



WAUSHAKUM JOURNAL Winter 2013

New Year's Day Run: When Did It Begin?

Pat Fahey

I was asked this question by one of our club younger members; this question came up because he did not know the answer. Well I gave him the answer that the club New Year's Day Run did not start at the present club site.

The New Year's Day Run got its start because of one man, past member Mr. George Dimond. From what I can remember, it was started at the old Norfolk Street club site. The first recorded New Year's Days Run that I have on slides was published in the newsletter is January 1, 1984. Those running that day according to the Spring newsletter in 1985 were: George Dimond, Pete Peterson, Alan Henry, & Walter Olecki, and Capt Child. George could have made a run the year before, I am not sure, because the club newsletter did not start until the Summer of 1983. It is possible that it was recorded in the club secretary report.

After George showed his slides at the monthly meeting running on New Year's Day, he caught the interest of a few more members. After that the club started having its runs. Basically the first

continued Page 7

Join the Staff of the *Waushakum Journal*

J.B. Mentzer, Editor

The Spring issue of *Waushakum Journal* is open for your feature articles and photo galleries. If contributions are received in a timely manner to the Editor (email address on Page 2), the issue will reach you around May 1.

Quality Publication

In the previous issue, Pat Fahey noted the Waushakum Live Steamers 60th anniversary nears. It's your Editor's view that a club with this history deserves a well-written, thoughtfully designed newsletter. This publication could feature articles on best practices running an engine; tips in setting up a basement machine shop; photo galleries of events of interest to the live steam community.

Report for the *Journal*

At the meets this year, consider bringing a notebook along. In addition to the photos, take notes about the engine and engineer. Some engines that run at WLS were built years or decades ago. Photos may be a thousand words, an informative caption interprets the image for readers.

Photos for the *Journal*

When shooting for the *Journal*, set your camera to its highest quality setting. This serves the print edition. Often, I need to crop images when copy fitting. If the pilot of that steam engine is 1/3rd of the picture from the edge, I'll have the room for cropping.

Photo: Named for long time member Arthur Butler, the covered bridge bearing his name was designed and built by Russ Page. Directing the high line into a double loop, it's a signature structure at our track.

In This Issue ...

Officers for 2013	2
Club Business Update	3
Chris Morrison	3
Superintendent's Report.	4
New Year's Day Meet.	5
Holliston Train Show	6
Waushakum Calendar 2013	7
Freight House	8
NEME-S at Charles River Museum	8
Steam in the Snow	10

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Officers for 2013

J.B. Mentzer



Elections of Club Officers

At the January 2013 Business Meeting, Waushakum officers were elected. Their names, titles and email addresses appear at left.

Your Editor interviewed the officers by email for this issue and asked for their thoughts on being elected.

"This will be my 9th year serving as WLS president." President Jim O'Brien said in an email, "It's been a lot of work and there have been some difficult decisions that had to be made. But every time I go to the track and look at all the accomplishments we have made in such a short period of time, I know it was worth all that work."

Regarding plans for 2013, "This coming year I'd like to see more of our newer members partici-

Photo: From Left, Vice President Bob Newcombe, President Jim O'Brien and Treasurer Jim Abrams

pating on work days along with the veterans who have built this great railroad. Maintenance is the key to keeping this railroad moving down the track and without **YOU** we cannot keep this railroad at the standards we have set. Remember this is **YOUR** railroad, only **YOU** can make a difference. Be there for the work days and do your part."

Vice President Bob Newcombe responded, "The reason I ran is to work with the officers and club members to get their ideas. I served president and VP previously, but since that time the club has become much bigger. A lot more is involved in being an officer of the club and I'm hoping more members get involved this year."

Safety

It Pays Dividends

When You Pay Attention

Club Business Update

Ian Fisher, Secretary

Waushakum Live Steamers Monthly Meeting Minutes December 13, 2012

The Minutes from the December Business Meeting were not available at press time - Ed.

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Waushakum Live Steamers Monthly Meeting Minutes January 10, 2013

The January meeting was called to order at 8:04 PM by Jim O'Brien. The meeting was held at the Holliston Historical Society and there were 21 members present.

