

# Waushakum Journal

Volume 22, Issue 1

January 2004

## From The Superintendent

by Don Cornell

Christmas is over and so is New Years, I hope you all had a wonderful Holiday with loads of great memories to store away.

Work at the site is over until the spring. We stopped when the weather turned cold and the snow began to fly in mid December.

That's the bad news. The good news is that we were able to get in all of the uprights and side boards on the high line (phase three) before the weather turned bad. In the spring after a weekend or two we will be ready to cut it in to the existing track.

What a run that will make! almost 1/2 mile of mainline track. If we add in all of the sidings we are in the range of 3000 ft. That is one big puppy of a high line. We would be hard pressed to find one longer or better.

With the spring we will be back at it and with the help of God and the faithful who slug it out every weekend we should be in service for the VanBrocklin Run.

Do not turn on water to track until water line has been repaired in the spring. I will turn on the valve when all is well.

So rest up those backs Spring is coming, on to 2004. •

## Club Auction

by Bob Newcombe, Vice President

Our annual club auction is coming soon. Mark your calendars for April 8, 2004. Following our regular meeting at the Masonic Hall in Holliston. Time to look at your inventory of items you would like to sell and donate some of the proceeds to the club. •



Jim Cozzone and his trolley at the New Years Day run.  
Photo Fr. Jay A. Finelli

## Connecticut in a Heartbeat

by Pat Fahey

On Saturday, September 6th, I set out to ride the Acela Express from Boston to New Haven. I set out for Boston on train #1702 from Franklin, MA. That train departed at 6:35 am and arrived in Boston at 7:35 am. This gave me plenty of time to buy my ticket for the Acela. With a AAA discount, the ticket cost \$67.50.

At 8:00 am, I boarded train #2251 and was impressed. I sat on the east side of the train so that I could watch for stations and the ocean as it came into view. The train departed South Station at 8:05 am. The start was smooth and steady, like riding on glass. There would only be three stops – Back Bay Station, Rt. 128 and Providence, before my final stop in New Haven. After departing Rt. 128, the final stop in Massachusetts, the train went up to speed. We flew through Canton Junc-  
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## The Waushakum Journal

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**Club roster may be found on our website**

Hit link for "Members Only Login"  
 Password "Station"  
[www.SteamingPriest.com/wls/](http://www.SteamingPriest.com/wls/)

## 2004 Election Results

The following were elected at the WLS general meeting on January 8, 2004:

President.....Jim O'Brien  
 Vice President.....Bob Newcombe  
 Treasurer.....Steve Lovely  
 Secretary.....Jim McGrath

## Timetable

**Spring Steam-up Meet**

Sunday May 23, 2004  
 NO Food--Soda Only

**WLS 34th Annual Meet**

August 27th, 28th & 29th, 2004  
 Full Cook Tent & Saturday Night Diner

**Fall Blow-down Meet**

October 17, 2004  
 NO Food--Soda Only

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### Connecticut in a Heartbeat continued from page 1

tion – Sharon and Mansfield, MA at what had to be 120 miles per hour. Even at this speed the ride was smooth. The only rough spots on the ride were when the train crossed switches and crossovers. After the departure from Providence, the Acela hit top speed at 150 mph. Even at this speed the only noticeable difference was in the scenery passing by so fast. The only time the train reduced speed was as we approached the station in New London.

