

Waushakum Journal

Volume 21, Issue 3

July 2003

From The President

by Bob Newcombe

Well this year is slipping by with all this wet weather we have had, the extension on phase 3 of the hi-line has run into minor problems with the wet ground. Good news we now have the over the hill crew which is working on Wednesdays and they have quite a crew if you feel you can join them please do so. The club is looking good and we survived the winter in excellent shape. We have new locomotives in the club now and the big surprise was Russ Page with his Australian engine (narrow gauge) and performs very well. The bays have been numbered so we can straighten out who has what in there. I'm going to take on the repair of club rolling stock ground and hi-line as the equipment will just sit there. The Van-Brocklin meet was a success and we had quite good turnout and a good showing of steam equipment, the club engine was fired up for the first time and ran very well. •

Timetable

July 13 - Mini Cars of Hudson

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

Train Chasing

by Fr. Jay A. Finelli

There's nothing more fun than a few days of chasing trains. That's just what I did on June 3rd & 4th. Following my morning Mass, I drove down to Hope Valley, RI to pick up another Priest, whom I shall call the DieselPriest. We made a quick stop on our journey at the Danbury Railway Museum in Danbury, CT. They have a beautifully restored station filled with memorabilia and a yard filled with various artifacts. Included in their collection is B & M, No. 1455, 2-6-0. This engine can be restored for \$500,000. After a "short" drive, we arrived at Steamtown (Scranton, PA) at 2:30 PM. They had Canadian Pacific, No. 2317, 4-6-



Photo Fr. Jay A. Finelli

2, steamed just sitting on the turntable. There were no engines running, they only run on weekends. Pretty sad not to get a ride, but the smell of burning anthracite, hot cylinder oil and the sounds of steam were well worth it. This was my second trip to Steamtown. There is always something that you can learn and see in a different light. We stayed until closing time at 5 PM and after a quick

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The Waushakum Journal

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4 Sale

Kennedy 8 drawer Machinist's Toolbox, 2 drawer Intermediate Box & 29" Roll-Around with 5 drawers and covered storage compartment. In very good condition, \$400.00.

Atlas/Craftsman 6 inch Metal Cutting Lathe with motor and Chucks. Also, a few collets and drawbar. Will consider reasonable offers.

Parts for Fitchburg Northern 2-6-0 Steam Locomotive, 7 1/4" gauge.

Contact John Pilling, 38 Glendale Avenue, Uxbridge, MA 01569 or 508-278-4089

From The Superintendent

by Don Cornell

Well another three months has passed, and as I look out of my window the sun is out and it is 93 degrees. Well at least it's not raining. We have started the high line phase three, but the rain has slowed us down to a pace next to stopped. As you all know it has rained almost every Saturday, causing the ground water level to be right below the surface. The backhoe was put to work on the project but is now trapped do to high water on the power line not allowing us to bring her back up to the field to be used for work around the engine house.



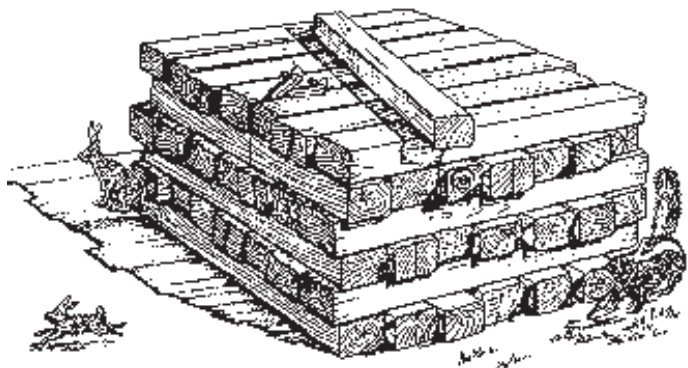
Photo - Fr. Jay Finelli

The engine house work involves placement of full sized railroad ties to the right and left of the house as well as directly across from the doors thus finishing that phase of the work. This will allow tracks to the left (high line) and to the right (ground line) and will give us the much needed storage space for dead equipment.

A big thank you to all who show up on Wed. (OVER THE HILL DAY) we are talking eight to ten guys each week, some using their vacation time to help out. This is the way we get things done. The pick and shovel replaces the gym and keeps us all well toned. You can tell the guys who show up by their muscles..

Your very welcome girls please try to control yourself's.

See you all next time and remember many hands make light work! •



Framingham

by Arthur Butler

The Framingham Historical Society presented an exhibit at it's museum at Framingham Center. The theme was entitled "Roads, Rails, Trails and Runways": How Transportation Routes Shaped Framingham. The exhibit ran from September 2002 through March 2003.

