,325, the freight and express revenue was \$4,100 on 5,000 tons of freight; passenger revenue was \$7,750 on 160,432 fares collected. Total operating expenses, including \$1,000 spent on finishing and improving tracks and roadbed, were \$9,800; interest and taxes cost \$2,700, leaving a deficit of \$750.

There were 4,420 revenue trips made, with passenger car mileage of 28,872 and freight car mileage

of 9,600. Total cost of the road was given as nearly \$105,000.

The car roster was given as 12 cars. There were 6.53 miles of main track with 2.55 miles outside of the public way.

Also it was noted that the road had two different presidents and two vice-presidents, two different clerks and three superintendents—quite a turnover of officials in a

The following table of yearly figures on earnings, passenger count and rolling stock is compiled from reports of the Massachusetts Railroad Commissioners, the Public Service Commission and the Department of Public Utilities:

Accidents and Mishaps

EARLY in the street railway's history a sad incident took place, best described in the Deerfield Valley Echo for Wednesday, May 17, 1899:

Last Saturday forenoon as Roy, the 3-year-old son of Walter Clark was being drawn up and down the sidewalk on River Street in his little cart, the 11:05 street car from Colrain passed by, which is the combination car with Conrad Sauter as motorman. Behind the combination was a freight car and it was beneath the wheels of this car that Roy met with his accident. It was near Turnverin Hall and one of his playmates accidentally pushed his cart off the sidewalk tipping him out and he rolled under the freight car in such a way that the fore part of his left foot and the end of his

Shelburne Falls & Colrain Street Railway Company

Operating Statistics 1897 - 1926

Year Ending 9/30	Passengers	Passenger Revenue	Other Revenue	Total	Operating Expenses	Profit or (Loss)	Dividend	Closed Cars	Open Cars	Trailers	Other Equip.	Snow Plow	Elec. Motors
1897	148,312	\$ 7,143	\$ 3,990	\$11,134	\$ 9,237	(\$ 909)		3	1		12		6
1898	158,988	6,885	4,837	11,758	8,013	(28)		3	1	1	11		6
1899	162,598	7,179	5,717	12,896	7,872	1,333		2	2	2	9		6
1900	159,937	7,047	5,899	12,946	8,672	596		2	1	2	8	1	6
1901	162,637	7,224	6,066	13,290	8,221	1,442		2	1	2	8	1	6
1902	166,137	7,400	6,934	14,333	9,900	798		2	1	2	8	1	6
1903	172,972	7,741	7,419	15,160	10,015	1,539	\$ 500	2	1	2	8	1	6
1904	183,431	8,265	7,867	16,132	10,318	1,768	500	2	1	2	8	1	6
1905	181,747	7,980	8,390	16,370	10,920	2,006		2	1	2	8	1	6
1906	192,516	8,821	9,348	18,169	10,918	3,857		2	1	2	8	1	6
1907	201,275	9,311	11,607	20,921	16,112	432		3	1	1	8	1	10
1908	199,792	9,990	12,659	22,649	14,627	3,164		3	1	1	8	1	10
1909	191,643	9,582	13,071	22,653	14,302	3,305		4	1	1	8	1	14
6 mos. ended June 30													
1910	130,948	6,547	11,230	19,164	11,924	3,130		4	1	1	8	1	14
Year ended June 30													
1911	211,177	10,559	14,406	28,205	17,932	4,787	1,250	4	1	1	8	1	14
1912	229,785	11,489	13,309	27,315	18,151	3,453	3,000	4	1	1	8	1	14
1913	242,930	12,147	15,311	29,623	19,646	3,898	2,500	4	1	1	9	1	14
1914	224,915	11,246	14,991	28,248	18,514	3,636	2,500	4	1	1	6	1	14
1915	214,495	10,725	13,843	26,368	18,614	1,987	1,750	2	1	1	6	1	2 Comb.
1916	208,566	10,428	15,297	27,623	17,423	4,429	2,500	2	1	1	6	1	2 Comb.
Year ended Dec. 31													
1916	217,550	10,877	15,455	28,127	17,196	4,837	2,500	2	1	1	6	1	2 Comb.
1917	220,879	11,044	15,503	28,360	20,626	1,512	2,500	2	1	1	6	1	2 Comb.
1918	190,195	9,814	16,597	28,138	22,741	(812)		2	1	1	6	1	2 Comb.
1919	210,318	12,274	13,944	28,671	24,092	(1,420)							
1920	217,876	13,926	17,808	34,438	29,953	(1,773)							
1921	204,574	14,315	22,410	40,874	33,876	1,009							
1922				31,710	30,091	(3,696)							
1923				33,897	28,027	461							
1924				25,653	23,526	(3,446)							
1925				23,863	22,103	(3,566)		2	2		3 freight, 2 comb., 1 plow		
1926				21,837	29,007	(7,472)							

left hand were run over by the wheels. The accident was unbeknown to the motorman or conductor until after they had run to their destination. Doctors Canedy and Outhouse were called and amputated part of the foot and the first finger on the left hand.

Even though in no way responsible, the street railway management consented to pay the doctor's bills and one-half of a nurse's care for the little boy.

Sleeping Tramp "Cut Up" by Car

An odd case of injury by trolley car was that of a tramp sleeping under a car at the carhouse in Colrain in August, 1912. When the car started out on its first trip in the morning "his arm was badly cut up."

Only One Fatality on Record

The only fatality known to occur on the street railway was said to have happened during an ice storm. A North Adams man was walking on the highway near the point where the "dugway" of the trolley roadbed and Main Street merged; he slipped on the crusty bank. Sliding down to the tracks just as a car was passing, he was killed under the wheels.

Never a Serious Smashup of 2 Cars

Accidents involving two cars happened from time to time, but never was a car badly smashed up. The Shelburne Falls Messenger noted a couple of such incidents. One in the August 25, 1915, issue took place following a day of heavy rains:

The morning car from Shelburne Falls was stalled near Shattuckville by two poles which fell across the track last Saturday. The rails were slippery and the car from Colrain was unable to stop and pushed the poles against the Shelburne Falls car, but no serious damage was done.

Another collision was explained in the August 8, 1917, paper:

A trolley accident occurred near the power house on the Shelburne Falls & Colrain Street Railway last Thursday morning. The oiling machine had been at work and had oiled not only the road but the car tracks as well. The big car had the right of way and the little car should have gone onto the switch but the brakes failed to hold on account of the oil and the little car slid past and ran into the big car causing a considerable jar. No damage was done outside of jamming the fenders.

No Injuries to Trolley Passengers

Other accidents over the years resulted in injuries to pedestrians,

people in horse-drawn conveyances and motorists, but there is no instance on record of a trolley passenger being hurt while on a car.

A Mrs. Jepson living on River Street was standing in the road talking to someone in a carriage the evening of May 15, 1903. A car came along and the horse was startled; Mrs. Jepson stepped back and was knocked down by the car, receiving several bad bruises.

Cars Often Frightened Horses

Many a horse was startled by an electric car and many an incident resulted, like this one from the Messenger of July 5, 1911:

As Raymond Starkey was crossing the canal bridge at Griswoldville last week with a small load of wood, the horse became frightened at an approaching car on the trolley road, and struggled in such a way as to stumble at the end of the bridge into the ditch. The horse was taken out uninjured.

Employees Injured on the Job

Employees of the Shelburne Falls & Colrain Street Railway met with mishaps from time to time. As recorded in the Deerfield Valley Echo for Wednesday, February 20, 1907:

Frank Walden, a conductor on the SF&C, sustained a fractured collarbone Monday afternoon by being caught between two cars. He will be laid up for a few weeks.

Motorman Ed Hunter met with a mishap in 1918 as detailed in the October 23rd paper:

Edward S. Hunter, an employee of the S.F.&C. St. Ry., narrowly escaped serious injury Sunday morning when he fell from an electric car near Lyonsville. It was first noticed that the car was running without a motorman by one of the passengers on the car, who immediately notified the conductor. Mr. Boyle, the conductor, then rushed through the car to stop the motor but fortunately found it running as if guided by a motorman.

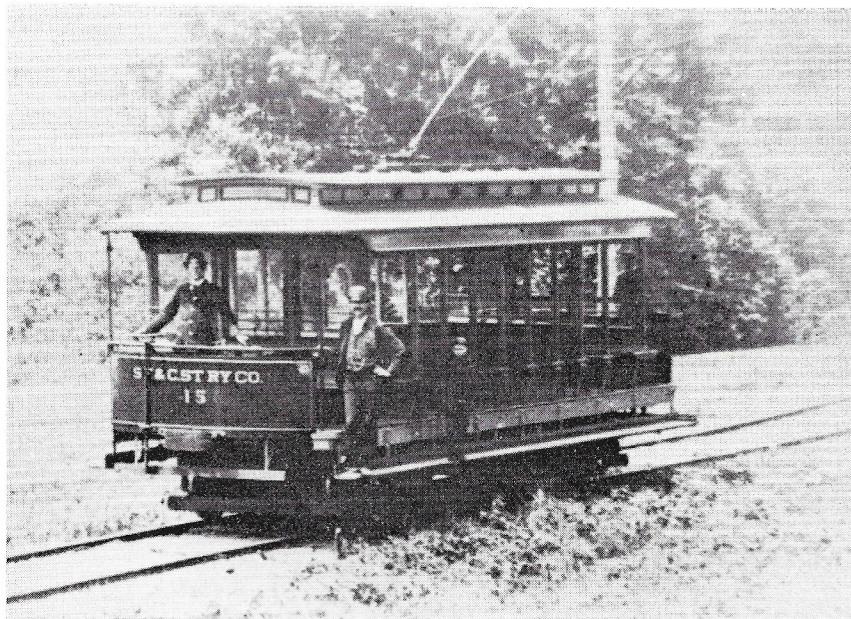
Mr. Hunter was found in an unconscious condition by the track and immediately taken to Franklin County Hospital in Greenfield in an automobile, where it was found that his condition was not as serious as first was expected. He received a gash on the forehead and bruises about the face, but it was found that his skull was not fractured as previously thought. He was brought to his home on Mechanic Street Monday where he now is comfortable and it is expected that he will be about in a few days. The cause of the accident is not known but circumstances show that he was either leaning out of the car and was struck by something or slipped and lost his balance.

Trolley Versus Motorcycle

(From the Shelburne Falls column of the weekly Greenfield Gazette & Courier, Friday, December 25, 1925.)

Fred Stone of Colrain was taken to the Franklin County hospital, Greenfield, Saturday as the result of an accident on the Colrain road.

Stone was driving a motorcycle with



THE ONLY double truck open car on the roster of the Shelburne Falls & Colrain Street Railway was No. 15 posed here on the private way in the vicinity of the Gorden Purrington house, circa 1908. Due to its extreme width this car was seldom used. —[From the collection of Carl L. Smith.]

sidecar attached from Colrain to Shelburne Falls. Passing a street car he misjudged the width of the sidecar and sideswiped the street car. The motorcycle rolled over several times.

Other motorists picked Stone up unconscious and took him to Shelburne Falls where first aid was administered. He was then hurried to Greenfield. The accident occurred about a mile west of Shelburne Falls.

Mr. Stone suffered many bruises and cuts about the head.

A first-hand account of this motorcycle-trolley accident was told in December, 1966, by Walter Lamorie of Lyonsville, who was motorman on the trolley.

He recalled that he was returning with an extra car from Shelburne Falls to the carbarn late that night, making good time. Climbing upgrade where the "dugway" met the highway in the vicinity of the Gordon Purrington place, he noted a single headlight coming toward him some distance ahead.

Knowing there was no other trolley on that end of the line, he assumed it was an automobile with only one light, and kept rolling with the controller wide open.

Suddenly he realized that—whatever it was—it was going to hit the trolley car. As he shut off the controller and threw the air brake lever into emergency, the object hit. (He happened to be running the only air brake passenger car).

Alighting from the car to assess the damage, Mr. Lamorie saw that it was a motorcycle with a sidecar.

Looking around for the driver, he was found unconscious under the trolley with his neck resting on the rail just 6 inches from the front truck!

Taken to the hospital in Greenfield, George Stone, the cyclist, eventually recovered. When Mr. Lamorie queried him some time later, Mr. Stone said he thought the trolley was an automobile with one headlight and he was doing his best to drive to the right of it!

