



Peter Marshall Johnson (1949 - 2009)



Peter Marshall Johnson was born in 1949 to Marshall and Grace Johnson. In a couple of years, his sister, Diantha, joined him. These two children had something very, very special in their backyard, although its important significance to their family would not be revealed until after Marshall's death in 2004.

Peter's early years included swimming and fishing in the Deerfield River, numerous visits to Arms Library for well-loved books, playing baseball, and chores on the family farm. A special day in the Johnson household was the weekly trip to Shelburne Falls in the truck to get grain for the cows as well as shopping at the First National (grocery store). When Marshall backed the truck up to the loading dock at the Eastern States building in Buckland (yes, it's the same building that currently houses the Shelburne Falls Trolley Museum), Peter and Diantha would scramble out and spend their time climbing on the grain bags and were even allowed in the box cars, much to their delight.

Back home, the two would continue adventures on their own "train." Trolley Car #10, from the Shelburne Falls & Colrain Street Railway Line, was rescued from destruction by Peter's grandfather, Frank Johnson, and brought to the family farm in 1928. Practically, it stored garden tools and root vegetables as well as Grace's chickens. But for Peter and Diantha, it was a playhouse. No one else could play "cops and robbers" or cowboys and Indians" with such authenticity. And no one else had the opportunity to "drive" a train with a "who-who" whistle.

His love for acting began with his senior play at Charlemont High School, where he played the part of Luigi, an Italian ghost. Throughout his life, he donned many costumes, but perhaps his most enjoyable role was playing Santa Claus for different groups and especially Diantha's children. Even Grace sat on Santa's lap! For fun, he and his niece, Betsy, dressed in appropriate costumes, depicted "The Great Train Robbery" on Trolley Car #10. It again became the scene of a "holdup" as it had when sitting at the Johnson homestead.

In 1991, the non-profit corporation, the Shelburne Falls Trolley Museum, became a reality. During the negotiations to acquire Trolley Car #10 from the Johnson family, Peter quickly became involved as the Johnson family member on the Board of Directors. In the summer of 1993, he organized a walk-a-thon that raised over \$1300 for the museum. It was a rainy Saturday in September, but brave souls Lincoln Shaw, Dave Bartlett, Betsy Wholey, Brian and Kathleen Carr, Edward and Valma Stowe, Dan Moscato, and Tony Jewell began the trek from Water Street in Shelburne Falls to Colrain Village. An HO-scale brass model of Trolley #10, the prize for the most money raised, went to Lincoln Shaw, a long-time neighbor of the Johnson's. Dave Bartlett served as the historic guide. (Transfer, May 10, 1994) To quote Tony Jewell, the first President of the Trolley Museum, "I remember that I enjoyed meeting Betsy, was sorry that I didn't get the brass model, the museum made money, and Peter made it happen."

After leaving the farm in July 1993, Trolley #10 made its re-entry into Shelburne Falls on October 19, 1996, and work began to restore the car. It was indeed a day of celebration when restored Trolley #10 moved its way down the track toward the Salmon Falls Marketplace building. Peter, as a member of the Johnson family, was able to witness the culmination of 5 years of dedication to a vision.

Peter served on the Board of Directors, was its Treasurer, and volunteered in the Museum Gift Shop. He directed his energies toward acquiring pictures and setting up displays at the Amherst Railway's Society weekends at the Big E in West Springfield, promoting the Museum whenever he could. At Moonlight Madness, his love of the holiday spirit was evident as he decorated the gift shop.

In 2001, Peter was diagnosed with chronic lymphocytic leukemia, a form of cancer that is treatable, but not curable.

DIRECTORS AND OFFICERS - 2009

Officers:

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

Directors:

Harvey Allen
Gerald Besser
Alden Dreyer
David Goff
John Pelletier
Shirley Pelletier
James Wholey

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Shelburne Falls MA 01370

Web: www.sftm.org

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

David C. Bartlett - Editor
dbartlet@crocker.com

GUEST BENEFITS FOR MEMBERS

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

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

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

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

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

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

MEMBERSHIP REPORT

As of this writing, SFTM has 91 current active memberships. There are 63 who have not yet renewed their 2009 memberships

THE CARBARN FUND

Now over \$5,000., the fund continues to grow, thanks to great member support. Since the first of this year, donations have been received from:

Lee Webster
Jack Trowill
Bill Townsend*
Harvey Allen*
Joseph Kelly
Muriel Peterson
Sy Berger
John Pickett
Andrew Mitchell
Rowan De la Barre
James Lowe
Jay Stryker
John & Shirley Pelletier
Dave Dye*
Fitzgerald Family

*Repeat Offenders

SIGNING UP FOR eTRANSFER

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

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

Send an email to: dbartlet@crocker.com

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

In the **body** of your message,
please enter **your name**.