Ian Fisher read the minutes from the December meeting.

A motion was made by Ken Gates to accept the minutes as read.

Jay Berry seconded the motion and it was unanimously accepted

Superintendent's Report

Marc Arsenault stated that there was not much to report. There is nothing happening due to the weather.

Old Business

Jim O'Brien reported that 200+ people attended the New Year's Day meet. Marc Arsenault, Pat Fahey and John Mentzer helped plow the ground line track. Tony Raiano plowed the entrance and the parking lot. Everyone did a great job. We received \$110.00 in donations that day. A thank you went out to John Mentzer for the newsletter. John has asked for people to send in articles for the newsletter. The Holliston train show is February 15th and 16th. Bob Houston will be bringing in a G-Scale and Lionel scale setup. Jim O'Brien has looked into the Masonic

hall kitchen for cooking the ham and bean supper for the annual meet. Chris Morrison's service was well attended. His musician friends played folk music for an hour and a half.

New Business

Darrell Arndt was voted in as an affiliate member. Bob Newcombe was voted in for Vice President. Dan Connor made a motion to accept. Dave Remington seconded the motion. Ian Fisher cast a vote to keep Jim O'Brien and Jim Abrams in office. The first work day for new members will be May 4th, with May 5th being a member's only run day to get new members involved, Hamburgers and hot dogs will be served. The codes will be changed in March. Anyone that has not paid their dues will not receive the new codes. Arthur Butler wanted to give a thanks out to everyone including Pam who helped out during the New Year's meet. Dan Connor sent out an email about a

continued Page 7

Chris Morrison

August 26, 1952 ~ December 7, 2012

MORRISON, Christopher M. Son of the late Michael

and Aline Morrison of Lexington, died December 7, 2012 at the age of 60.

He was pre-deceased by two brothers, Patric D. and Nicholas M. Morrison. He is survived by his brother, Michael K. Morrison of Idaho, several nephews, many cousins, colleagues and friends.

He was born in Norwood, Mass. on August 26, 1952, attended Lexington Public Schools, and earned his BA in Music from the University of Massachusetts, Boston, in 1977.



Joe Ng

Chris worked for the Division of Continuing Education at Harvard University in different capacities for more than 20 years. He was a Teaching Assistant for more than 15 years, beginning in the 1980s. He went on to be an IT support specialist, and then worked as Coordinator of IT Degree and Certificate Programs at the Extension School.

His most recent position was as the Continuing Education Support Specialist for FAS-IT (Academic Technology Group), where he provided technical support to faculty and teaching assistants.

He was a Professional Fine-Art Ship Model Builder whose works are on

display in numerous museums and private collections.

A fine musician, he sang in choral groups and he also frequented Bluegrass Festivals throughout the Eastern U.S.

He was a member of the Waushakum Live Steamers and the Association for Computing Machinery, and was an avid chess player.

In lieu of flowers, donations in his memory may be made to the

Joe Ng



Greater Boston Food Bank, 70 South Bay Ave., Boston, MA 02118.

From the Boston Globe -Ed.

Superintendent's Report

Marc Arsenault

Superintendent's Year End Report

Now that our club activities have come to a close for the winter, it's time to reflect on our maintenance accomplishments during the year. The condition of our buildings, tracks and grounds continue to improve thanks to the dedication of club members that have donated their time, expertise, use of tools and materials. A mild winter and light frost allowed us to get an early spring start on planned high-priority ground excavation projects. The loading lift connector spur ends were upgraded, frost heaved steaming bays were re-leveled and the entrance road resurfaced with crushed gravel. A Thank You to Guy Jones who donated the labor of his railroad construction workers to the club for a day which, combined with our Wednesday work crew, allowed us to complete the loading lift to turntable spur in one work session.