Recalls Going to School by Trolley

Mrs. Emmett L. Murray of Shelburne Falls recalled in 1965 that she was a regular patron of the trolley line in the early 1900's. For four years she rode from Colrain to attend high school in Shelburne Falls. At the time, she lived in the Colrain Hotel which her father, C. J. Russell, owned and operated.

Mrs. Murray related that often she was late for school because

Shelburne Falls & Colrain Street Railway Company

TIME TABLE

Summer Arrangement

In Effect June 30, 1905

Subject to change

COLRAIN TO SHELBURNE FALLS				SHELBURNE FALLS TO COLRAIN			
Leave Colrain City	Leave Griswoldville	Leave Shattuckville	Arrive Shelburne Falls	Leave Shelburne Falls	Leave Shattuckville	Leave Griswoldville	Arrive Colrain City
am 7 13	am 7 26	am *7 36	am 7 51	am \$7 20	am *7 36	am 7 45	am 8 00
\$8 05	8 23	8 33	†8 48	†8 26	8 41	8 50	9 03
9 05	9 18	9 28	*9 43	*9 43	9 58	10 08	10 20
10 25	10 42	10 52	†11 05	†10 45	11 00	11 10	11 23
pm 12 25	pm*12 38	pm 12 48	pm 1 05	pm\$12 10	pm 12 26	pm*12 38	pm 12 54
\$1 00	1 13	1 22	†1 37	†1 17	1 32	1 42	1 55
2 03	*2 16	2 26	2 41	\$1 50	2 06	*2 16	2 30
\$3 00	*3 15	3 25	3 40	2 50	3 05	*3 15	3 28
3 40	3 52	4 01	*4 15	*4 16	4 31	4 41	4 54
\$4 58	*5 10	5 20	5 35	4 45	5 00	*5 10	5 23
\$6 55	7 07	7 16	7 30	\$6 15	6 30	6 40	6 53
7 26	7 39	7 49	8 05	8 30	8 45	8 54	9 06

SUNDAY TIME TABLE

am †8 45	am 8 58					am †8 59	am 9 12
9 40	9 52	am 10 01	am 10 15	am 10 22	am 10 36	10 46	10 59
11 26	11 39	11 48	12 02	pm 12 03	pm 12 19	pm 12 28	pm 12 41
pm 1 00	pm 1 12	pm 1 21	pm 1 35	1 45	1 59	2 08	2 20
2 21	2 33	2 42	2 56	2 57	3 11	3 20	3 33
3 40	3 52	4 01	4 15	4 25	4 39	4 48	5 00
5 01	5 13	5 22	5 36	5 45	5 59	6 08	6 20
7 00	7 12	7 21	7 35	7 36	7 50	7 59	8 11
8 12	8 25	8 34	8 50	8 52	9 08	9 17	9 30

†Every other Sunday morning for Catholic Service.

\$Mixed Train

*Cars meet here

†Cars meet at Power House

This Time-Table shows the time at which cars may be expected to arrive and depart from the several points, but the arrival or departure is not guaranteed, nor does the Company hold itself responsible for any delay.

It is the aim of the Company to give its patrons satisfactory service, and passengers are requested to report any instance of incivility on the part of employees.

Extra and Special Cars furnished at short notice. Call for Strip tickets.

Waiting Room at Jenks & Amstein Shoe Store. Trunks transferred by National Express team for 10 cents each.

H. B. UPTON, Supt.



THE COLRAIN HOTEL lost its top floor when rebuilt after a 1902 fire and lost its third story in another fire about 1936, as this 1967 view shows. With its front rebuilt, the carbarn, too, still stands. —[Photo by Roger Borrup.

Motorman Conrad Sauter and Conductor Byron Smith would decide to haul two trailers to Shelburne Falls with No. 10. "We called it the 'Yellow Car' or the 'Big Car,'" she remembered.

The grade at Griswoldville from down behind the mill would be their undoing because of wet rail or low power or too heavy a load in one of the freight cars. Several tries at getting up the hill would be made.

Mrs. Murray went on to explain: "I can't remember that more than two cars were ever hauled (with No. 10) but Motorman Sauter would keep trying until by clever manipulation of the power he would get them both up the grade. There also

● In the accompanying picture, Walter Lamorie of Lyonsville has identified the wagon backed up to the little red 4-wheel box car as that of a Mr. Stone who maintained two woodworking shops on the Jacksonville road which turned out chair stock.

Tied into bundles, the chair stock was loaded onto street railway cars, hauled into Shelburne Falls, transferred to the Boston & Maine's freight house and then shipped east to furniture factories.

was quite a grade approaching Shelburne Falls where the track came up out of the 'Dugway' alongside the river to the beginning of Main Street and it would have been difficult to have too great a load."

Even though this performance was gone through time and again, Mrs. Murray said the crew would always hope for drier rail and more power and try it again next time.

It got to be that when she saw a second trailer hooked onto the car at Griswoldville she just knew she'd be late for school again.

Respect for the Trolley Wire

Telling of an experience with a live trolley wire that he never forgot, Walter Lamorie said that when he was a schoolboy in Colrain, he and some of his classmates had to walk past the grain store siding near Colrain Center every day. Whenever there was a box car or two on the siding the boys would climb on the steps, play brakeman, and otherwise fool around as boys are wont to do.

Soon they got more daring and climbed onto the roof of a car. Finally each boy, one day at a time, had to show his bravery by climbing up and touching the trolley wire.

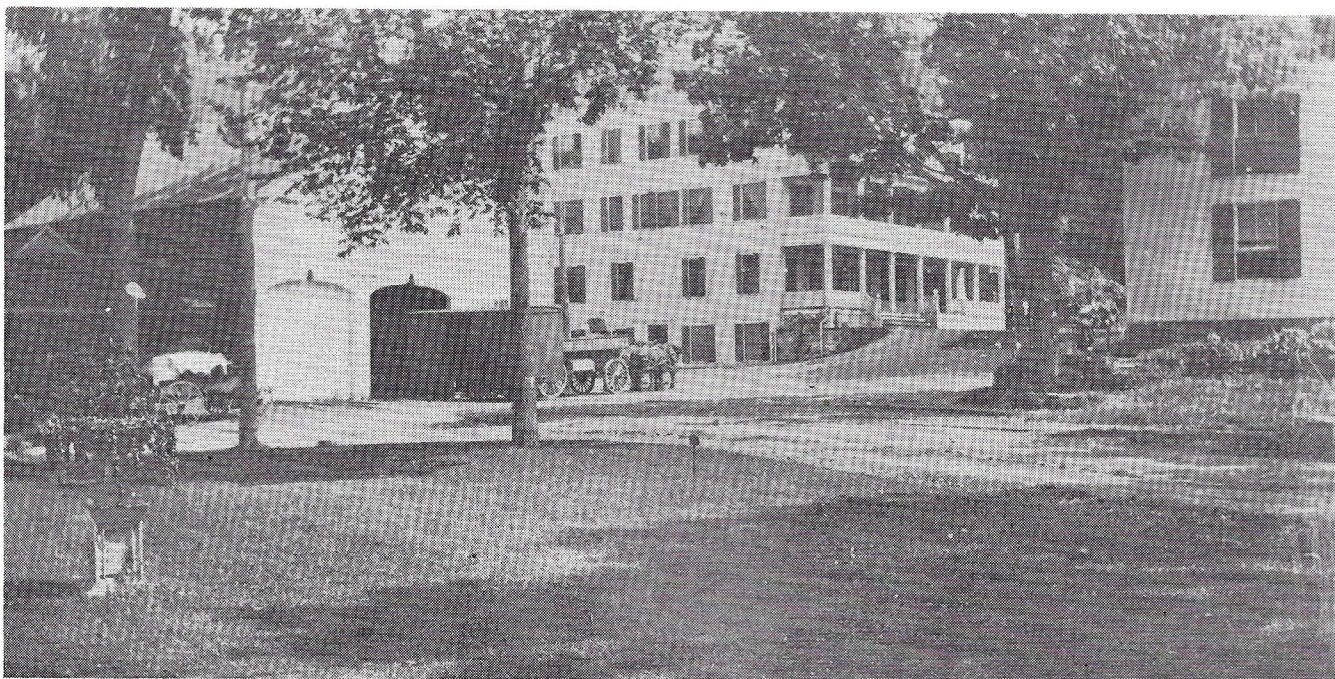
All went without incident until Walter Lamorie's turn. The car he climbed on was a newer, steel-framed box car with metal catwalk.

When he touched the wire he said he felt he was revolving 'round and 'round the wire like a snake. The shock was not strong enough to burn him or to cause injury, but it injected a healthy respect for trolley wire.

Some years later when he was a motorman, he and his conductor came to a break in the trolley wire on a curve one cold winter's day. The only way for them to get by was to go up on the car roof and tie the broken wire to a span wire. Then the car could be eased past with the conductor holding the trolley rope from the ground and gently touching the pole to the span wire.

They both climbed onto the roof — Walter Lamorie very gingerly. "Now grab that broken trolley wire and pull it toward me," his conductor said. But, as Mr. Lamorie related, he wasn't about to touch another trolley wire just on somebody's say-so that it was safe.

His conductor had to walk past him and grab the trolley wire to prove that they were well insulated on the car roof.



COLRAIN TERMINUS—Carbarn was at end of Main Street in the center of Colrain, next to the Colrain Hotel. The photo was taken prior to the hotel fire on February 2, 1902, and the construction of the concrete bridge in Shelburne Falls, after which standard railroad freight cars were hauled into Colrain. The hotel was owned and operated by C. J. Russell until 1907 and it was rebuilt after the fire. —[Photo courtesy of Mrs. Emmett Murray.]

Trolley Parties and Special Cars

IN THE EARLY DAYS of the street railway there were many things that promoted riding on the cars; the company was ever alert to conveying the public or private groups.

Items taken from the Deerfield Valley Echo illustrate the events calling for extra service or special cars.

August 11, 1898—Remember when you get up your trolley party to notify the landlord at the Colrain hotel so that he will have some of his delicious ice cream ready for you. It is part of the trip.

(This was just a suggestion from the editor.)

August 11, 1898—A special car will leave Colrain at 6:10 a. m. Saturday to accommodate those who wish to go to Saratoga on the Fitchburg excursion.

(This was in the days before the Boston & Maine Railroad—when it was known as the Fitchburg Road.)

December 15, 1898—The electric road will keep the ice clear from snow at Shattuckville this winter so that skaters may enjoy themselves.

May 10, 1899—Concert by the Shelburne Falls Military Band at Memorial Hall, Colrain, Saturday evening May 13, under the auspices of the Ladies Society of the Congregational Church. Admission to concert 15 cents. Ice cream, cake and coffee served after the concert. This is a good opportunity

to enjoy a "trolley ride" and hear a good concert.

June 7, 1899—The street railway has leased for a term of five years the grounds at Shattuckville known as Thompson grove, and it will be fitted up at once for ball games and other amusements.

(The grove became known as Hillside Park to street car patrons.)

August 2, 1899—Owing to many inquiries and suggestions, the street railway will have a sacred band concert at Hillside Park next Sunday if the weather is favorable. The Military Band will furnish the music and extra cars will leave Bridge street to accommodate the public.

The concert was a much bigger drawing card than Superintendent Upton anticipated and the street railway was not prepared to handle the crowds. . . .

August 9, 1899—Superintendent Upton has caught the public wish, as was evidenced by the throng that gathered at Hillside Park Sunday afternoon to listen to the sacred concert by the Military Band. Between 700 and 800 people were present. The large number that went up on the street railway even surprised the superintendent and he says he will try and give a little better accommodations next Sunday.

August 16, 1899—There will be a baseball game Saturday afternoon and a concert Sunday afternoon at Hillside Park. There was a trolley party to Colrain Friday evening. The partici-

pants enjoyed a dance at Memorial Hall before they returned.

