

Waushakum Journal

Volume 20, Issue 1

January 2003

Timetable!

May 18, 2003 - Steam Up

June 15, 2003 - Bill VanBrocklin Memorial Meet

August 21 - Annual Club Dinner

August 22, 23 & 24 - 33rd Annual Meet

September 21, 2003 - Neighborhood Appreciation Day

October 16, 2003 - Blowdown

Monthly Run Days - every 3rd Sunday of the month and any other Sunday members wish to run.

From The President

By Bob Newcombe

Well, we are off to another year, and if it was like last year we will be in good shape. First off, I would like to welcome Fr. Jay who is now editor of our newsletter. I know he will do an excellent job. I would like to thank Steve Lovely for the excellent job and all the time and effort he put into the newsletter.

As you know we are getting a wonderful reputation in the hobby, due to the efforts of all our members, and for that I thank you. A

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Club Engines Etcetera

By Chuck Abraham

With the donation of a 1-1/2" Allen Te Wheeler, the stable of iron horses owned by WLS has reached a total of five, and we have representation in each of the major scales. In brief, we have:

- Capt. Child's "Hudson built by George Hildreth,
- Paul Jevne's 1" Pacific currently on lease to a WLS member,
- Paul's 1" diesel AB unit that is gas/hydraulic driven,
- Paul's 1" 0-4-0T switcher that formerly looked like Thomas the Tank,

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Fred Jagi – New Year's Day Run

The
Waushakum Journal

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Young engineer enjoys New Years run!

Station Survey Results

By Chuck Abraham

Well, I bet there are those of you that think the Station Committee had forgotten (or ignored) the input requested from all of you as to what you would really like to see, or not see, in the design of the "World Wide Headquarters of WLS." Well, we didn't and so finally, here's what you all said.

First, we sent out 150 copies of the survey and had it listed on the website for a while. We sent it to every member, former members that we knew the whereabouts of, and those that have expressed past interest in our well being. Guess how many we got back?

No, guess again.....No, don't guess anymore. We got a total of 26 responses back on one question for a maximum return rate of 17.33%. We had as few as two responses to two questions and several questions had from 20 to 25 responses. Personally I would have thought more were interested and the return rate would have been much higher. Guess that shows what I know!! Bob Newcombe was kind enough to tabulate the results so I'm following his lists. Anyway, by the numbers here goes!!

For the Kitchen Area:

22 of you said yes to a gas grill cooking surface; 1 said no.

15 said yes to a stove/oven; 9 said no.

24 said yes to a refrigerator/freezer; 1 said no.

22 said yes to dry storage/ cabinet storage and 2 said no.

20 said yes to a food preparation area; 3 said no.

24 said yes to a serving area (like through a window); 2 said no.

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Station Survey Results

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And finally, 20 said yes to a microwave/ convection oven and 4 said no.

Toilet Facilities

17 said yes they wanted 2 stalls and 0 (zero) said no.

22 said both M/F, and that they should be handicapped accessible and 3 said no.

Showers were split evenly at 12 for and 12 against.

Conventional septic design is favored by 10 with 5 saying no.

A holding tank design is favored by 12 with 5 against.

A grey water/ wood chip design was rejected by 12 with 0 in favor, and 1 favored a marine type with 12 against.

Concerning a Machine Shop:

21 are in favor of having one, and 0 are against.

Access from the unloading turntable was favored by 18 to 0.

A teaching area was favored by 17 to 1.

A lathe was wanted by 22 to 0, a welding machine by 2 to 0, and a milling machine by 20 to 0.

22 said yes to a grinder, with 0 no's, 16 wanted a shaper with 4 against, 4 wanted a drill press with 0 against, and 18 desired material storage with 3 against.

10 said no to a paint booth, with 9 in favor of having one.

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The Track Ahead

By Don Cornell

I would like to answer the question most asked by members. What are our goals for this year?

1. Finish the Section House (transfer table shelter)
2. Finish the Hi-Line (phase three)
3. Complete Way Station (under construction Russ Page)
4. Install remaining steaming bays (2)
5. Hook up water to the new bays (transfer table)
6. Install storage tracks (left @ right of engine house)
7. Install connector track (transfer table to inner loop)
8. Finish the Tower

Things that would be good:

1. Finalize Station Plans
2. Install Foundation for Station

Remember the power of WE!

WE HAVE! WE CAN! WE WILL! •

Station Survey Results

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Back to Structure Specifics:

19 are in favor of a Meeting Room/Library; 3 are against.