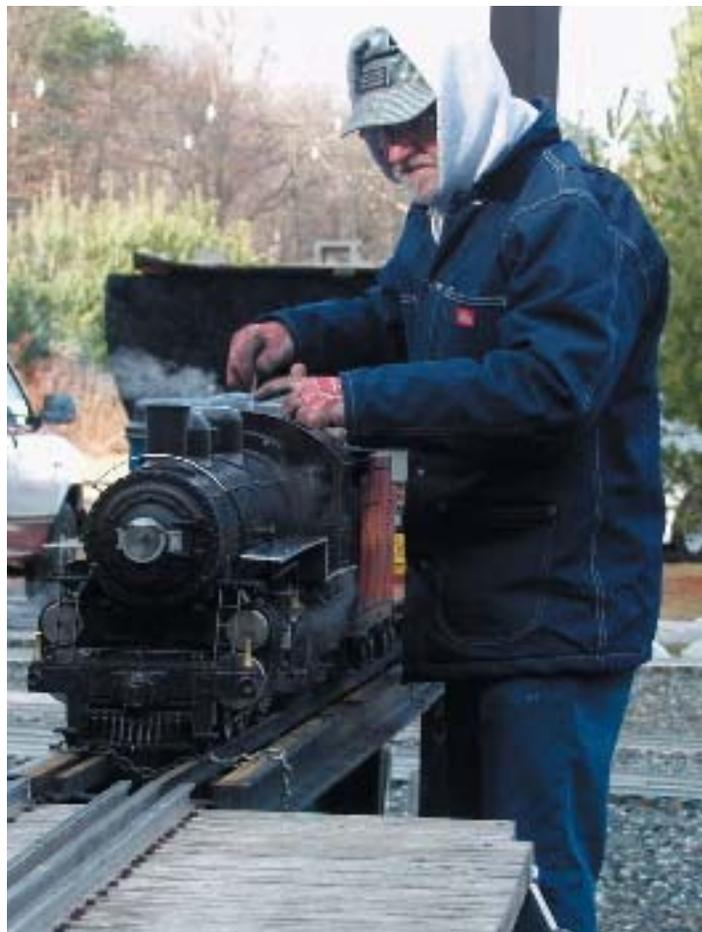
My return trip to Boston would not be on the Acela. My plan was to take an Amtrak regional to return. The

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## New Years Run

by Fr. Jay A. Finelli

Waushakum New Years Day Run a great success. After my morning Mass, I jumped in the truck and headed home. Dropped off the puppy and picked up my father. When we arrived we were once again surprised by the number of cars parked along the driveway and in the parking lot. Our January 1st Run is becoming a favorite place to begin the New Year. It is good clean (somewhat) fun and a lot of good friends to share the time with. Memories of past steam, and dreams of what the future holds for us all at Waushakum. The guests are in awe of the progress on the high line expansion. There were all types of engines running - steam diesel, high line and ground line. The smell of burning coal touch off something in the brain and the senses go wild. Oh, what a smell. We were lucky this year with no snow to clear from the tracks. Charlie Reynolds provided coffee and hot water for tea and hot chocolate at track side throughout the day. Also in the O'Brien's Hobo Hilton, Marilyn Chenard set up and had the coffee brewing all day long. It seemed that the pine needles and cones had covered some areas like the snow in mid winter. Only three plus months and we will be back wearing the metal off our wheels. To one and to all Happy New Year and Happy Steaming 2004! •



Tom Oversluizen entering the turntable with his 1" scale Atlantic. Photo Fr. Jay A. Finelli



Don Cornell running Chris Colby's Road Switcher with a nice load of passengers and Chris at the eot.  
Photo Fr. Jay A. Finelli

## East Broad Top continued from page 8

was getting the tender filled up with the day's supply of coal and water. (For what it's worth, 14 was operating with engine 15's tender. 15 was in the roundhouse getting new boiler tubes, so the shop crew took advantage of the down time to do a tender swap so 14's tender could get also some attention.) While I was getting my pictures of Number 14 on the turntable, I could see some of the other engines through the open, but roped off, doors of the roundhouse, but more on that later.

The first of the day's three trains was scheduled to leave at 11 AM and last about an hour. I spent the extra dollar to get a caboose ticket, and rode aboard caboose #28, which was built in 1920 in the EBT's shops. Oddly enough, it

did not bring up the markers – that honor fell to the first-class parlor car, which was on the rear to allow the first-class passengers a better look at the scenery.

As the train rolled north toward Colgate Grove, I was mostly sticking my head out the window or chatting with the train crew. It's a nice little ride, out of the station, over Blacklog Creek, and north toward the Grove. In a couple of spots, the line is literally in people's backyards as it heads upgrade toward McMullen's Summit. I'm not sure of the grade there, but the engine crew had Number 14 putting on a great show, smoking hard and really laying on the whistle, which made some really great sounds as it echoed off the hillsides. At Colgate

Grove, the train was turned on the wye, and we made about a 10 minute stop for passengers to get off. Those wishing to stay and have a picnic were allowed to do so, and then the train was loaded again, and we headed back south. This time, I got a cupola seat in the caboose, which really gives you a different view of things. I could also see about a half-dozen cars on 522 chasing the train both ways, which is what I would be doing shortly. The train soon returned to Orbisonia, and was once again turned on a wye. As the train returned from the wye to the station, we went slowly past the shop complex,

and I could see through some of the windows and see a few of the projects being undertaken by the Friends Of The EBT. During the layover, most passengers either went to have a close look at the engine, or went to check out a more recent

development,

the Rockhill Trolley Museum, which stands inside the wye, and operates standard-gauge trolleys on the old alignment of an abandoned EBT branch. They had a couple cars outside, and a few more were in the one barn that was open, I'm told they have many more that I couldn't see.