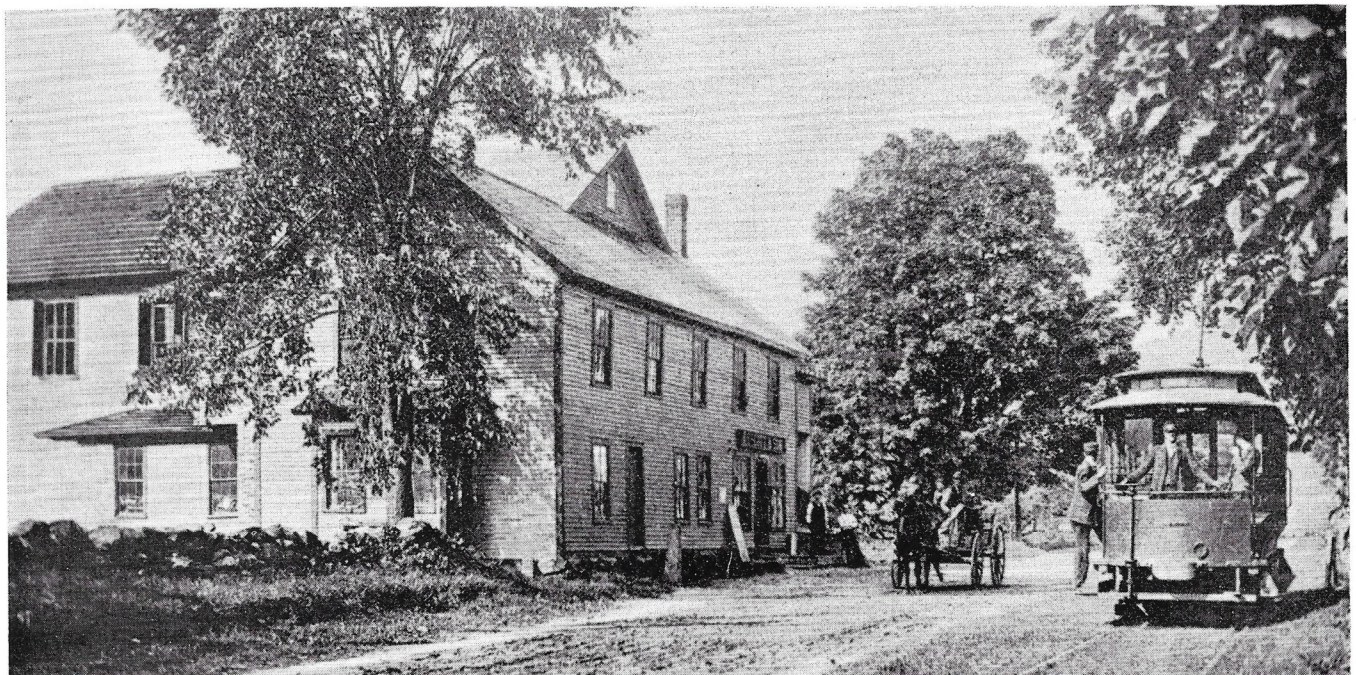
December 20, 1899—The street railway will run a special car to Colrain Friday evening leaving Shelburne Falls at 8:45 o'clock for the benefit of Christmas shoppers. Another special car will run to Colrain Saturday night after the minstrel show.

September 2, 1903—A special car will leave at 7:30 Friday night for the dance in Colrain and return after the dance.

June 8, 1904—By arrangement made by the street railway with the Athletic baseball team every other game played at home will be played at Hillside Park. The first game to be played there will be next Saturday with the Hinsdale team.

July 25, 1906—A very large crowd enjoyed the sacred concert given by the Military Band at Hillside Park last Sunday afternoon. The road carried the largest number of people last Sunday of any Sunday in their existence. While not having a concert next Sunday they will have a fare of 5 cents to any point on the road that day. The people along the line are just beginning to appreciate the enjoyments of a ride on the trolley on a warm day.

October 10, 1906—Supt. E. V. Maling of the street railway has arranged for holding football games on Steele's field close to the track. He has established a price of 25 cents for fare and admission to the game. The same price will be charged from Griswoldville. Members of the football team have tickets and they may be obtained at the office of the railway company or on the cars.



POST OFFICE and Red Men's Hall at Lyonsville, with open car No. 16 on its way to Shelburne Falls, about 1905. Red Men's Hall was the scene of many a dance and entertainment in trolley cars days.—[Collection of C. L. Smith.]

Apples, Milk and All Kinds of Freight Once Went over the Trolley Line

APPLES once accounted for a large share of the freight revenue on the Shelburne Falls & Colrain. Thousands of barrels were shipped mainly in the fall and cider by the barrel over a longer season. Colrain in the era just prior to World War I was known as an "apple capital."

Before the Deerfield River bridge was completed, apples like every other type of freight had to be transferred at Shelburne Falls, like the shipments reported in this March 24, 1903, news item:

Large lots of apples have been taken to the station at Shelburne Falls the past two weeks. Many from the north part of Colrain were sent in bulk on the trolley cars and were very good. They were sold for 50 to 75 cents per barrel. Those headed and packed nicely sold for \$1 per barrel, a few extra nice for \$1.10.

Big Cider Mill in Lyonsville

"The W. W. Carry & Son cider mill can turn out 100 barrels of cider daily," said a Deerfield Valley Echo item in the Wednesday, November 21, 1906, issue — showing that it was no small operation as cider mills go.

W. W. Carry & Son had their own siding in Lyonsville for loading freight cars.

A box car shortage delayed the

shipment of apples in the fall of 1910, the Echo reported on November 16th:

Cars not being available, delayed the shipping of apples at Lyonsville station. Some 1,000 or more barrels are yet in the hands of farmers which have been sold and are awaiting transportation.

In October, 1914, it was noted that: "Speculators in apples are paying 75 cents a barrel for good fruit delivered in free furnished crates to the shipping point on the trolley line."

Apple Business Bigger Each Year

The Shelburne Falls Messenger on November 18, 1914, said that 27,700 barrels of apples had been shipped over the Shelburne Falls & Colrain Street Railway up to Saturday night. As of the same date, 75,000 barrels had been loaded by the Boston & Maine Railroad at Shelburne Falls.

In 1915 the trolley road reported 30,000 barrels of apples shipped up to Saturday, November 27th.

The 1916 figure was reported as "nearly 28,000," with the explanation that "hundreds of barrels went to cider mills because of new packing and grading law."

To facilitate loading and unloading of freight cars in Colrain tracks were added in the rear of the Colrain carhouse. An October 20, 1909, news item recorded the work:

The street railway has a gang of men at work in the rear of the carbarn at Colrain City constructing a yard. The excavation of the hill to obtain level furnishes material to build up the lower places.

In August, 1917, the street railway constructed a storehouse in the rear of the Colrain carbarn for use of the Fruit Growers' Association where apples could be stored and shipped out in full carload lots.

Milk Runs on the Trolley Line

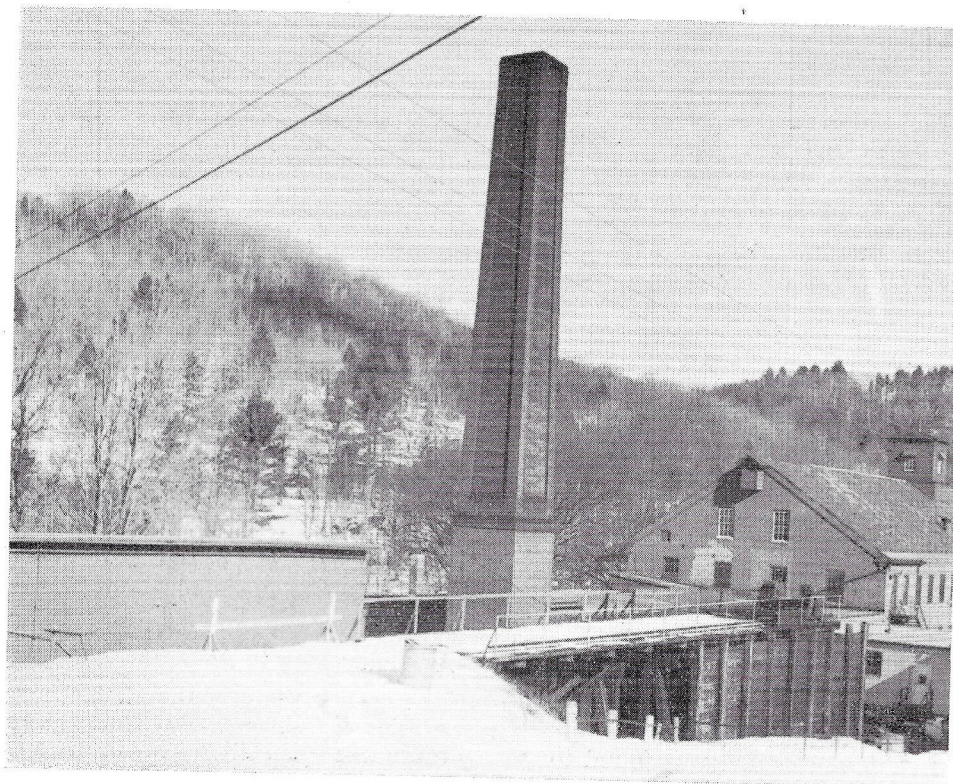
According to Walter Lamorie, certain trips on the timetable were double-headed, especially those listed as freight and passenger.

Many days, when milk cans were picked up for delivery to the B&M, the baggage section of No. 25 would be filled and No. 10 would run ahead or behind filled with milk cans in the aisles, the baggage section and the vestibules.

Milk-hauling once accounted for considerable revenue on the Shelburne Falls & Colrain Street Railway, just as it did on the Boston & Maine Railroad.

1967 PICTURE of the coal trestle of the Griswoldville Manufacturing Company at the Willis Place mill (now the Kendall Manufacturing Company) could just as well have been taken 40 or 50 years previously. A December 23, 1908, news item in the Shelburne Falls Messenger told of its being constructed in anticipation of receiving coal by hopper car direct from the mines and of Elmer Benton having his leg badly injured while at work on the trestle.

—[Photo by Roger Borrup.



Big Ideas That Never Got Beyond Preliminary Planning Stage

FROM TIME TO TIME there were rumors that the Boston & Maine Railroad wanted to control the Shelburne Falls & Colrain trolley line, as it did the neighboring Conway Electric Street Railway Company.

Outside buyers did purchase 400 of the 500 shares of stock from local owners in 1906. The interested party turned out to be the Deerfield River Company of Wilmington, Vermont, which had shares in various power, lumber and manufacturing projects.

In the 1890's and 1900's when railroads and trolley lines were expanding, when the development of electric power was just beginning and when prospects for various manufacturing enterprises seemed unlimited, there were many schemes for development of entire regions through control of the key facilities.

Many of the schemes were well thought out; had capital been available, the history and economic health of many towns might have been vastly different today.

Big Plans for Shelburne in 1900's

One of these grandiose plans was for development of Southern Vermont and Northwestern Massachusetts in the region of Wilmington, Readsboro, Jacksonville, Hoosac Tunnel, Colrain, and Shelburne Falls.

The only rail outlet was the Hoosac Tunnel & Wilmington Railroad—at the time a narrow gauge line. This meant all freight had to be transferred at Hoosac Tunnel station. Besides, the railroad was always in a shaky condition, both physically and financially.

Looking ahead to greater development of the region, a projected power dam would flood miles of the narrow gauge railroad between Readsboro and Wilmington. Thus an extension of the standard gauge trolley line from Colrain to Jacksonville and Wilmington, Vermont, appeared to the promoters as solving all transportation problems for the area.

The whole concept of routing the commerce of Southern Vermont through Shelburne Falls instead of via Hoosac Tunnel was challenged by North Adams interests.

In the end capital was found to

rebuild the Hoosac Tunnel & Wilmington Railroad into a standard gauge road and the Shelburne Falls & Colrain Street Railway never got farther than its name implies.

Anticipation of Shelburne Falls becoming a big shipping point reached its height in 1911 when actual surveys were undertaken. As the Shelburne Falls Messenger for Wednesday, July 5, 1911, told it:

ELECTRIC ROAD DEVELOPMENT

Going Through to Wilmington
Vermont.

Surveyors and Engineers at Work—
The Outskirts of Jacksonville Have
Been Reached.

The long looked for development work of the Shelburne Falls & Colrain Street Railway Company that the Messenger has agitated so long has started.

About three weeks ago unbeknown to the general public the manager engaged surveyors and engineers to make surveys for the extension of the road from Colrain by way of Jacksonville to Wilmington, Vt. The engineers are staking out the line for grading and the work is being handled in a very businesslike manner.

At this time surveys have been made as far as Jacksonville, Vt.