The annual club work day in June had an excellent member turnout. With rakes and shovels in hand, the club grounds were cleaned and groomed in no time. The power washer also had a good workout removing the winter grime from the toilet trailer and entrance shed roof as another crew erected the tents, cleaned the tracks and re-ballast exposed ties. Jim O'Brien and his cook tent crew had the hamburgers ready for us just as the noon hour approached.

The next major project was the construction of a roof over both train storage containers. It began in mid-June to mid-July and continued from mid-September to mid-October. It was deemed 90% completed by Thanksgiving. The intent of the roofs are to protect the aging metal container tops from the elements and extend their useful life. As a bonus, they will also give us an additional 160 sq. ft. of weather sheltered storage space between the containers.

In October we saw the addition of a ground maintenance shed installed near the entrance to the grounds which will provide a more convenient storage space for the lawn tractors, mowers, snow blower and hand tools. With the additional space gained from the tractor relocation from the maintenance shop, a small machine shop facility was organized utilizing donated equipment.

Our ground line bridge built by Dick Ball several years ago and placed on site in late 2011, is now complete and in service.

With some spare time at home, I built a weather shelter to house our second refrigerator (donated by Jay Berry) and delivered it to the kitchen tent area where our work crew put the finishing touches on it.



I'd like to also recognize the following members for their dedicated efforts:

The highline maintenance crew, Dave Remington, and Jim McGrath for their continued dedication to maintain the highline track in good working order. The replacement of decaying sideboards and ties along with the re-application of ballast seems to be an ongoing task that never ends.

Jed Weare, assisted by Dick Ball, has been busy upgrading our signal system to eliminate safety concerns and provide the tools to insure proper railroad operational control.

Our club painter, Ed Delaney who applies his artistic brush to our com-

pleted wood projects and makes them look good.

Bob Newcombe, who is often assisted by Dick Ball, has been keeping our ground line track in good condition by finding and repairing problem areas before we notice them, and also utilizes his expertise to build switches for our expansion projects during his non maintenance periods.

And finally to our Wednesday work crew, which consist of the following club members,

Bob Delisle, Don Cornell, Arthur Downer, Roger Austin, Bob Huston, Gerry Barton and the other members who have periodically assisted us throughout the season,

Thank you for your dedication. It's always a pleasure working with you. We accomplished a lot and hopefully we can continue in 2013.

Marc Arsenault
Superintendent
Wauhakum Live Steamers

Photo 1: Superintendent Marc Arsenault operates the Charlton RS-3 on the last day of 2012. The Plow Extra is seen passing under Butler Bridge.

New Year's Day Meet

Photos as noted

January 1, 2013



Photo 2: Bev Barnard and Alexander Karnes busily make petticoat corrections to, and put a fire in, 5963, on which they both ran several laps that day. (Alexander Karnes)



Photo 4: Jay Berry running his Canadian Pacific SD40-2 No. 5902 exits Steeves Tunnel.



Photo 5: Highballing the Station, Charlton 3579 is in good hands with Mark Hirtle as Conductor and Jimmy Connor as Engineer.



Holliston Train Show

Photos by J.B. Mentzer

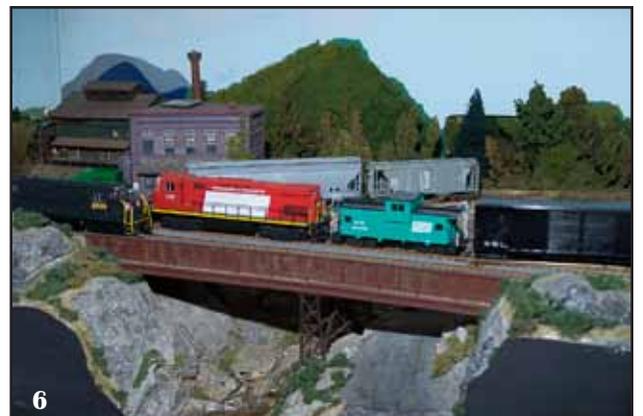
February 16-17, 2013



Photo 1: Bob Huston's LGB layout was hit with visitors of all ages. **Photo 2:** A younger visitor rides the pump car overseen by Demetra Huston. **Photo 3:** President Jim O'Brien offered hats, T-shirts and N-gauge models. Visitors new to the WLS could watch a few minutes of the 25th Anniversary video.