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

VOLUNTEERING - HOW TO DO IT

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

A TRUCK TALE

SFTM exchanges newsletters with several other trolley museums. It was with great interest that we discovered a particular article in the Fall 2008 issue of *The Retriever*, published by the Rockhill Trolley Museum in Pennsylvania.

The story revolves around two electric freight locomotives built by General Electric in 1924 for the Southwest Missouri Electric Railway Co., a 94-mile line at its height. These little locomotives resembled boxes on wheels, with the requisite trolley poles on top, and minimal windows. Numbered 3 and 4, they delivered freight cars to such customers as needed them. The SMER was located in an area rich in zinc and coal mining, which likely required the use of freight cars at a substantial rate. The SMER operated a significant passenger service over a wide area, which was very successful until about 1921, when the motor car yanked the rug out from under it. (Sounds familiar....?) But the freight end was substantial enough that No's 3 and 4 were needed after that year.

By 1939, though, it seems that the pair was surplus, and were bought by Mack Truck, Inc. (Irony noted). Shipped to Pennsylvania, they were converted into experimental gas-electric locomotives with the inclusion of two Mack truck engines and two 300-volt GE generators in series. Like many experiments before and since, they failed to live up to expectations. So they sat for years in the plant yard, little noted.

Fast forward to 1968, when the Rockhill folks acquired No. 4. Somewhere in that time frame the Wanamaker Kempton & Southern gathered No. 3 into their fold. RTM managed to coax their No. 4 to life for a while, but decided that continued operation of the loco in its modified form wasn't a stunningly practical idea. At the same time the WK&S was discovering the same issues, and had parked their No. 3.

FF again to 1997. SFTM Founder Tony Jewell was reaching the end of a world-wide search for a pair of streetcar trucks for SF&C No. 10. Work on the body of our SF&C No. 10 was by then well-along, but its own original trucks were long gone in the scrapping orgy of 1928. Tony had found several sets of trucks, mostly in dubious condition and wildly overpriced. Then he discovered the WK&S, and after pulling another one of his masterpiece wheel-and-deals, the trucks became property of SFTM! Over several months a shop in Connecticut overhauled the trucks and motors, and one fine day they arrived in Shelburne Falls.

It's a long way from the far end of Missouri to Buckland MA. SMER No. 3 is now reported scrapped, but its trucks live on.....

Should you ever find yourself in western Pennsylvania, you might want to check out the Rockhill Trolley Museum and its immediate neighbor, the fabled narrow-gauge East Broad Top Railroad. They are truly unique.

Note: Both these sites bear the personal approval of The Editor.



Trackwork is already in progress at SFTM. Under the supervision of John Greene, Dave Goff, Bill Kaiser and Bill Townsend put muscle to coaxing yet another replacement tie into place.

Photo – Sam Bartlett

“The Coming of the Train”

Local author Brian Donelson has just completed an exquisitely detailed hardcover book on the legendary Hoosac Tunnel & Wilmington Railroad, the Deerfield River Railroad, and the industries they served. A huge collection of old photographs, maps, and ephemera are packed onto 384 pages. And this is only Volume I – 1870 to 1910. We understand that Volume II is well under way as well.

Today the upper Deerfield River valley appears to be a remote wilderness, with not much happening, and few signs of what had gone on before. A hundred years ago it was an incredibly active area of railroads and industries. This book brings it all back to life again.

Mr. Donelson has enabled SFTM to be an authorized seller of the book, and allowed a very generous share of the proceeds to SFTM.

The price is \$49.95. SFTM members may purchase the book for \$44.95. On June 27 (Trolleyfest) Mr. Donelson will autograph your copy.

We accept mail orders. Add \$4.00 to the member price for shipping (and sales tax of \$2.45 more if MA resident).

Mail check to:

SFTM
PO Box 272
Shelburne Falls MA 01370

An interesting sidenote: Sam Bartlett is chief maintainer of the first section of the Catamount Ski Trail, which is largely built on the old roadbeds of the HT&W and DRRR railroads.

PRESIDENT'S REMARKS

In spite of high gasoline prices last summer and the start of tough economic times, 2008 was a very good year at SFTM. Our ridership of 3588, with ticket revenue of \$5900 was 9% off from our record year 2007. The one bleak spot in our revenue picture was the loss of our tenant in the studio space, which is still vacant. Despite the lower-than-anticipated rental revenue, we brought in enough in donations, tickets and gift shop sales to enable us to pay off our studio construction loan more than a year ahead of schedule.