The people cannot and do not realize the vast benefits that this town will derive from opening up of this vast territory or the amount of business that will come into Shelburne Falls from the numerous towns further north. The trade is bound to come this way because it will be the only convenient way for the Vermont people to travel.

It will also save the lumber dealers in that district large amounts of money in shipping their lumber because the lumber will not have to be transferred from one car to another when it arrives here as it is at the tunnel coming over the Hoosac Tunnel & Wilmington.

However, any hopes of going beyond the survey stage were dashed early in the fall of 1911 when plans were announced for rebuilding the Hoosac Tunnel & Wilmington to standard gauge and a pronouncement that it "may go through to Brattleboro." (It, too, never went beyond the places in its corporate name).

A Trolley Line to Ashfield

In the earlier years of the Shelburne Falls & Colrain Street Railway there was speculation over the

extension of the line to Ashfield and a line from Ashfield to Conway. A Deerfield Valley Echo story in the issue of January 28, 1903, said:

COLRAIN—The citizens of this town generally hope to see the local trolley cars meet at no very distant day the electrics from Ashfield at the B. & M. depot, Shelburne Falls. It would be a pleasant ride by trolley from Colrain via Shelburne Falls through the fine Buckland valley to the village of Ashfield. Let strenuous efforts continue until the proposed new road is established.

The idea was promoted more actively by State Senator Herbert Newell of Shelburne Falls who on Saturday, January 31, 1903, presented a petition from the people of Shelburne Falls, Buckland and Ashfield to the Massachusetts Senate asking for a franchise to build a trolley line from Shelburne Falls to Ashfield.

The idea was that if the citizens' group could obtain a franchise it would be in a better position to interest outside capital.

A state legislative act incorporated the Shelburne Falls & Ashfield Street Railway Company as of May 18, 1903. The company was granted authority to sell electricity to any other street railway or electric lighting company. Its capital stock was not to exceed \$500,000.

The authority was to expire in two years if no part of the railway had been put into operation.

Neither the Shelburne Falls & Colrain Street Railway nor the Conway Electric Street Railway was yet paying fabulous dividends and local capital was reluctant to invest in another street railway project.

The line to Ashfield, like so many other projected electric railway lines, never came to fruition.

Shades of Things to Come

A short item in the April 27, 1910, Shelburne Falls Messenger had a lot of prophesy between the lines:

The automobile fever is at its height, many local men having purchased cars recently.

Then a December 13, 1911, note stated that more than 3,000 autos went over the Mohawk Trail some Sundays that fall.

All of which showed that even

though the local Shelburne Falls & Colrain Street Railway and its long-distance companion Boston & Maine steam railroad were experiencing their busiest and most profitable years hauling passengers and freight, signs of their declining fortunes even then were being reported.

In 1923 a Greenfield newspaper item said that there were enough motor vehicles in the country to take everyone for a ride at the same time.

While it is easy to read and understand in retrospect, no one in those days had any inkling of the transportation changes in store.

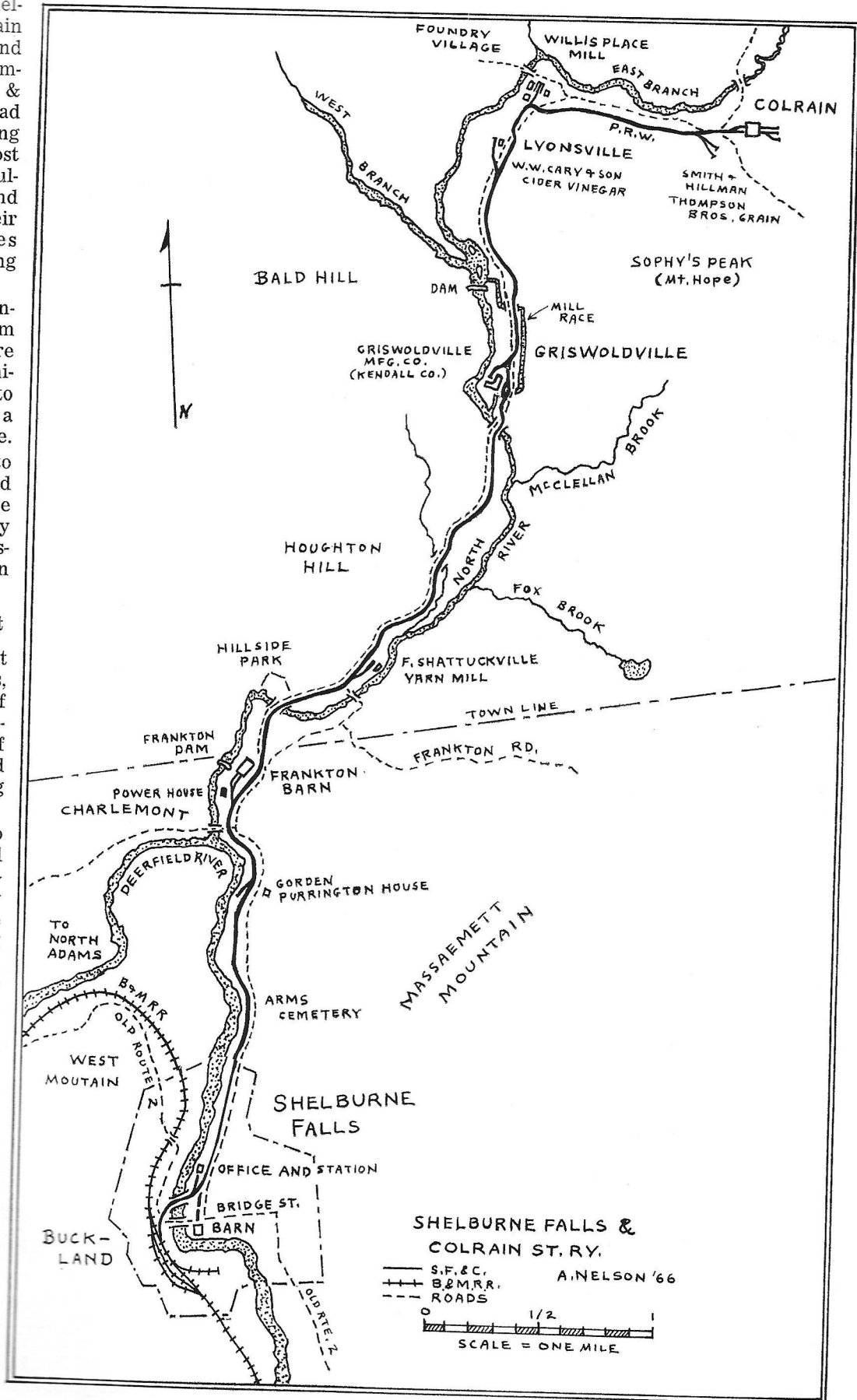
A Torpedo Incident

A boyhood resident of Shelburne Falls, O. A. Hutchins of Eatontown, New Jersey, tells of one of the pranks he played on an unsuspecting motorman.

(A railroad torpedo is a rather powerful little explosive, designed to be heard by the engineer above the roar of a big steam locomotive. Detonated by a slow-moving trolley car, the noise alone would seem to lift the car off the track.)

Conrad Sauter was motorman of the car that ran over the torpedo on upper Main Street. Knocked off his motorman's stool, he lost his equilibrium for only a moment.

Spotting a boy on the sidewalk who was engrossed in the whole affair, Motorman Sauter quickly



applied the brakes and leaped out of the car.

The surprised boy was caught two blocks away and learned at a very impressionable age that a trolley car motorman would leave his car right in the middle of the street and use his motorman's glove on that part of an errant boy's backside that might sting the most.

The Power Plant

AT THE POWER PLANT at the Frankton dam site there were both water power and steam generators. The latter was an auxiliary installation for use during periods of low water.

The steam plant was described as having a high pressure steam boiler 72 in. by 19 ft. 6 in., a 100-ft. smoke stack, and a 180 horsepower cross-compound condensing engine with cylinders 12x22x24 inches.

When the road first opened there was trouble with the water power generator. According to the news account of November 12, 1896, after only a week of operation the steel

tube which conveyed the water from the dam to the turbine wheel in the power house collapsed when a sudden closing of the upper gates allowed the water to rush out of the tube and form a vacuum.

Since the street railway had not yet accepted the water power installation, the contractor had to make good. Repairs were not completed until six weeks later; it was Saturday, December 19th, when the water power was turned on again in the presence of Mr. Adams and Mr. Keeler of the Holyoke Machine Company.

Meantime the steam plant kept the cars supplied with electricity.

Troubles in the Power Plant

Like any other power plant, that of the Shelburne Falls & Colrain Street Railway had its troubles after a few years of use. One of the mishaps that got into the news was related in the Wednesday, January 16, 1907, *Deerfield Valley Echo*:

The street railway has been having a few misfortunes the past week. First a portion of their water wheel at the power houses broke and on Sunday a clutch broke and no cars were run,

but the breaks were repaired and everything is running smoothly again.

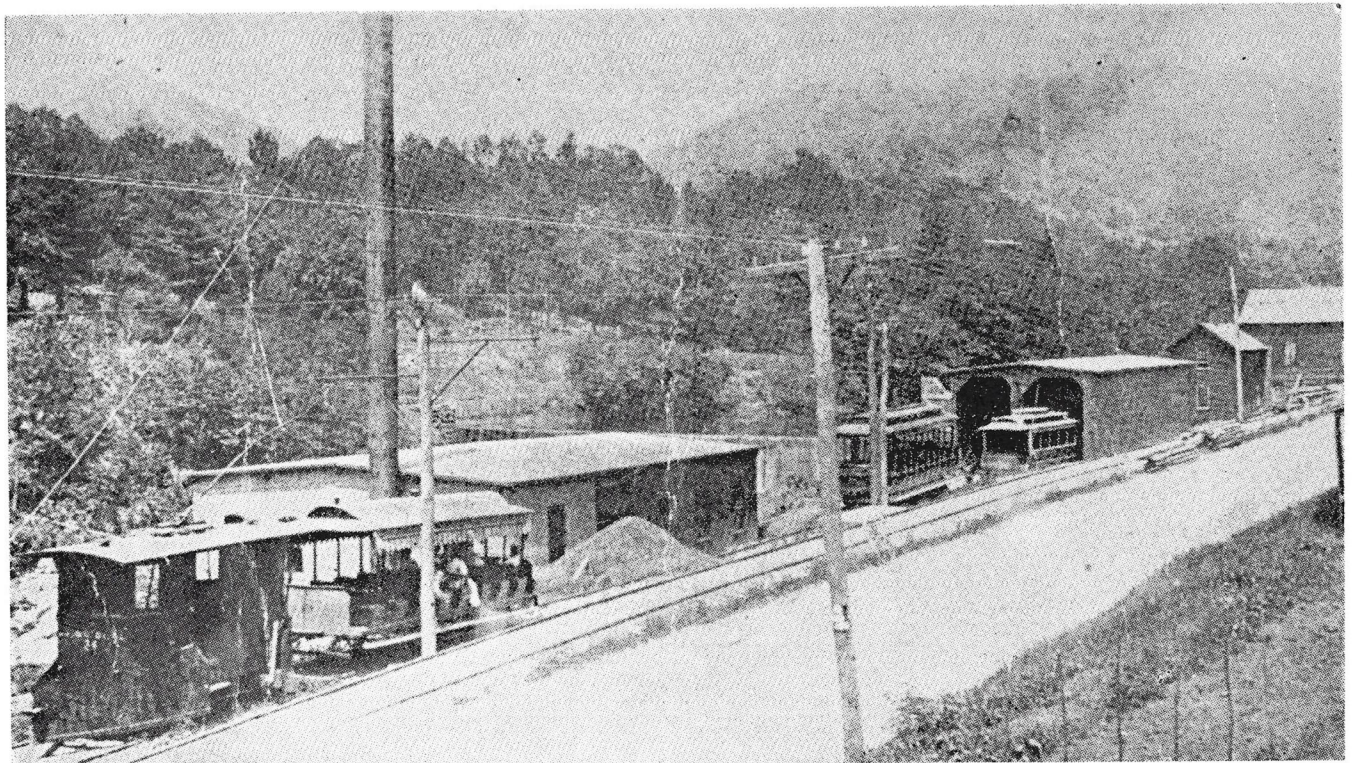
In the April 13, 1910, *Shelburne Falls Messenger* was this item:

The street railway company is replacing the old smokestack which was erected at the power station when the road first started in 1896, with a new stack 80 ft. high. Ten feet of the top of the old stack blew off in a high wind last year, but the rest held together until this spring when its condition became such that a new one was necessary.

