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



TRANSFER



VOL. 20 - NO. 3 SHELburne FALLS TROLLEY MUSEUM NEWSLETTER

FALL 2011

DEDICATED TO PRESERVING THE HISTORY OF THE SHELburne FALLS & COLRAIN STREET RAILWAY



In Memory
Grace C. Johnson
August 31, 1919 – August 20, 2011

Recently we lost one of the Trolley Museum's greatest fans. Her connection to No. 10 began when she married Marshall Johnson and came to live at the farm in East Charlemont, where the trolley rested in the yard after being towed there when the line was closed down. Yes, even one year she kept chickens in it but it was just too warm for chickens! According to our grandmother, it took an emergency dose of whiskey or brandy to revive them. The trolley "coop" idea was no more.

When the Shelburne Falls Trolley Museum was formed, she was able to witness not just the restoration but transformation of the trolley to its operational state and years of operation as the trolley museum. For many years she would bring Marshall up so he could

ride the trolley in the afternoon and then later on she continued coming up and visiting her son, granddaughter, and son-in-law who volunteered there on the weekends. While visiting, she enjoyed sharing stories she had that related to the trolley. On some of her favorite visits, she delighted in singing on the porch with guests and volunteers.

Even though there were many changes in the last few years and months of Grace's life, one thing that did not change was her love of music, history, and most of all friends. She may not have known each volunteer by name but she loved you all – because of your love for the trolley and your devotion to keeping a bit of history alive.

Betsy Wholey Osell and Martha Wholey

Fall 2011 President's Report

A maintenance of way gang under the direction of Joe Albano and Tony Jewell has been working on improvements to Switch 1. You might have noticed that your motorman reduces speed while going through both switches. Switch 1 (closest to carbarn) had a point that didn't mate too well with the stockrail, and a frog that is out of alignment, and a bunch of bad ties and an unsecurable switchstand. Joe and gang replaced some ties, including the timbers for the switchstand (the 'headblocks'), the diverging stock rail and the switchstand. This pretty much used all of SFTM's tools (including the seldom used rail drill and rail saw) as well as Joe's backhoe. There is still some work to do, and we hope to do some lifting and leveling in the spring, but progress has been made. Thanks to Joe, Dakota, Tony, Larry, Eric, Dick, John and Dave G.

We also used a new supply of track bolts to replace and tighten loose bolts on our main track joints. We used both the manual rail drill and the gas-powered one, and decided that the manual one was easier to align and not that hard to operate, if you had the right crew. Thanks to Dick, Jordan, Dave G and John.

Dave D. has been working on adding the roof walks and repairing the steps on cabooses CV4015. You might think "Why bother with roof walks?" but on a caboose you can see them from the cupola, and they definitely add to the overall look of a caboose.

Dick and I did a bit more work on the freight house, replacing slates and extending the trim repairs.

I loaded a 30-yard dumpster with debris from inside and outside, and hauled off some old tires, every year the place looks a bit better!

Ridership for 2011 looked to be right on track to match last year,

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