23 are in favor of M/F toilets with H/C access, with 0 against.

16 are in favor of a cooking kitchen, and 4 are against.

9 said yes to a gas based kitchen area; 4 are against gas.

5 favored electric based with 0 against.

15 said yes to a serving area with 1 against.

10 agreed to a model train room for the local school group with 12 against.

6 favored heating the station by gas, 2 by electric heat and 9 by oil. Nobody favored not heating the station as we had 0 negative responses here; however when specifically asked about a no heat option, 1 was in favor of it and 9 were against.

Hot water generation by gas was favored by 8; 5 favored electric and 8 favored oil; all with 0 negative replies, and finally 14 said yes to additional heat with a wood stove and 3 said not yet!

Concerning air conditioning, 8 are in favor of it and 11 are against it. Guess they'll have to deal with the cooking crew (meaning the wives!!). •

Looking Back

By Don Cornell

WOW!!!! What a Year 2002 was. Looking back at this past year gives all those who have given so much, a right to be proud, and also a right to a long winters nap! So what happened in 2002? Not much. Steeves tunnel was completed along with phase two of the ground line. That looked so good, we did phase 3. Lets see: how many loads of ballast did we haul? Too many to count! There were many tired backs, blisters, broken rakes, and of course those plastic pails and more pails that never seemed to stop. We added steaming bays (a lot of them, of course this included electric and air to each) lots of holes to dig, lots of cement to pour, lots of welding to do. But we got it done! A coal storage bin was constructed using left over tunnel steel. We needed a storage building for the transfer table and that looks even better than we had planned. All that's left to do is to add the two front doors. We added signs to structures and a few switch machines (more to come) and of course all the work needed to maintain the good things we have done so far.



Passengers waiting in the station area!

You have noticed I'm sure, no names have been included here just the word WE, for that is what Waushakum is all about. WE, is a team effort. How about you becoming a WE in 03! •

Club Engines Etcetera

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- and the aforementioned 1-1/2” Allen 4-6-0.

In asking around the Hudson was completely rebuilt a few years ago however, I've been told that the boiler crown sheet is too high and lacks a dry pipe. Although thought to be run able, I understand it is tough to keep water up in the glass and over the crown sheet! For those of you that might not know, that's the engine in the O'Brien Hobo Hilton that sits up front at the meetings. The 1” Pacific that came from the Paul Jevne estate, needs some work as it had a boiler leak when we obtained it, and the work is currently underway and being paid for by the lessees. The A-B diesel hydraulics were rebuilt by Tony Raiano (Thanks Tony!) and had a new gas tank installed. I understand this unit is ready to go and is in the engine house. The 1” switcher needs new rings and is also in the engine house. The ten wheeler's arrival is eminent at the track and presumably needs a good cleaning before anybody runs it.

Our membership has expanded significantly over the last few years and I'll bet there are several out there who might like to learn how to run a steam (or diesel) engine in a safe manner. We obviously can't allow just anyone to walk into the engine house and pull out an engine to run; God knows where the boiler might end up, and we certainly don't want anyone getting hurt!! So my point in all of this is that we need to reestablish a procedure to teach the new guys how to run; some of us learned 20 or 30 years ago from George Hildreth, Dimond, Capt. and the others. For years Billy VanBrocklin as Superintendent of Motive Power, until he passed away, accomplished just that in a low key, non-pressure manner. We also need to re-establish

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Live Steam, on the Web

By Fr. Jay Finelli

There is a great wealth of information for each one of us from our fellow club members. Some of our members were Founders in the hobby from it's beginning in the USA. However, there is now an even greater resource available to the novice or the seasoned Live Steamer. The advent of the internet has allowed members of our hobby, world wide, to share their own experience. When I began my railroad website “Fr. Finelli's Railroad Page”, now known as, “SteamingPriest.com,” back in 1995 there were only a few of us on-line. May I suggest that you take a look at what is out there, and share some of your experience with others. One of the first websites I came across was www.LiveSteaming.com founded by Ron Stewart six months before I came on-line. The site is now administered by Trevor Heath. Another great site is www.DiscoverLiveSteam.com by Jim O'Conner. If you do not have access to the web, ask one of your grandchildren, or visit the local public library and jump on board the virtual train! •



From The President

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lot of thought has gone into the design of our high-line which has been well received by people in the hobby. New Jersey LS repaired their high-line using our upright design. Long Island is completely rebuilding theirs using our design as well.. Montreal is also rebuilding theirs. Have we started something? I think the high-line is alive and well.