World War I Coal Shortage

When World War I came in 1917 and 1918, the coal shortage that gripped the country affected Shelburne Falls as well. Curtailment of trolley service was a result. Five of 13 weekday and three Sunday round trips were dropped effective Sunday, December 23, 1917.

A further curtailment was made effective January 5, 1918, with the power house shutting down after the 9:25 p. m. Saturday night car reached Colrain. Under normal conditions cars ran until midnight Saturdays, with many extras and double-headed trips. No special



MAIN CARBARN and repair shops were at the Frankton dam site between the highway and the Deerfield River. There was a carbarn and freight station at the end of the line in Colrain and there was a third carbarn at the end of the line on Deerfield Street from 1897 until 1909 when the tracks were extended across the river to the Boston & Maine station. Cars in this picture are No. 24 snow plow, No. 13 open car trailer, No. 15 double truck open and the closed horse car that was never motorized. In the background are the power plant and the 100-ft. smokestack.

cars at all were run during the fuel emergency.

Before spring the coal situation improved and service was restored to normal.

Power Purchased in Last Years

In the early 1920's with revenues falling and expenses rising, the company faced extensive repairs on both the steam and water-power generating plants. By that time the 25-year-old generating equipment was costly to maintain and inefficient to operate, in view of more

modern street railway technology.

Thus the directors voted to contract with the New England Power Company to supply energy to run the cars. The steam plant was dismantled some time thereafter, but the hydro plant was kept intact until the railway shut down in 1926.

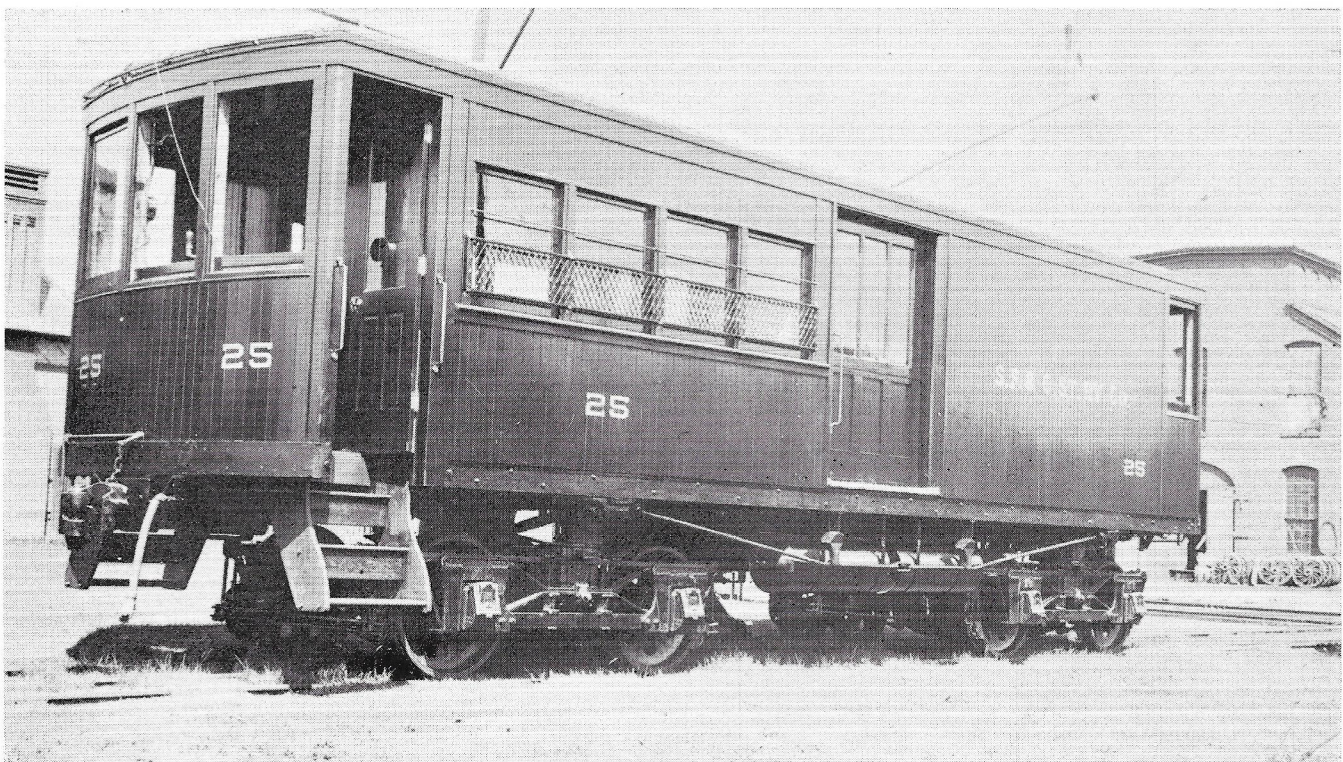
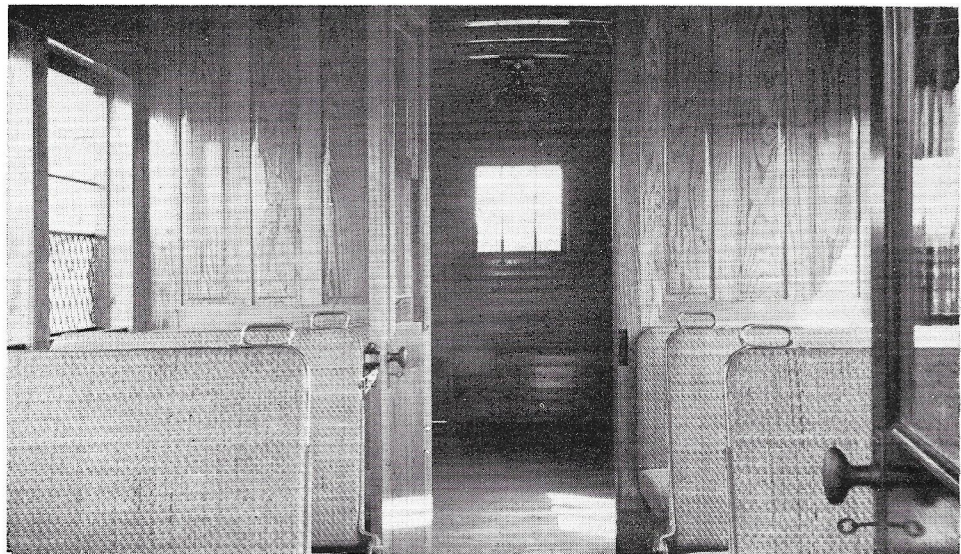
Company officials always felt that the dam privileges and the water rights at the Frankton site were a valuable asset. Even the junk dealer thought that it represented an asset which might be sold; he did nothing with the power

plant until the rest of the railway property was dismantled.

It turned out that the enormous belt between the water wheel and the pulley on the generator shaft was the most salable thing in the power plant. Of well-seasoned prime leather it was sold in small pieces to various shoemakers and belt-makers when it was finally decided to junk the power plant.

The big flood in 1938 eradicated the old Frankton dam as well as many other dams, bridges and landmarks along the North River.

CAR NO. 25, inside and out, at the shops of the Wason Manufacturing Company in Springfield, Mass., prior to its shipment to Shelburne Falls in the spring of 1909. Though No. 25 was fairly powerful, generally only one railroad freight car at a time was hauled up the considerable grade from the Deerfield River bridge to the Boston & Maine station. —[Photos from Wason collection of Connecticut Valley Chapter, N.R.H.S.]



Rolling Stock of the Shelburne Falls & Colrain Street Railway Company

A ROSTER of rolling stock of the Shelburne Falls & Colrain Street Railway is very hard to determine. Numbers were not painted on all the equipment and except for the two combination cars (Nos. 10 and 25) neither employees nor the public seem to have associated numbers with the other cars.

The following composite roster is made up from newspaper accounts, available photographs, reports to the Massachusetts Railroad Commissioners and Department of Public Utilities, and recollections of various former street railwaymen:

No.	Rec'd
— 4-wheel gravel-work trailer	1896
— 4-wheel flat car trailer	1896
— 4-wheel flat car trailer	1896
— 4-wheel flat car trailer	1896
— 4-wheel flat car trailer	1896
— 4-wheel box car trailer	1896
— 4-wheel box car trailer	1896
— 4-wheel box car trailer	1896
— 4-wheel box car trailer	1896
10 Double truck combination	1896
11 4-wheel closed ex-horse car	1896
— 4-wh'l closed trail. ex-horse car	1896
13 4-wh'l open bench tr'l ex-horse	1896
14 4-wheel 9-bench open	
15 Double truck 12-bench open	
16 4-wheel 9-bench open	
— Double truck closed car	1907
24 4-wheel snow plow-locomotive	
25 Double truck combination	1909
— Double truck 25-ft. closed	1925

In July, 1896, three horse cars were purchased from the West End Street Railway Company of Boston, \$150 each being paid for the closed cars and \$90 for the open.

- 1236 a 16-ft. box built by Consolidated and formerly operated on the Charlestown & Columbus Avenue line.

- 1238 a 16-ft. box built by Jones and formerly operated on the same line.

- 2198 an 8-bench open built by Brill and formerly operated on the Atlantic Avenue line.

One of the closed cars was motorized, becoming No. 11; the other two ex-horse cars were retained as trailers.

Fred Call of Colrain remembers that two horse cars were stored in the Colrain barn in the later days of the street railway, but doesn't know what happened to them, or whether they were still there in 1926 when the line quit.

Nos. 10 and 25, the two combination cars, are the only pieces of rolling stock known to have been

purchased new. Both came from the Wason Manufacturing Company, Springfield, Mass., in 1896 and 1909, respectively.

Double Truck Passenger Car

A brief news item in the Shelburne Falls Messenger on March 6, 1907, said simply:

A new car for passenger service on the street railway has arrived. It is very modern in build, having seats similar to those in a railroad coach.

The company's report for the year 1907 showed that one closed car and four motors were added to the roster, indicating that it was a double truck 4-motor car.

Other than the purchase of No. 25 as a combination passenger, baggage and freight locomotive in 1909 when the Deerfield River bridge and Boston & Maine Railroad connection was opened, one other car was obtained.

Second-Hand Car Bought in 1925

Records of the Portsmouth, Dover & York Street Railway of Maine show that their car No. 18, a 25-ft. closed built by Laconia in 1902, was sold to the Shelburne Falls & Colrain Street Railway Company in January, 1925. One of the railway's cars was lost in a fire on June 26, 1925. The Greenfield Gazette & Courier on Friday, July 3rd, said:

Fire was discovered late Friday night in an electric car which had been standing on a spur track opposite Gordon T. Purrington's house on the Colrain road, which had not been used for a week or more. The car was totally destroyed before help arrived. The officials of the S.F.&C. street railway company cannot account for the origin of the fire. The blaze made a spectacular sight, which attracted many people from the village . . .

Dean Ainsworth, a long-time employee and official of the Shelburne Falls & Colrain then living in Greenfield, recalled in a 1949 interview with Donald E. Shaw that another car was purchased "sometime in the 1920's."

Although only one open car was listed in the railway's annual report most years, it is known that there were on the property for several years two 9-bench 4-wheelers and one 12-bench double truck open.

The bigger car was not operated

too often because it was wider than a normal car, the benches were wide enough to seat six people across rather than the usual five. The running boards came perilously close to many poles, trees and structures along the track and it was dangerous for the conductor, let alone for any passengers.

During the regime of Manager Frank Reed, No. 15 was rebuilt with an aisle down the middle of the benches so that passengers could not board or leave the car except by front or rear steps and the conductor did not have to walk up and down the running boards.

Car Number 10

A story about car No. 10, the combine and original locomotive, is told by Walter N. Lamorie who often ran the car with Ed Hunter, although Fred Ware was considered the regular operator.

No. 10, although a double truck car, had no air brakes. The hand brakes were applied with a small brake wheel positioned about 40 inches above the floor and this was rather awkward for a short man like Mr. Lamorie.

It was the usual custom for crews to alternate as motorman and conductor, as they saw fit. Ed Hunter, with whom Walter Lamorie usually worked, was a taller man; he had no trouble with the brake wheel.