Photo 4: The Holliston Historical Society hosted the train show. Membership Coordinator Shelia Adams sells raffle tickets with Stewart, the Property Manager running the Popcorn Machine. **Photo 5:** A tasty lunch menu was provided by Casey's proprietors John McCarthy, left, and Mark McAllister. **Photo 6:** The Coastal Mountain Railroaders brought their modular HO layout and operated freight and passenger trains.



New Year's Day Run

continued from Page 1

of the year we did run at the old track site, a lot of engines stayed at the old track until New Year's Day in the engine houses with only a 50- or 75-watt light bulb in the engine house for heat.

I can remember members bringing the engines to the track on a sled or toboggan so they could run. I think that one year we had over a dozen engines running, and the club parking lot was full of cars. Now if you wanted to get warm, you could go to the tower, or your car. We didn't have what we have today THE HILTON.

So basically we have been having the New Year's Day run for the past 29 years, even though there have been a few years, such as when we were building our new track at the present site, that no runs were made. The last New Year's Day run at the old Norfolk St. site was January 1, 1996, and the last and final meet at the Norfolk St. site was August 24, 25 & 26, 1996.

In response to Jimmy Connor's question, I wrote this article.

Club Business Update

continued from Page 3

surplus auction in Connecticut. The Big E train show in West Springfield is the 26th and 27th of January.

Bob Newcombe made a motion to adjourn

Marc Arsenault seconded the motion and it was unanimously accepted

The meeting was adjourned at 8:55 P.M.

Respectively submitted -

Ian Fisher

Winter 2013

Waushakum Calendar 2013

Edited by J.B. Mentzer

Live Steam meets for May ~ October 2013 are listed below by date. Also, New Year's Day Meet on January 1st, 2014.

Unless noted, the Cook Tent is **closed**. Soft drinks are available at the soda machine.

Saturday May 4th, 2013

Spring Work Day: Members new and old come get the track ready for another season.

Sunday May 5th, 2013

2ND Annual Members Meet

Members Only

Cook Tent: Hot Dogs & Hamburgers

Sunday May 19th, 2013

Nancy & Chuck Abraham Memorial

Spring Steam-up Meet

Sunday June 23rd, 2013

12th Annual Van Brocklin Meet

Cook Tent: Hot Dogs & Hamburgers

Sunday July 21st, 2013

11th Annual Antique Car & Motor Cycle Club Meet

Cook Tent: Hot Dogs & Hamburgers

Annual Meet 2013 ~ ~ ~ ~ ~

Thursday August 22nd, 2013 6:00 pm

WLS Annual Diner

August 23rd, 24th & 25th, 2013

WLS 43rd Annual Meet

Full Cook Tent and Saturday Night Dinner

~ ~ ~ ~ ~

Sunday September 22nd, 2013

12th Annual Neighborhood Appreciation Day
Members & Invited Guests Only

Cook Tent: Hot Dogs & Hamburgers

October 20th, 2013

Robert Foster Sr. Memorial

Fall Blow-down Meet

2013

MAY

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12	13	14	15	16	17	18			
19	20	21	22	23	24	25			
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JUNE

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30									

JULY

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AUGUST

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SEPTEMBER

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OCTOBER

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Happy Holidays

Freight House

Got a live steam item to sell? Email the Editor to post it here

0-4-2T Engine MUMMAMAE

Live steam model built 4 inches to the foot, 1/3 full size, 7-1/4 inch track gauge, 2 inch bore 3 inch stroke, approx. 600 pounds weight. Stands 40 inches to top of stack, coal fired Briggs type boiler, custom riding car.



Great runner and fun to operate.



Can be seen at WLS. \$25,000.00 or Best Offer. Let's Talk.

Call Don at 508-883-9795 or

e-mail eustis8@comcast.net

Not Receiving WLS News Emails from Dan Connor?

Has your email address changed?
Email the Membership Coordinator.