Early records support the premise that access to transportation routes was critical factor for the growth of the town. The first train to arrive was on the Boston & Worcester RR. On September 20, 1834 the tracks reached from Boston to Unionville (now Ashland Center). The "Yankee" a six ton locomotive and seven cars which were little more than a stage coach set on iron wheels. By 1871 there were twenty-six passenger trains and twenty-two freights passing through town. Framingham was a hub for rail lines radiating in six directions like the spokes of a wheel. The six spoked wheel was adopted after a time as an icon for the official town seal.

The artifacts and documents in the exhibit pertained to the railroads, Middlesex & Boston Street Rwy and the Boston & Worcester Street Rwy, Boulds air field (lost when General Motors built an auto plant) and the manufacturing of the Bay State Motor Car. Along with the materials belonging to the society, local members loaned items to be displayed. These included drawings, paintings, photographs, maps and advertisements.

As a member of the society I loaned two RR lanterns, tickets and cash fare receipts, four photographs and a couple of station agents had badges. •

Chasing Trains continued from page 1

bite to eat drove another few hours to Selkirk, NY. If you have never been to Selkirk it is quite the sight. After checking in to our motel, we headed out to the Yard at 8:30 PM and remained until about Midnight. The trains are non-stop. Between the trains passing



Selkirk - Photo Fr. Jay A. Finelli

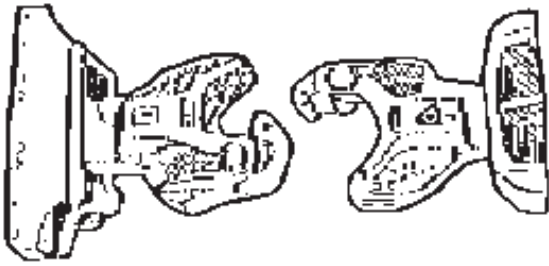
through, arriving, being assembled, departing and those being humped, there is always something to see. Another great site is the new CSX Fueling Plant. The best viewing point is from Ben's Bridge. From here you are right in the middle of the action. The engine

yard had engines from many roads, among the sights were; Union Pacific, Guilford, Canadian Pacific, Metro North and some of the remaining Conrail paint scheme. The next day took us back to the yard then to the Port of Albany RR and the new, Albany Amtrak station. If you ever



get the chance to go to Steamtown or Selkirk, don't miss the opportunity; it's worth the ride. For some more pictures of this trip, check out my website •

the Meeting place



Here are some places to go and play! Get out and around. Do some running at another track. See trains that you have not yet seen. Meet some new people and have some great fellowship.

August 9 - 10 - Iron Fever Expo
York, PA

August 30 - 31 - Fall Meet
Pennsylvania Live Steamers

September 5 - 7- Fall Meet
Adirondack Live Steamers

September 5 - 7- Fall Meet
Adirondack Live Steamers

September 26 - 28 - Fall Meet
Finger Lakes Live Steamers

October 3 - 5 - Fall Meet
New Jersey Live Steamers

October 18 - 19 - Open House
Reading Society of Model Engineers

Building The Pennsylvania A3 Switcher

by Bob Delisle

I took up metal working as a hobby about five years ago. Without any formal training in machining, I read a few books and taught myself machining by the trial and error method. After building four stationary steam engines from plans in the various magazines, I was looking for a challenging project that would not only be fun but also would expand my skills. I came across Kozo Hiraoka's Pennsylvania A3 Switcher in Live Steam Magazine and it seemed like an interesting and fun project. The description in the ad said it was a beginner's project and that certainly fit the bill...so I sent in my check and got the book.

I actually studied the book from cover to cover before starting this project. I wanted to be sure that I was enough of a 'beginner' to actually do this project and I also wanted to be sure that with the limited machinery and tooling I had that this project could be accomplished. As to the first question, I concluded that I had many new skills to learn but Kozo's book is more than just a set of plans. He also provides guidance and tips on how to achieve the various machining operations required. Clearly, I had a lot to learn but I decided that 'nothing ventured, nothing gained' and convinced myself I could rise to the occasion. This project requires not only lathe and milling operations but also silver soldering and metal forming skills, but Kozo provides guidance in all these areas. As to the second question, I own a Grizzly 9" lathe and Grizzly benchtop mill/drill. This equipment seemed adequate for all operations. It was necessary that I invest in a good torch for silver soldering, but it is always nice to have an excuse to buy a new toy.

So off I went into this project. It is interesting to note that at the beginning my goal was to do an interesting and instructive project. I had not yet been introduced to Waushakum and 'live steaming' was just one of those things that other people did. This, of course, all changed when fate intervened and Fr.

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SHARE A STORY!

SHARE A SHOP TIP!

WRITE SOMETHING!



In Honor of

F. Nelson Blount

by Pat Fahey

How many pieces of railroad equipment that you know of bear the name of F. Nelson Blount? The most recent had his name put on the cab in 1999. I have found a total of four (4) pieces of equipment in New England.