A fill-in crew such as Hunter and Lamorie ran the extra trips morning and night; during the day they were repairmen at the carbarn.

Thus one day Walter Lamorie consulted with George Smead, the power house engineer and master mechanic, as to the feasibility, and with General Manager Dean Ainsworth to get permission, to lower the brake wheel on the shaft and install one of larger diameter.

The general manager thought the idea had merit, but told Lamorie to wait until some time when Ed Hunter would be off for a couple of days as Ed always objected to having things changed in any way.

When the proper time presented itself, the brake wheels were lowered and changed on both ends of the car. Ed Hunter let off a little steam the first time he took No. 10 out again, but it was soon apparent that he was not permanently upset.

Officials and Personnel of the Shelburne Falls & Colrain Street Railway Co.

THE FIRST superintendent of the Shelburne Falls & Colrain Street Railway Company was L. M. Wheelock of Northampton who came to Shelburne Falls in September of 1896. Said the Deerfield Valley Echo on September 17th:

He is an electrician and comes highly recommended by the General Electric Company of Boston. Mr. Wheelock will occupy one of Elbridge Adams' houses on Mechanic Street.

Mr. Wheelock resigned July 12, 1897, when he accepted a better-paying position as superintendent of the Amherst & Sunderland Street Railway Company. Robert Miller of Colrain succeeded him as superintendent.

Prior to the appointment of Mr. Wheelock, Freeman L. Davenport, one of the promoters and first stockholders, acted as superintendent to oversee the carrying out of contracts and the construction work in general.

Other superintendents through the years were:

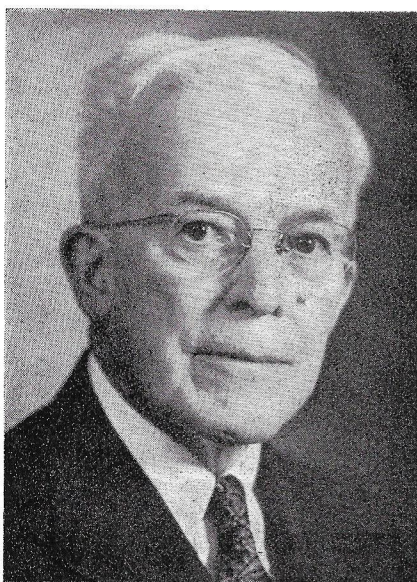
Robert Miller	1897-1898
Frank Payne	1898-1899
Burt Upton	1899-1906
E. V. Maling	1906-1907
Frank L. Reed	1907-1914
Ralph Purrington	1914-1918
Dean Ainsworth	1918-1923
Edward S. Hunter	1923-1926

The first crewmen hired for the new street railway were Robert Miller of Colrain and Frank Shattuck as conductors and Conrad Sauter and Oscar Elmer as motormen.

Some of the other employees over the years were:

Dean Ainsworth
William Burrington
Adna Chase
Edwin R. Davis
Oscar Elmer
Arthur J. Hale
Albert Hume
Edward S. Hunter
Walter N. Lamorie
Hugh Miller
Robert Miller
Conrad Sauter
Frank Shattuck
George Smead
Byron Smith
Leon Streeter
Frank Walden
Fred Ware
Charles E. White
Earl J. Wilson
Jacob Yetter Jr.

The list is by no means complete



FRANK L. REED was clerk, treasurer and general manager of the Shelburne Falls & Colrain Street Railway Company from 1907 to 1914. He came from Easthampton, Mass., and moved his family to Shelburne Falls in April, 1907.

Elected clerk and treasurer at the January 1, 1907, annual meeting, he was named general manager upon the June 10th resignation of E. V. Maling.

Mr. Reed guided affairs of the railway during its years of expansion, heaviest business, and best earnings. He resigned November 4, 1914, to become treasurer and general manager of the Monroe Bridge Paper Company—like the street railway a subsidiary of the Deerfield River Company.

"The departure of Mr. Reed and family from the town will be much regretted by their many friends," the Shelburne Falls Messenger said. Mr. and Mrs. Reed and their two daughters were a popular family, very active in the Congregational Church and Mr. Reed in several town organizations as well.

Mr. Reed remained as a director on the board of the street railway for several years.

but absence of any company records, or memories that go back to the earliest days, preclude any attempt to include every employee.

George Smead of Colrain was master mechanic of the street railway and had completed 29 years

with the company when it went out of business in 1926. He was a jack-of-all-trades and had a reputation of being able to fix anything.

When there was trouble with a car, trouble in the power house, trouble with a switch, a broken wire on the overhead, or a derailed car, it was George Smead who was called to get things running again.

Walter N. Lamorie

One of the very few former employees of the Shelburne Falls & Colrain Street Railway Company still living in 1966, Walter N. Lamorie of Lyonsville, has related some of his experiences.

He recalled being told by Dean Ainsworth that he was the youngest man (at 18) hired to work on the cars. He started as a weekend crewman just before World War I, relieving a motorman one Sunday and a conductor the next week.

Being rejected for military service in 1917 for physical reasons—Mr. Lamorie weighed only 125 then—and having a yen to work on the railroad, he went locomotive firing for the Boston & Maine during the height of wartime traffic.

In spite of his light weight, he held down a fireman's job for six months until he contracted rheumatoid arthritis.

Even though he had to lay off for two months to recover, he recalls that the B&M wanted him to return to work, offering him the comparatively easy firing job on the Shelburne Falls switcher.

(There was enough railroad business at that time at Shelburne Falls to warrant a switching crew 24 hours a day, seven days a week.)

However, Mr. Lamorie decided that firing was too rugged for him and he asked Dean Ainsworth, then general manager of the street railway, if the standing offer of a job was still good. It was and he went back as a full-time employee, staying with the cars until they quit.

Dean R. Ainsworth

Dean Ainsworth was a well-known figure on the Shelburne Falls & Colrain Street Railway. He began with the company in September, 1906, as bookkeeper and became superintendent in 1918.

In 1914, with the resignation of

Treasurer and General Manager Frank L. Reed, Dean Ainsworth was named assistant treasurer "with power." In 1916 he became treasurer and in 1918 was named general manager as well.

Dean Ainsworth was always conscientious and very capable, in addition to being well-liked by his employers, employees and the public. However, he often felt that the job was getting him down and on those occasions he would ask for a leave of absence to take a vacation trip or he would fill in as freight agent or bookkeeper for the Boston & Maine Railroad at Shelburne Falls or Greenfield.

As early as July, 1907, the Shelburne Falls Messenger told of his being clerk at the B. & M. freight house, where he remained only a couple of months.

In April, 1923, he asked for leave of absence, but this time he did not return; he became bookkeeper for the Sweetheart Tea Room for the summer, then he substituted for Freight Agent F. E. Chapman at Shelburne Falls during September. In October he took a position as timekeeper in the office of the Connecticut River Division of the Boston & Maine Railroad at Springfield, Mass.

After 17 years with the street railway he rounded out another 25 with the railroad, retiring about 1948.

Charles A. Marcy

After stock control of the Shelburne Falls & Colrain Street Railway Company passed from local hands to interests representing the Deerfield River Company of Wilmington, Vt., in 1906, changes in management were instituted.

The January, 1907, annual meeting had failed to re-elect Charles A. Marcy as president, a position he had held since 1897. As a businessman in Colrain he had been an ardent promoter of the street railway, one of the first stockholders, the recipient of the first carload of freight shipped into Colrain on November 11, 1896, and the railway's agent in that town.

To say he must have been disgruntled with the new management seems to be putting it mildly; the story in the September 11, 1907, Messenger must have been the talk of the week:

Suit has been brought by Charles A. Marcy of Colrain, formerly president of the Shelburne Falls & Colrain Street Railway Company, against that company and a \$20,000 attachment has been placed on the cars, machinery, tools and office furniture of the company. An attempt was made to trustee funds in the Shelburne Falls National Bank and the Shelburne Falls Savings Bank, but when the papers were served no money belonging to the road was found in either bank.

Mr. Marcy won a verdict of about \$1,400 in a jury trial, claiming wages at the rate of \$1,000 a year were due him. However, the company's attorney moved for a new trial because he claimed that the verdict was excessive.

The suit went to a second jury trial in the Supreme Court in Greenfield, but it was July 14, 1909—nearly two years later—when the verdict was announced. This time Mr. Marcy lost.

Charles A. Marcy continued to do business with the railway despite any differences with the company's directors. The April 10, 1912, news of Colrain City reported him unloading a car of wagons, also three automobiles.

The Shelburne Falls Depot

A NEW RAILROAD STATION for Shelburne Falls had been agitated for several years before the electric railway reached that point; after the cars started running to the station in 1909 the Boston & Maine Railroad management took notice of the situation.

Excavation for the foundation was reported by the Shelburne Falls Messenger to have begun on August 12, 1910, but the usual delays in a project like this undertaken by the Boston & Maine saw its opening held up until March of the following year.

Since the old station was left standing close to the new one, passengers were not seriously inconvenienced. Its removal was noted by the March 22, 1911, Messenger:

The old B. & M. station was sold Saturday to Mr. Howson for \$100. He will begin at once to tear down the old building.

The Shelburne Falls station was a busy transportation center in its day. Boston & Maine trains direct to Boston or Troy and Albany and even Chicago could be boarded. The New York, New Haven & Hartford's "Canal Line" trains from New Haven terminated there and, of course, the electric car line from Colrain. Also, E. C. Frost's "station bus" for Shelburne Falls for years met all the trains with its well-known driver "Honey" Briggs.

When the "station bus" changed hands in 1909 after 37 years, the Shelburne Falls Messenger for December 23, 1908, carried this story:

January 1st the railroad station bus owned by E. C. Frost and for many years driven by Henry "Honey" Briggs will pass into possession of James T. Connell. Mr. Connell intends to give up his farm and drive the bus himself. Mr. Briggs has carried the mails between the railroad station and the post office almost continuously, with the exception of about a year, since 1873. He has driven the station bus since 1887 and has been in the employ of E. C. Frost and previously of the latter's father since 1872. Briggs, a character noted for his language used on his horses but always gentle, is well known to the traveling public.

NEW RAILROAD STATION, circa 1912. Trolley came in at left where pole and bracket show; NYNH&H trains on dead end track at ball signal; B&M trains on main track along canopy. —[From a post card.



5¢ Bought a Trolley Ride

FARES were initially established with three 5-cent zones, a second and third nickel being collected at Shattuckville and Griswoldville in either direction.

Special rates often were in effect such as this from the Deerfield Valley Echo of July 8, 1897:

Shelburne Falls people from now on Sundays and evenings after 6 may buy round trip tickets for 20 cents.

The next year even lower rates were in effect. From the Echo of July 14, 1898:

The street railway will sell round trip tickets for 15 cents good on all cars after 5:45 p. m. and any cars on Sundays.

The ultimate in bargain fares seems to have been in 1906 when "a fare of 5 cents to any point on the road" was announced for the last Sunday in July.

Combination fares and admission tickets were often sold to concerts, sporting events, picnics, socials and all kinds of affairs where a trolley ride would be part of getting there and back. Such tickets were generally sold by both the sponsoring organization and at the street rail-

way office. Often they could be purchased from the conductors on the cars, too.

School tickets were sold at half rate, in books of 50 five-cent rides for \$1.25. The Town of Colrain which sent its high school students to Arms Academy in Shelburne Falls furnished them school tickets. It cost the town 7½ cents a trip—15 cents a day per pupil for transportation.

Besides Hillside Park in Shattuckville, where many ball games, concerts and picnics promoted riding on the cars, there was Maple Grove near the end of the line in Colrain, where Sunday Schools and other organizations went for picnics and outings—by trolley car, of course.

From 1906 through 1921 passenger riding was at a level of 200,000 riders a year. Thereafter with rapidly increasing automobile ownership, trolley riding dropped precipitously to only half that figure four years later.

Saturday Night Shopping

ONE OF THE small town customs of a bygone era was Saturday night shopping.