As 1 PM rolled closer, the crew boarded the passengers for the second trip of the day, so I got in the car to chase along PA-522, which gives good views of the track almost all the way to Colgate Grove. It's also ideal for chasing trains – only a few houses, and its nice and straight with wide, paved shoulders on both sides.

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Photo Paolo Roffo



Tom Ritchie riding his switcher engine (left).

Photo Fr. Jay A. Finelli



John Foster passes through train shed.  
Photo Fr. Jay A. Finelli



George Dimond waiting for the transfer table.  
Photo Fr. Jay A. Finelli

## East Broad Top continued from page 4

Working up toward McMullen's Summit, 14 once again was putting up a huge plume of black smoke. After the Summit, I chose to shoot from the side of the road overlooking a long fill. As I pulled up, about a half dozen other guys had the same idea, and were already waiting for the train. I got a few shots of the train there going north, and a few more of it going south, then I headed back to McMullen's Summit. At the top of the grade is a house, built on the opposite side of the track, so that its driveway goes over a small bridge across the tracks. That bridge is probably the most popular photo spot on the entire line. I got a nice shot there, with the train smoking hard coming past some trees that were really showing fall colors, then it was back to Orbisonia after another shot at a small cut on the outskirts of town.

Then came the fun part. I had about an hour to kill before the final train's departure, so I started talking with a local railfan named Lance Myers, who also happens to be the EBT's webmaster,

and thus, gets certain privileges while on the property. One of those privileges is roundhouse access. He asked if I wanted to go in and take a look around, which I took him up on. Facing the roundhouse from the turntable side, from right to left are a small diesel, then #14's empty stall. Next over was engine 15 getting an overhaul, and next to her was 17, then 12, then 18, and finally 16. With 12 and 18 next to each other, you can really see the difference between the line's smallest and largest engines. My photographic capabilities were somewhat limited by the fact that I didn't have a tripod, but I managed to get a few decent pictures by using the timer on the camera and then putting the camera on window sills, engine pilots, and whatever else was handy. Near

the roundhouse, I could see the other cabooses, tied onto a string of coal hoppers. Lance told me a railfan group had been there the previous Friday, and had chartered the coal train. Do I hear a WLS road trip to the EBT?

I also inquired as to the status of the engines. 14 is running now. 15 is getting overhauled, and she is expected to be back in action by September of 2004. When 15 is back running, 14 will go in for major work. When two engines are running, that will be it, as things stand now. I'm told if the economy improves and enough money becomes available, then 16 may also run again, as she was in the process of being overhauled when the EBT shut down in 1957, and is in the best shape of the inoperable engines. 18 hasn't run since the common

carrier days, and probably never will again. Ditto for 12 and 17. Even though both operated until just a couple of years ago, they now need extensive boiler work that would cost in excess of half a million dollars. After my roundhouse tour ended, I chased the last train north, then it was time to leave Orbisonia, since I



Photo Paolo Roffo

had homework and laundry piling up back in Altoona. However, before I left the area, I made a quick stop in Mt. Union. A lot of the old EBT yard there is still visible, and 200 or so old hopper cars are scattered everywhere. Behind a bank is the enginehouse that is used by the Mt Union Connecting RR, a short line trying to bring back some business to the area. When I pulled up the building's owner was sitting there in his truck, and graciously allowed me to go inside and take a look at the EBT's standard-gauge 0-6-0 #3, which was used to work the interchange with the Pennsylvania Railroad. Other than #6, a similar 0-6-0 on a tourist line in Indiana, I saw all of the extant EBT steamers that day. •