Last fall the board voted to delay our opening for few weeks this spring. We will open for Memorial Day Weekend, May 23. The point of the delay is to allow more time for work on track and on trolley No. 10, both things that are hard to do in April or after operation begins. We have already upgraded about 150' of the Main Track, with help from John Greene, Dave Goff, Bill Townsend and Bill Kaiser. Dave Dye is rebuilding the loading platform. The caboose approaches completion in John Pelletier's capable hands.

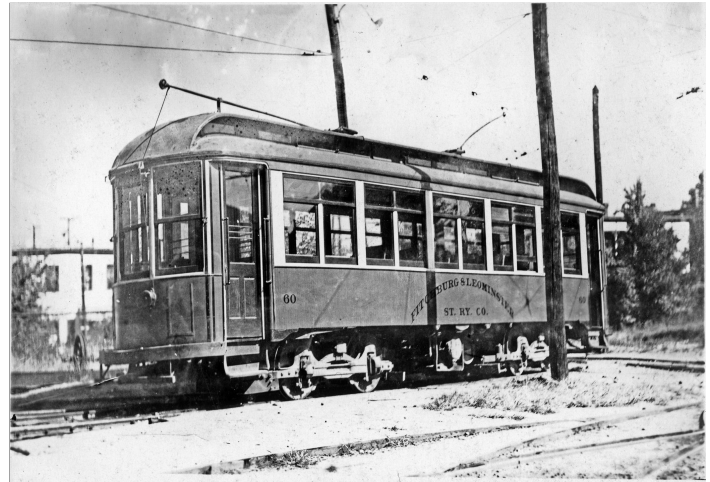
Looking ahead, I see the following projects for this year: Painting one side of No 10, patching and painting clapboards on the freight house, finishing up the caboose interior (floors mostly) and exterior (scraping and painting the ends and re-flashing, scraping and painting the cupola and cupola windows), finishing the skirting on the Agway building, scraping and painting the front porch deck and trim, installing the guards for the porch that Dave Dye made, re-arranging and tidying up the Visitors Center displays, cleaning up the yard some more (the Honor Court will be helping with mowing and trimming again this year), fixing the freight house roof trim and slates, fabricating and placing the bracket arms for the House Track wire, finalizing the carbarn plans.

If you can help with any of these projects, please be sure to email me at sam@sftm.org, or call 413-624-0192. We are also always looking for more trolley car crewmembers, anyone 16 years or older is welcome. We will have our trolley crew training day on May 16th this year. If you haven't joined our crew and would like to help out by operating our trolley for the public, contact me, please.

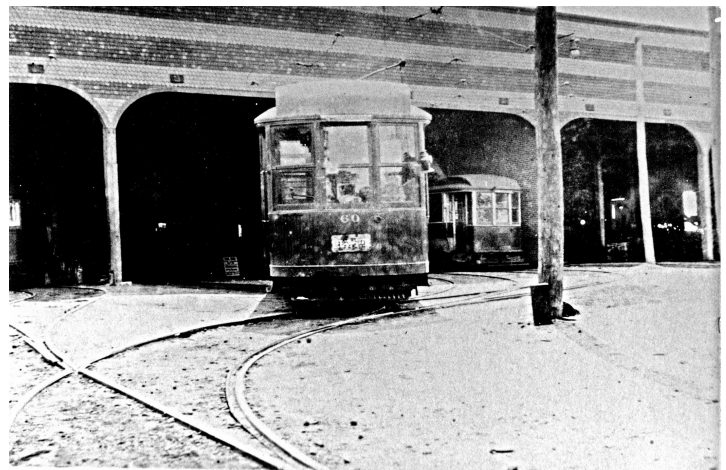
We are still looking at the feasibility and wisdom of moving Fitchburg & Leominster Street Railway No 60 here. And of course, if anyone wants to tackle scraping and painting our B&M boxcar, or sealing the roof of the BAR coach, let me know!

See you at SFTM!

Sam



The real Fitchburg & Leominster No. 60



F&L No. 60 at its carbarn

Both photos – Courtesy of H. Bradley Clarke

SHELBURNE FALLS.

Population in 1910, 1,498.

Shelburne Falls & Colerain Street Railway Co.—Organized Feb. 28, 1896; connects Shelburne Falls, Colerain and Huckland. Annual meeting third Tuesday in July.