NEME-S at Charles River Museum

Photos by J.B. Mentzer

February 16, 2013

The New England Model Engineering Society, commonly referred to as neme-s, held the 17th Annual Model Engineering Show at the Charles River Museum of Industry in Waltham.

Your Editor attended the show and found some WLS members displaying their live steam railroad and stationary projects.

Photo 1: One-Tenth scale cut-away model of the compound engine that powers Mystic Seaport's *Sabino*. To build the model, Greg Young created



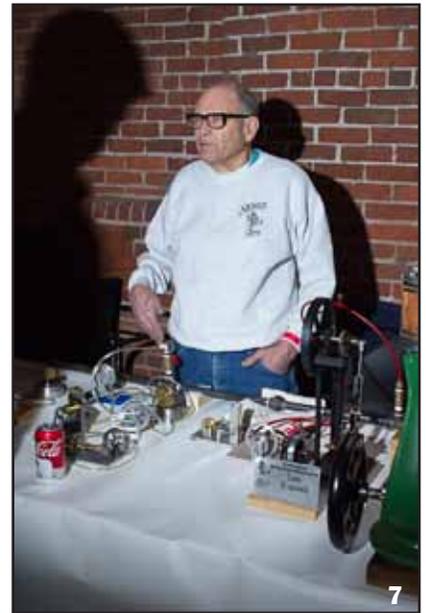
detailed drawings to work out the cylinder internals as the prototype was in service with limited access for modeling. **Photo 2:** Colt Stewart exhibited his 1" scale Heisler. Colt can often be found running his Putt Clark geared engine at the track.

Photo 3: Colt answering questions from a youngster. **Photo 4:** Larry Urbanski exhibited two engines.



No. 4, a 1980's-vintage 2-6-0 and a caboose scratch built by Arnold Thompson. In the foreground is 0-4-0 *Frodo*. The 0-4-0 is one of five identical engines being constructed simultaneously. Larry's engine runs on air; running on steam tops his Wish List.





WLS Members Exhibiting at NEME-S

Photo 5: Alex Karnes, Russ Steeves and Colt Stewart stand with Russ' ceremonial cannon. **Photo 6:** Joe Ng with model airplane engines built from recycled string-trimmer engines that run on 87 Octane gas. **Photo 7:** The Shadow Knows? Les Russel discusses his stationary engines. **Photo 8:** At the NEME-S show, Ray DeChamps demonstrates the operation



of the Charles River Museum's Model 31 Linotype. **Photo 9:** Detail view of the Charles River Museum's Model 31 Linotype machine. **Photo 10:** Impressive was this model of a Jaguar XK inline six cylinder engine from a 1960's E-Type.



2013

Waushakum Live Steamers Annual Payment Coupon

Name _____

Street _____

City State Zip _____

Email ~ print legibly ~ include to receive WLS updates by email _____

Telephone Land Line / Cell _____

Full \$ 100.00
 Affiliate \$ 15.00
 Life
 Engine House Rental
 Junior \$ 15.00
 Associate \$ 50.00
 Honorary
 Next issue by email (pdf format)
 Subscribe to print edition (\$15.00 / four issues)

Annual Dues

Engine House Rental

Contribution

**Please make check payable to:
Waushakum Live Steamers, Inc
Dues are due January 2013**

Total Enclosed

Steam in the Snow

Story & Photos by J.B. Mentzer

January 1, 2013

N. CONWAY, NH – The Mass Bay Railroad Enthusiasts, Inc. operated the sixth annual “Steam in the Snow” passenger train on January 5, 2013. Power northbound was ex-Maine Central GP-7 No. 573. The 1950 EMD lead the reverse move from N. Conway through Bartlett to a breezy spot on the Conway Scenic called Notchland where the train reversed direction.