## Interchange

### **Montreal Live Steamers**

70th Anniversary Meet  
July 1st – 4, 2004

### **New Jersey Live Steamers**

Spring Meet: June 4, 5 & 6, 2004  
Fall Meet: October 1, 2 & 3, 2004

### **Pioneer Valley Live Steamers**

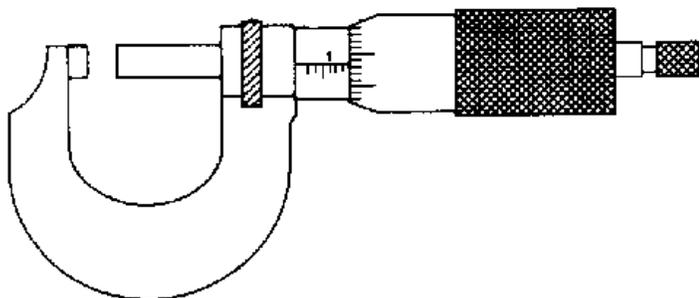
Father's Day Meet: June 19 & 20, 2004  
Fall Meet: September 18 & 19, 2004

### **Adirondack Live Steamers**

Spring Meet: June 4, 5 & 6, 2004  
Fall Meet: September 10, 11 & 12, 2004

### **Pennsylvania Live Steamers**

May 29 & 30, 2004  
September 4 & 5, 2004



## Connecticut in a Heartbeat continued from page 2

regionals make more stops than the Acela. I boarded train #162. Departure was at 11:36 am and arrival set for 2:20 pm. At the head end was Amtrak's AEM 7 # 912. After departure, we reached North Haven when the AEM-7 gave up the electric and died, the main circuit breaker would not reset. We remained on the main line until a diesel, dash9-P42b #110, came to our rescue.

With the motive problems and the many regional stops, we arrived in Boston two hours late. What a trip I went down to Connecticut in a heartbeat and returned home on a turtle. Even with the delay in returning, I still had a good time and finally got to ride on the Acella. •

## Alpine Tunneling

by Fred Jaggi

In the fall of 1998 while on assignment in The Hague, I took the night train to Mulhouse, France, near the Swiss border. My purpose was twofold: to visit the French National Railway Museum in Mulhouse and to travel the next day to the small Swiss town of Moutier (near Basle) where my father had operated a compressed air locomotive for construction of the Moutier – Grenchen (Granges) railway tunnel in 1914.



The French are credited with having very advanced locomotives in their day and there are many examples at the railroad museum, most notably, Chapelon's compound locomotives. I found that Mulhouse has other attractions to offer including the famous Stumpf auto museum with lots of Bugatti's, de Dion and Serpollet steam cars, Hispano-Suiza limousines etc and Electropolis, and Electrical Museum with a beautiful Sulzer seam engine.

Moutier, today, is a pleasant town where Swiss automatic screw machines are made. In 1911 to 1915, the town was teeming with construction workers building the 8.5 km Moutier tunnel through the Jura Mountains that gave France access to Italy at a time when Ger-

many controlled Alsace. Tunneling in those days was tough work. I was especially interested in this tunnel because my father had a medallion, which commemorated an incident where the tunnelers broke through to a water pocket, and several were



killed.

There's also a record of a strike the year before of 1700 workers for 24 days that was broken up by the army. The tunnel makes up a segment of the BLS (Berne Lotschberg Simplon) line. My father worked at the tunnel until 1915 when the tunnel was completed. The tunnel is still used and the BLS line has just been expanded. •

## East Broad Top Trip

by Paolo Roffo

As some of you reading this already know, I'm a freshman at Penn State's Altoona campus. On Sunday, October 19th, I made the trip to the East Broad Top Railroad, based in Rockhill Furnace, PA, across Blacklog Creek from Orbisonia. The trip from Altoona to Mt. Union, the north end of the EBT in common carrier days, took about an hour and fifteen minutes. South of Mt. Union, you know not far from the EBT – PA-522, the road to Orbisonia, follows the still-intact line closely.

As I got close to Orbisonia, I could see the twin smoke stacks of the EBT's shop complex on the other side of downtown, and hanging in the air was the smoke from 2-8-2 #14. When I pulled in, Number 14 (Baldwin Loco Works, 1912; currently the EBT's only operable engine) was sitting on the turntable lead, and the crew



Photo Paolo Roffo

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Visit our website: [www.SteamingPriest.com/wls](http://www.SteamingPriest.com/wls)

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