CAPITAL STOCK, authorized and outstanding \$50,000; par \$100.

DIVIDENDS.—In 1913, 5 p. c.

FUNDED DEBT.—First and refunding 5 p. c. gold mortgage bonds, authorized \$100,000, outstanding \$95,700; dated July 1, 1910, due July 1, 1930; int. payable Jan. and July at Federal Trust Co., Boston, Mass., trustee.

OPERATION.—Year ended June 30, 1913. Total operating revenue, \$29,622; total operating expenses, \$19,646; net operating revenue, \$9,976; taxes, \$935; operating income, \$9,041; interest, \$4,824; other deductions, \$320; dividends, \$2,500; surplus for year, \$1,397.

TRACK AND EQUIPMENT.—Miles of track, 7.43; 6 passenger motor cars, 1 trail passenger car, 9 freight trail cars, 1 service car.

OFFICERS.—Pres. F. L. Davenport; Sec., Treas. & Gen. Mgr. Frank L. Reed, Shelburne Falls, Mass.; Gen. Audr. Martin A. Brown, Boston, Mass.

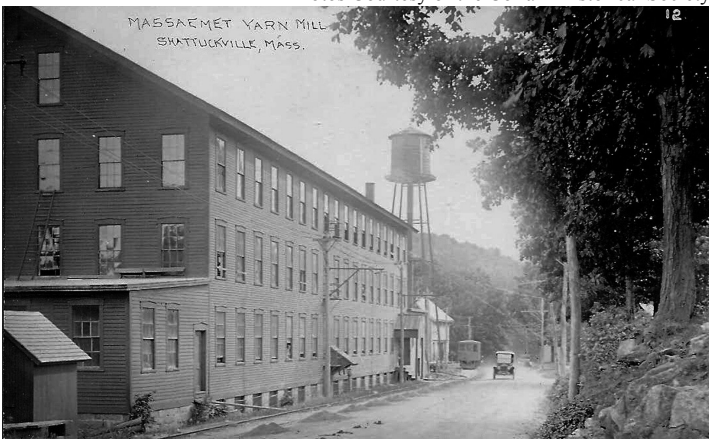
DIRECTORS.—F. L. Davenport, C. W. Hawks, F. L. Reed, Shelburne Falls, Mass.; Lorenzo Griswold, Griswoldville, Mass.; F. S. Field, Shattuckville, Mass.; Martin A. Brown, Boston, Mass.

GENERAL OFFICE, P. O. Box 505, Shelburne Falls, Mass.

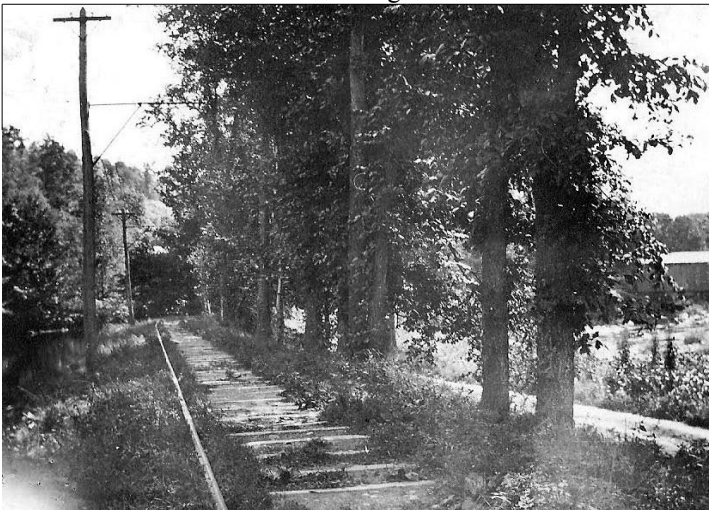
TRACKSIDE IN COLRAIN

Photos Courtesy of the Colrain Historical Society.

(Peter - Cont' d from Page 1)



Today there is almost no trace of this large mill. The dirt road is now Rte. 112, and Ray's Market (still existing) is visible in the distance, as is SF&C's large car No. 25, and of course one of those infernal machines which brought the SF&C to its bitter end.



Two views of the track along the Griswoldville canal. It would appear that SF&C has seen better days. The dirt road will have a happier future as the present Rte.112

Following a comeback from several health issues that included surgery to remove two sub-dural hematomas, Peter became a conductor in 2008. Memorization had become difficult, but he persevered and qualified. Visitors not only were told of the history of the car, but of Peter's personal connection to its life. Marshall's father, Frank, had saved the trolley for sentimental reasons which were revealed in letters he also saved from his beloved Maud Purrington, whom he married in 1909. These letters were not discovered until after Marshall's death in 2004. Maud talks about riding the trolley, and it's clear that #10 played an important role in their courtship.