It was a break in the weekly

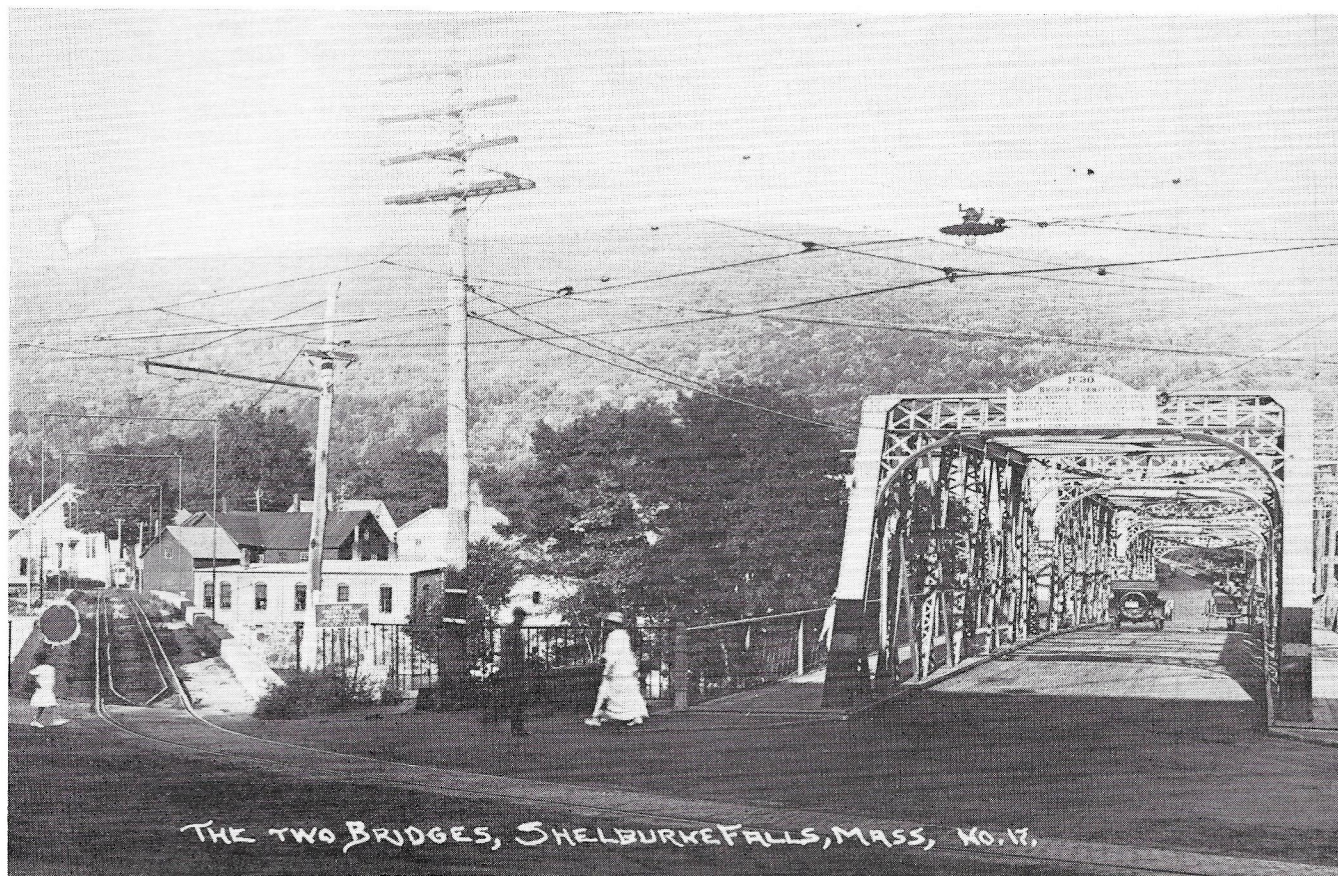
routine in the days before radio, television and automobiles, especially if you lived near a trolley line, to ride into town and make a few purchases, or just to saunter up and down the streets.

It made Saturday the heaviest street car riding day on a year-round basis throughout the country and the pattern was no less true on the Shelburne Falls-Colrain line.

Families from Colrain and along the way went into Shelburne Falls to shop or promenade, to talk with friends they might meet, or to have a soda or a dish of ice cream, or a hot chocolate in cool weather.

Meanwhile couples from Shelburne Falls would be on their way to a dance at Memorial Hall in Colrain, or to dinner at the Colrain Hotel. Sometimes a dance or entertainment at Red Men's Hall, Lyonsville, would attract people from both ends of the line.

All in all there was plenty of passenger business for the street railway on Saturdays and this pattern continued to be true right up to the time the cars quit running in 1926. By that time the only profitable riding the cars carried all week were Saturday afternoon and evening trips.



Shelburne Falls & Colrain Street Railway Company

(From Moody's 1926 Manual of Investments for Public Utilities)

SHELburne FALLS & COLRAIN STREET RY.: Incorporated under Massachusetts laws in Feb., 1896; road completed in Nov. of same year. Owns electric line connecting Buckland, Shelburne and Colrain, Mass. Length of line 6.95 miles; sidings, etc., 0.48 mile—total track 7.43 miles. Gauge, standard, rail, T, 60-lb., closed cars, 2; open cars, 2; freight cars, 3; combination, 2; snow plow, 1; electric motors, 14.

MANAGEMENT: OFFICERS: E. S. Hunter, Pres., Treas. and Gen. Mgr., Shelburne Falls, Mass. **DIRECTORS:** F. E. Thorpe, E. S. Hunter, F. S. Field, J. E. Houson, H. W. Ware, F. S. Wood, L. Griswold Sr., Shelburne Falls, Mass.; H. B. Moulton, Lisbon, N. H. **ANNUAL MEETING:** Third Tues. in Jan. **OFFICE:** Shelburne Falls, Mass.

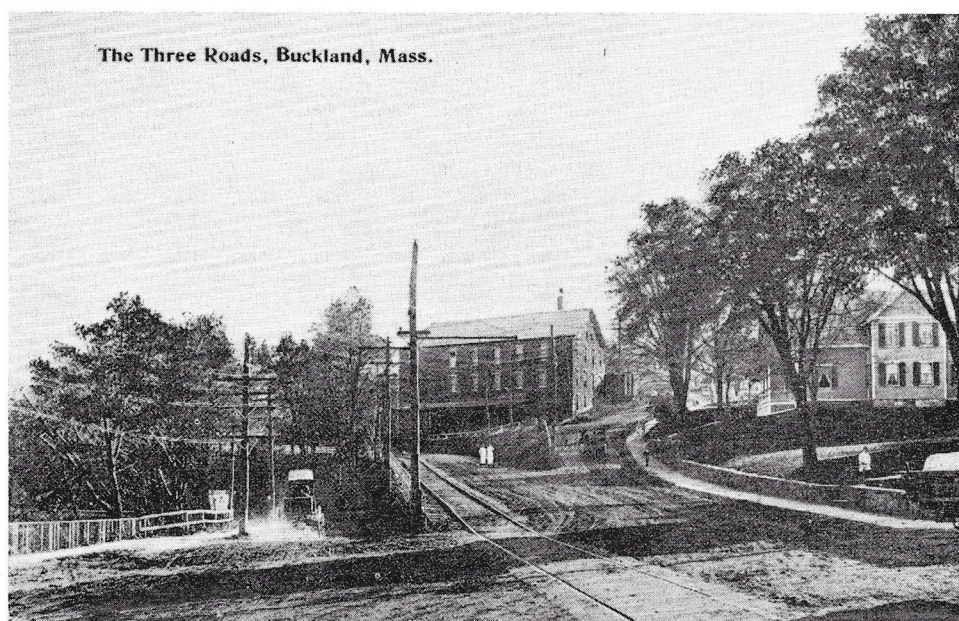
BONDED DEBT: 1. Shelburne Falls & Colrain St. Ry. 1st and ref. gold 5s: Authorized \$100,000; outstanding \$95,700. Dated July 1, 1910; due July 1, 1930. Interest paid J&J, at Federal National Bank, Boston, Trustee. Coupon, \$100, \$500 and \$1,000; registerable as to principle. Callable at 105 on any interest date. Annual sinking fund, \$320 to be deposited with trustee to care for discount on cost of selling bonds. Secured by a first mortgage on entire property. Company pays normal income tax up to 2%.

CAPITAL STOCK: 1. Shelburne Falls & Colrain St. Ry., stock: Authorized, \$50,000; outstanding, \$50,000; par \$100. Dividends, if any, not reported.

COMPARATIVE BALANCE SHEET, As of Dec. 31

ASSETS:	1926	1925	1924	1923
Road and Equipment	\$154,633	\$163,333	\$163,333	\$163,333
Sinking Fund	4,960	4,640	4,480	4,320
Materials and Supplies	950	2,250	1,967	4,708
Cash	61	720	2,126	117
Accounts Receivable	418	369	588	700
Debt Discount	8,700	8,700	8,700	8,700
	169,722	180,012	181,194	181,878
LIABILITIES:				
Capital Stock	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000
Bonded Debt	95,700	95,700	95,700	95,700
Notes Payable		8,700	8,700	8,700
Accounts Payable	10,918	5,339	3,256	796
Depreciation Reserve	3,593	3,291	2,989	2,687
Appropriated Surplus	4,640	4,640	4,480	4,320
Earned Surplus	4,871	12,342	16,069	19,675
	169,722	180,012	181,194	181,878

BUCKLAND SCENES taken about 1915 show "the most expensive track on the line," the specially-cast girder rail laid in brick pavement to accommodate standard railroad car wheels. Picture on Page 29 by courtesy of Shelburne Town Clerk Mrs. Eleanor Shippee shows also the 1890 iron highway bridge that still serves in 1968. Post card view at right, by courtesy of Carl L. Smith of Norwood, Mass., was taken at almost the same spot looking in the direction of the Boston & Maine R.R. station.



Refinancing in 1911

A MAJOR REFINANCING of the Shelburne Falls & Colrain Street Railway Company was undertaken in 1911. The outstanding \$50,000 in 6% mortgage bonds due in 1966, plus bonds issued for various improvements and covering the floating debt, were replaced by a new issue of 5% 20-year sinking fund bonds to the amount of \$95,700.

The Federal Trust Company of Boston was made trustee of the new bonds. March 1, 1911, was the effective date of the new issue; the old bonds were paid at the Shelburne Falls National Bank.

The street railway company was required to deposit \$320 yearly in the Boston bank for a sinking fund to care for discount on the sale of bonds, as well as make interest payments totaling \$4,785 yearly.

The interest payments were made regularly until July 1, 1925, when falling revenues precluded further payments. The railway operated until the summer of 1926 with bond interest in default.

It was the local directors who decided that it would be useless to continue operations when the line was shut down in the summer of 1926. In fact, the Federal Bank of Boston did not foreclose as first mortgage holder until 1927—quite some time after it was apparent that nobody was coming forward to resume operation.

The balance sheet for the company's last four years (at left) shows the deteriorating financial picture.

Shelburne Falls & Colrain Street Railway Almost Rescued from Abandonment

BEFORE the physical assets of the Shelburne Falls & Colrain Street Railway Company were sold in 1927 at a foreclosure sale by the Boston Trust Company, acting as agent for the bondholders, the road almost came back to life.

Felix E. Reifschneider of Fairton, New Jersey, now retired and who spent most of his life managing traction properties, tells of his interest in the Shelburne Falls & Colrain Street Railway in 1927 when he was looking for a small electric railway line in which he could invest and then manage in accordance with his own theories.

Having heard that the line was up for sale by the bondholders, he decided to make an inspection and possibly bid at the foreclosure. He and a friend got into Shelburne Falls on an early morning train; then walked the line to Colrain and all the way back by noon.

After lunch Mr. Reifschneider recalls that he and his companion met a Mr. Davenport who took them over the route again by auto, stopping at the carbarn and the power station to inspect the equipment.

As Mr. Reifschneider described his inspection and intent to bid:

Mr. Davenport opened the watertight gate and allowed a little water to flow through and run the wheel which was belted to the generator with a huge belt, just to show us the plant would work . . .

We also interviewed several people in Colrain who said they were anxious to see trolley service resumed . . . The road was in pretty good shape and could have been reopened at little or no expense, and they had a very favorable contract with the power company. I checked with the power company and they said that although no power had been used by the road since it had discontinued operations, they were willing to supply power at the same rate if the road were reopened. . . .

Passenger business was admittedly small. There were several good loads on Saturday afternoons and evenings when the mill workers from all the small villages went into Shelburne Falls, and that was about all.