Star of the show was ex-Canadian National 0-6-0 No. 7470. Built as Grand Trunk 1795 in 1921, the



Photo 1: With a light throttle, ex-CN 0-6-0 7470 backs north across a through truss bridge known as Fourth Iron . **Photo 2:** Leading the train north was CSRX GP-7 573. **Photo 3:** A stiff breeze and bitter windchill made Your Editor envious of the passengers aboard CSRX 1329, “Dorthea Mae”. Was the scene below so different from Empire Builder route?



engine performed runbys for the passengers at several locations en route back to No. Conway.

The train's consist was drawn from Conway Scenic Railroad's pool of beautifully maintained passenger equipment featuring a mix of types and vintages,

Notable cars included CSRX 1329 “Dorthea Mae”, a Budd Vista Dome, one of 16 delivered in 1955 for the Empire Builder. Later Amtrak 9469, the

Dues payment, Engine House rental and WLS member information coupon is on the reverse side. Please mail back with payment (if applicable) by January 2013 to;

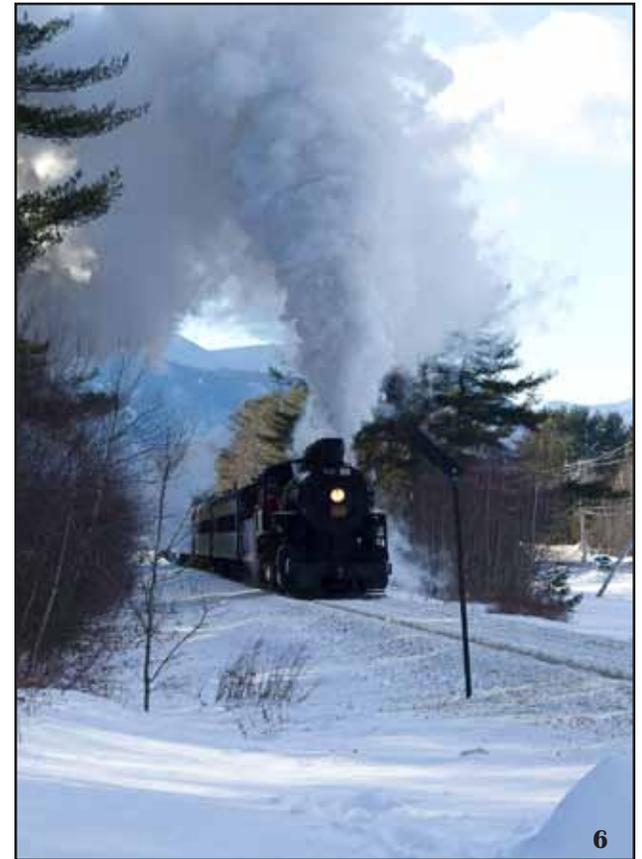
Wauhakum Live Steamers, Inc.
P.O. Box 6034
Holliston, MA 01746

You may also give this to the Treasurer by the March Business Meeting



car spent some time on Cape Cod in the mid 1990's before being purchased by the Conway Scenic in 1998.

First class service was offered aboard "Gertrude Emma". The open-platform observation was built in 1898 as a sleeper-parlor-observation for the *Pennsylvania Limited* between New York and Chicago.



Southbound for N. Conway

Views on this page show the excursion train running south on the former Maine Central Mountain Division to Intervale where it regained the former Boston & Maine to N. Conway.

Photo 4: After a photo stop to the north, 7470 has a good roll on the train headed south at the Bartlett Roundhouse.

Photo 5: Passing the train order signal at Bartlett, NH, 1898 Pullman "Gertrude Emma" carries the markers and tail sign.

Photo 6: Whistle cord tied down, 7470 approaches Route 302. **Photo 7:** Backing north after another photo run, the matching CSRX passenger consist is draped across a through truss bridge at Glen & Jackson, NH. **Photo 8:** With MEC 216 and MEC 252, tied down for the winter as a prop, CSRX 7470 executes its second arrival at N. Conway for passengers.

Conway Scenic's Maine Central 252 is named for Kurt Ward. Kurt was a Pan Am Railway employee and a member of the Amherst Belt Line modular group where your Editor met him. Kurt lost his life in 2010 on during a switching move at Pan Am's East Deerfield Yard.



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