Following Peter's death on January 9, 2009, Nick Doneilo, a young neighbor friend of Peter's and Mary's wrote an essay for a class assignment. Here are some of his words: "Peter would always go down there [the Trolley Museum] almost every weekend and tell stories about the trolley, or sell tickets. For the past two years Peter and I were in the 4th of July parade in Shelburne Falls. We would be pretending to be driving the pump car, while it was just really sitting on a block or wood and the wheels were spinning...I will miss Peter Johnson very much."

We do, and we will, miss him.

Diantha Wholey



Peter and his young friend Nick in the 4th of July Parade

2009 OPERATING SCHEDULE

**BEGINNING ON MEMORIAL DAY WEEKEND,
OPERATING EVERY SATURDAY, SUNDAY, AND
HOLIDAY, THROUGH THE END OF OCTOBER.
HOURS OF SERVICE - 11 AM TIL 5 PM.**

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

Black5 Productions has released "Short Lines and Short Stories", a collection of videos about New England short line railroads, which includes a nice video about SFTM. See

http://www.black5video.com/index_files/shorts.htm
for more information.

For Rent:

The recently renovated ADA-compliant studio space behind the Visitors Center is available for rent. It would make a nice office, studio or store. It is 19'x30', high ceilings, wood floors, insulated and heated, plenty of parking. ADA restrooms adjacent, sink in the studio, broadband available, \$400/mo includes water, snow removal, and electricity. Heat is extra. Call 413-624-0192

MEMBERSHIP RENEWALS DUE

Please check the date on your mailing label below. If the date is **12/31/2009**, then you are good to go with SFTM til then.

If your date is **12/31/2008**, please consider renewing now. We count on your support!

TROLLEYFEST 2009

SATURDAY JUNE 27

**ELEGANT CATERED MEAL AT NOON
(Reservations requested. Please email
dbartlet@crocker.com or call 413-625-6628 by
June 23)**

**10TH MASS. CIVIL WAR
RE-ENACTORS**

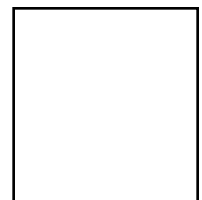
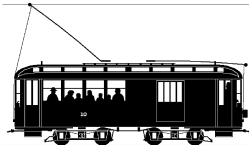
**AUTHOR BRIAN DONELSON
BOOK SIGNING
The Coming of the Train
(See Page 3 for more info)**

**Check in at sftm.org for updates and
more info about the day.**

Shelburne Falls Trolley Museum

**PO Box 272
Shelburne Falls MA 01370-0272**

413/625-9443 www.sftm.org



Dear Member - your membership label shows an expired date. We hope at you will renew for this year, and continue you to support SFTM as you have in the past. Won't you please either mail a check with this form, or come by in person on operating days?

SHELBURNE FALLS TROLLEY MUSEUM
2009 MEMBERSHIP APPLICATION / RENEWAL

YOUR NAME AND ADDRESS

(PLEASE PRINT).

Keep it simple - For renewals, if your address has **not** changed, then **just fill in your name.**

Check here if address change since last application ____

MEMBERSHIP LEVEL - check one. (Remember - SFTM memberships and donations may be tax- deductible!!!)

___ Junior (under 18)	\$10	___ Patron	\$100
___ Individual	\$15	___ Bronze Patron	\$200
___ Family	\$25	___ Silver Patron	\$350
___ Friend	\$35	___ Gold Patron	\$500+
___ Contributing	\$60	___ Life Member	\$1000+

Additional Contribution for Car barn Fund? \$ _____

Make check payable to: **SFTM**

Mail to: David C. Bartlett - SFTM
44 Ashfield Rd.
Shelburne Falls MA 01370

The Shelburne Falls Trolley Museum, Inc. is a 501(c)3 tax-exempt organization.
Keep this in mind if your employer has a donation-matching program.

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I would also like to Volunteer to help at SFTM
(Skip this section if you are unable to volunteer)

My interest - (Check as many as you wish)

- Motorman/Conductor (Full training will be provided by SFTM)
- Ticket and Sales
- Public Relations/Advertising
- Restoration Work - Caboose, Coach, Locomotive.
- Track Work
- Fund Raising/Grant Writing
- Other Construction Work
- ___ Museum - Displays and Acquisitions