The freight was the main thing. Revenues had been about \$12,000 per annum, and almost all of this was from freight. Since the road had discontinued the mills had been trucking their freight and Mr. Davenport had the trucking contracts. He offered to tear up the trucking contracts and see that the freight went back to the rails if the road were reopened.

The sale was to be held in Boston a

short time later and the advertisement stated that each bidder must bring along and deposit a certified check for \$100. I had such a check made out and certified and went to Boston.

When I went up to deposit the check for \$100 (I might have guessed that this was rather a small sum) they admitted that the advertisement had said \$100, but that it had been a misprint; that it should have said \$10,000. Anyhow, they offered to postpone the sale until I had time to substitute a check for \$10,000. But I told them never mind, go ahead with the sale. . . .

In those days trolley roads used to scrap for about \$1,000 per mile of track. This line had light rails and "O" trolley wire (instead of the more usual "00") so I figured \$5,000 to \$6,000 as a top price. Also it had little or no feeder cable which always adds greatly to the scrap price. . . .

As a matter of fact the road sold for a total of about \$11,000. This high price was largely due to real estate as the road owned quite a little land.

It was probably just as well that I did not get it, as it was highly doubtful whether it could have been made to pay. My thought was that if I paid junk price I could try operating it for a while and if it did not pay, then I could junk it myself and I might not lose more than a few thousand dollars at the most.

Mr. Reifschneider did get his own trolley line when he gained control of the Plattsburgh Traction Company in April, 1929. He operated the line a little over seven months before being forced to abandon it when revenue dropped off sharply.

Local Man High Bidder at Sale

At the foreclosure sale in Boston the Shelburne Falls trolley line was

sold to a local man who outbid the scrap dealers, mainly because he had knowledge that the freight contract and certain parcels of property owned by the railway had resale value, principally the dwelling on Water Street used as the street railway office and station and the carbarn property in Colrain.

Carlton P. Davenport was the successful bidder, paying \$10,500. Following misunderstandings with the Blassberg brothers, Shelburne Falls scrap dealers, over procedures in scrapping the line, Mr. Davenport sold to Jacob M. Blassberg his complete interests in the railway for \$11,500.

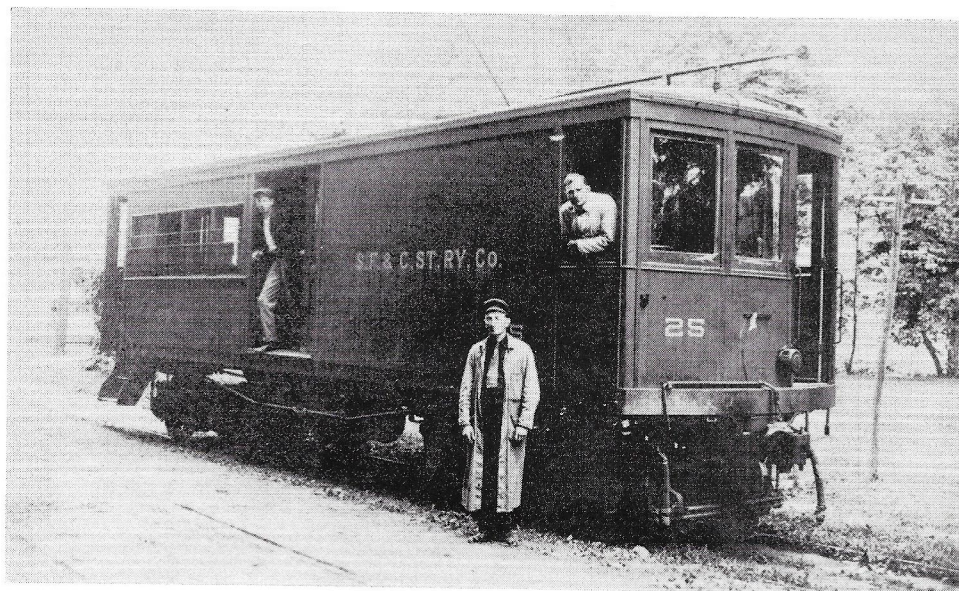
Wire was taken down and tracks pulled up in 1928. The body of car No. 10 was sold to the Johnson farm now run by Marshall Johnson on North River Road in Colrain just over the town line. The car has been used as a storage shed for 40 years and is still clearly recognizable as a trolley car.

One car was sold in 1926 and was set up as a diner on Bridge Street.

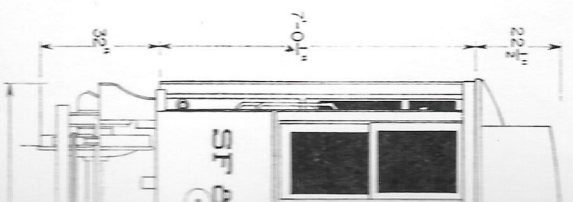
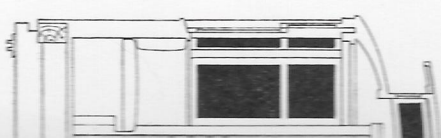
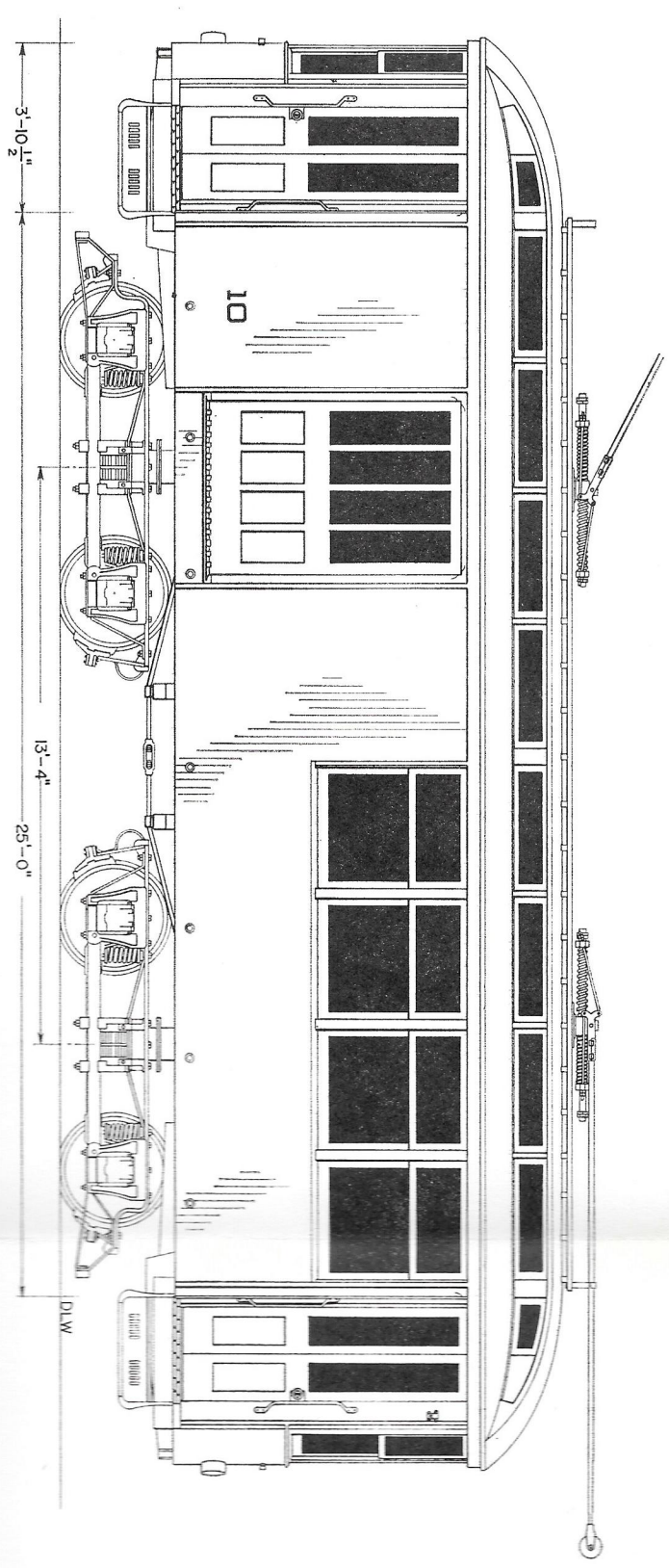
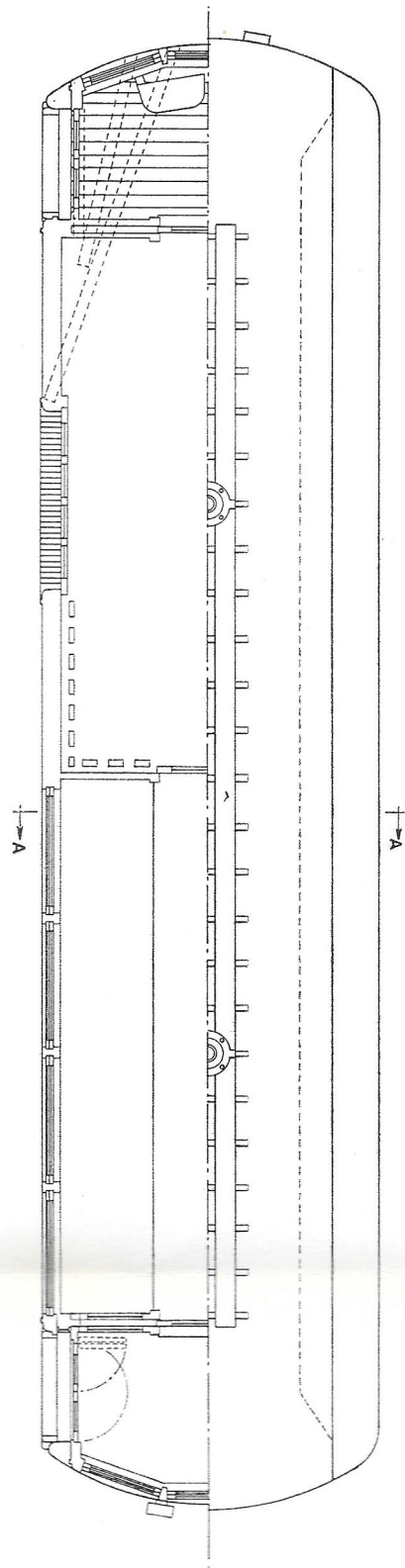
Said the Greenfield Gazette & Courier in the Shelburne Falls column on July 30, 1926:

L. H. Tyler has purchased one of the S.F.&C. electric railway street cars, remodeled it and placed it on Bridge Street next to the Bay State store and will soon open a buffet lunch cart.

Disposition of other equipment is apparently lost in the webs of time.

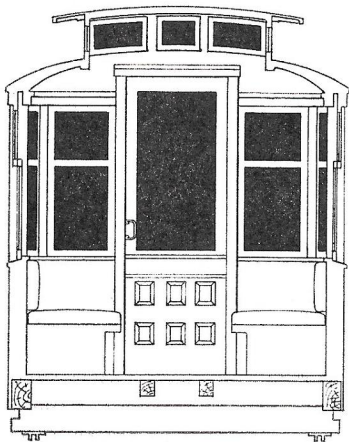


NO. 25, on its way to Colrain, posed at an unidentified spot for this photo.

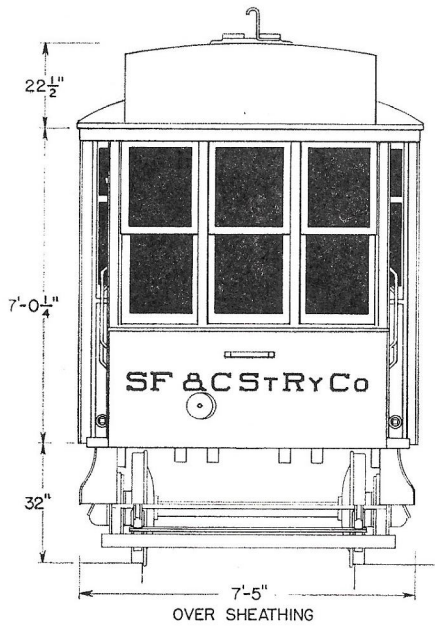


SHELburnE FALLS & COLRAIN STREET RAILWAY CO. No. 10 1-4 inch scale Wason-built car 1896

Drawn by D



SECTION A-A



Drawn by David Waddington