This year we will do the Third Phase of the high-line plus, hopefully, complete some of the loose ends around the place. The tracks, both ground and high-line, have stood up well in all weather conditions that we get around the club which proves that a lot of thought went into it.

Again let's have another good year and enjoy what we have created, not only for our own pleasure, but for others to come to see what we're so proud of. •



Harold Crouch, WLS Meet 2002

Club Engines Etcetera

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the procedure for boiler testing, on say a semi-annual basis, for all with steam engines. Given our site, we need to formalize for all specifics on equipment: like the need for ash pans, for visitors and members alike, and make sure all of us understand the why's and what for's, both the new and long time member alike.

So here's what I'm suggesting be used as a basis for discussion at the next regular meeting:

1. Take one of the smaller storage racks (either the left or right outboard rack) and designate that for the club equipment. We can adjust the rack configuration to accommodate any club rolling stock, such as riding cars, and the electric work engine also. We probably need to address a method of securing these engines between periods of operation.
2. Assign a volunteer or appointee to be responsible for each club engine, or engines. This individual should also take the point in determining any required repairs and what it would cost and be also responsible to determine if the engine is available for running by qualified individuals. "Engine Status" could be published in the newsletter so everyone would be aware of it. Any restrictions, such as the diesels were requested to remain in the current color scheme by Paul's family, could also be noted for info and reference. I also have been told that the 10 wheeler has a name, "Alline", that needs to remain the same.
3. Re-establish the boiler testing and engine inspection individual (or group)

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that performs boiler tests and ensure that each member or visitor running engine(s) has the proper features and equipment. Boiler tests should be done at 1 x's times operating pressure, or SV release pressure. Bi-annual tests (every two years) should be good for the time being.

4. Assign a volunteer or appointee to qualify each individual in safe and proper running techniques, with each qualification demonstrated by an over the road test. Obviously only qualified individuals could run club engines.
5. Let's determine the needed repairs to the Hudson and Tank engine and fund these repairs from the general fund. Any repairs to the ten wheeler and possibly the Pacific also need to be addressed. We have the talent in the club, like Don Ritche, Don Cornell, or Dick Boucher and several others, who do that type of work as a matter of course.
6. We should try to obtain a picture of the doner and his engine(s) to be hung in the Hilton or eventually in a place of honor in the station. I remember Paul sent out Christmas cards one year with the diesel and with him at his home track. Anybody still have one??

Many of us old timers learned the basics of running on Capt's engine. I think we owe it to Capt. And Paul, to keep their engines well maintained and in good running condition. This subject needs to be addressed, not only from a safety standpoint, to increase all of our enjoyment using the resources we currently have on hand. •

Editorial

We all look forward to getting our copy of the Waushakum Journal. It is great to see what is happening at our beloved club, with our fellow Live Steamers and what is happening around other clubs in the hobby. One of the greatest parts of the hobby is the friendship we develop with other Live Steamers.

Our friendship with other hobbyists is also a means of knowledge in our great hobby. Think of all the great things you have learned from someone in the club! It is something we could do on our own, but Live Steam is much more than that. Live Steam is sharing our love for steam trains, stationary engines and diesel engines.

Why not consider sharing something of interest and knowledge with other club members. Write an article on how you do something in the shop, what your current project is, a club you have visited or something that you think would help to make our newsletter a little more exciting. The Journal cannot be the work of one person!

And to our seasoned members! Share some of your knowledge with us the younger or newer members of the hobby. We have lost so many of the founding members and with them a great wealth of information. If only they would have written down something that we could continue. WE NEED YOU!

Anyone who would like to send something for the Journal can either send an email with "Waushakum Journal" in the subject line, or send it to snail mail:

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New Year's Run 2003

By Fr. Jay Finelli

Another year is upon us, and what a great way to begin. There is nothing like the smell of fresh coal and cylinder oil and the sound of that clickety clack. As we drove up the driveway and into the field, we were blown away by all the cars and people roaming about. There were two diesels and a speeder on the ground line and four or five steamers on the high line. All the snow gave it a real beautiful look. And the nice crisp air helped the steam to make a spectacular show. Doesn't it just make you want to take your engine out of the cellar and head on out to the club for a run? It won't be long, so don't waste that precious shop time! Get down there and make



John Foster working on his father's 3/4" 4-4-0
New Year's Day 2003

Made on Mac!

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ADDRESS CORRECTION REQUESTED

www.SteamingPriest.com/wls