Some of you might be asking yourself who F. Nelson Blount is. Time for a short history lesson. F. Nelson Blount was a millionaire industrialist who made his money from the sea. Nelson Blount was the owner of Blount Seafood Corp. in Warren, RI, a company that is still family owned. In 1955, Nelson became the second owner of Edaville Railroad.

In 1961, he started running on the Claremont and Concord Railroad in New Hampshire with #47, the ex CNR 4-6-4T. Over the years, Nelson Blount ran on different railroad lines in New Hampshire and finally ended up in bellows Falls, Vermont.

Nelson Blount was the founder of the Green Mountain Railroad and Steamtown USA. The Green Mountain Railroad runs from North Walpole, NY to Rutland, VT., over ex Boston & Main trackage and ex Rutland RR trackage. During the 1960's, Nelson had plenty of work for his Green Mountain Railroad and his growing

Steamtown located at Bellows Falls, VT at Riverside.

On August 31, 1967, F. Nelson Blount lost his life when his single engine airplane crashed into a tree. He was flying from Steamtown to his home in Dublin, NH, only minutes from his private landing strip.

So now let's look at the railroad equipment that honors F. Nelson Blount. While Nelson owned Edaville, his favorite engine was Edaville #8. Sometime in the 1960's, Nelson's name was put on the cab. In 1969, the Green Mountain Railroad was running the Steamtown trains using Green Mountain power. On August 31, 1969, the GMR ran a memorial trip to Summit for Nelson using ex Canadian Pacific # 1246, than Green Mountain #1246.

At Summit, engine #1246 was dedicated F. Nelson Blount and his name placed on the running boards.

In 1986, the Old Colony & Newport Railroad in Newport, RI named their parlor car Nelson blount and the coach was named for Nelson's wife, Ruth Blount.

In 1999, the Green Mountain placed his name on their ex Rutland RS-1 as the founder of the Green Mountain Railroad.

This is the story of F. Nelson Blount. Many people still honor him today. I met Nelson once when he was running CNR #89 at Steamtown USA in 1965. •



Turntable and roundhouse
at Steamtown
Scranton, PA

Photo Fr. Jay A. Finelli

Building the PA K3 continued from page 4

Jay Finelli became pastor of our parish. We struck up a friendship and he introduced me to Waushakum. Now I have the live steam bug and hope to soon see my A3 steaming down the tracks at Waushakum.

The Pennsylvania A3 Switcher is in $\frac{3}{4}$ " scale but Kozo does provide an appendix for those wishing to build it in 1.5" scale. The engine and tender are both built from raw stock. There are no castings in Kozo's design save for the driver wheels on the engine. For those Kozo shows the reader how to make a mold in order to cast them. I have not yet faced up to the driver wheels and I will say more about them later in this article.

Except for the tender wheels and a few miscellaneous parts built in steel, the A3 is built mostly from brass and copper. Part of the tender tank and the boiler are copper, the rest is brass. Although not a requirement, I decided to construct the A3 in the order presented in Kozo's book. The author starts with the tender first with the intention of honing up the builders skills, especially in silver soldering, before starting what are certainly the more difficult parts of the project like the construction of the boiler. It is certainly working for me and advise any beginner to follow this order.

I have just finished building the tender. It has taken me a little more than a year but the finished project looks like a tender. I have finished all of the trim work like the hand rails as well as the manual boiler feed pump which is housed in the tender tank. Before proceeding on to the engine, I decided to paint the tender first. If there is one

weakness in Kozo's book, it is that he does not provide much guidance on how to achieve good painting results. After talking to several people, I decided to purchase a glass bead grit blaster (another excuse for a new toy) and settled on the following painting procedure:

- Grit blast and degrease all parts
- Apply one coat of a self etching primer
- Apply two topcoats
- Bake at 200°F for two to three hours

The jury is still out on this painting procedure. I am about half done painting the tender at this time and do not yet have a judgment on the durability of the results. The unpainted tender is shown below. As I was building the tender, I was able to follow Kozo's techniques and only departed once or twice from his suggested methods. Not every part came out right the first time and I have a well-stocked scrap bucket to prove it. I occasionally



got in trouble building one part or another, but fate was kind to me here too. I had the pleasure of meeting Dave Bono at a show in Vermont and he has turned out to be a good friend and advisor. Anytime I got in trouble, a quick e-mail to Dave always resulted in several suggestions on how to work out my latest crisis.

Concerning the driver wheels, I doubt I will cast them myself. Sounds like an expensive undertaking. I am looking around to see if anyone else has already cast them or if anyone is selling them. I am also investigating whether or not Raritan driver wheels can be used.

Well, I will start the engine in a month or so and expect that it will take a couple of years. Maybe I will follow up this article in a year or so with a progress report. The bug is there (and I don't mean the mosquitoes) to get it done and live steam the A3 at Waushakum. •



Photo Fr. Jay A. Finelli

Visit our website

www.SteamingPriest.com/wls

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