

Waushakum Journal

Volume 23, Issue 2

April 2005

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the "SMOKEBOX"

The original club newsletter was the "Smokebox". The first page of the first issue follows. Special thanks to Pat Fahey for sharing his copies of the "SMOKEBOX"!

SMOKEBOX

JULY 1974

VOL. 1 NO.1

Published Quarterly For The Members of Waushakum Live Steamers

4th Annual Live Steam Meet

August 23, 24, 25, 1974

To members and visitors alike, welcome to the 4th Annual Live Steam Meet of the Waushakum Live Steamers. This year's meet is a double celebration; our 4th Annual Meet here at the track in Holliston, and the inaugural edition of the "SMOKEBOX".

We hope you will enjoy our show and we suggest that you follow these few simple rules for your maximum enjoyment.

1. PARENTS: Please keep close tabs on your offspring. Excited children may get hurt when out of sight for only a few seconds.

2. Please follow the directions of the engineer and do not touch the engine or train.

REMEMBER! STEAM IS VERY HOT AND CAN BADLY BURN.

3. Please be careful when crossing the track. It is easy to trip.

That's it, now have fun and feel free to ask any questions you may have on Live Steam, and don't forget to sign the guest book before you leave.

Thank You. W.L.S.

The Waushakum Journal

© 2004 The Waushakum Live Steamers, Inc.
Published four times a year for members.
January, April, July and October.

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Club Roster

May be found on our website
Hit link for "Members Only Login"
Password ""

The Roster will be updated with this mailing list!
Any errors, eMail: daverems@hotmail.com

2005 DUES ARE DUE

Please remember that the 2005 dues are now due. If you are paid up, your mailing label reads "2005". If it reads "2004" you have not paid dues for the current year!

Timetable

Spring Steam-up Meet

May 22, 2005
NO Food Available - Soda Only
Public Welcome

4th Annual Van Brocklin Meet

June 26, 2005
Hot Dogs & Hamburgers
Public Welcome

3rd Annual Antique Car Club Meet

July 17, 2005
Hot Dogs & Hamburgers

WLS Annual Diner

August 25, 2005 - 6:00 p.m.
Public Welcome

WLS 35th Annual Meet

August 26, 27 & 28, 2005
Full Cook Tent & Saturday Night Dinner
Public Welcome

4th Annual Neighborhood Appreciation Day Invitation Only

September 25, 2005
Hot Dogs & Hamburgers

Fall Blow-down Meet

October 16, 2005
NO Food Available - Soda Only
Public Welcome



Groundline Golden Spike Ceremony, Photo Fr. Jay A. Finelli

Cap's Crossing

by Dave Remmington

Many times we have taken the ride over Dimond Trestle and after the track winds among the pines it passes through a little green covered bridge on the approach to Cornell Station.

I knew the little bridge was brought over from Norfolk Street and was called Cap's Crossing, but that was all I knew about the structure. Then one day while working on the high line with Howard Bailey and Don Cornell, Don pointed out a small green metal plaque mounted on the entrance to the bridge. I had never noticed the plaque before as it blends into the green structure, and I climbed up on the high line to read it. After learning the story of the bridge, I thought I would pass the legend of Cap's Crossing on to others who were not aware of it, especially to the ground line guys who never knew what they were missing.

The plaque reads as follows:

Dedicated to Capt. E.D. Child
The Captains Kissing Bridge

A principal in the building of the Waushakum Railroad, Capt. Child contributed generously of his time. Shortly after the construction of this covered bridge spanning the Grassy Gorge, Capt. Child one of the first engineers of this railroad is said to have given proper warning to each young lady when they boarded a train to take special care of their virtue while crossing the bridge – especially if the train stopped in the bridge. True to his principles he is said to cross the bridge faster than any other engine.

Given by the grateful members of Waushakum Live Steamers August 23, 1980.

So the next time you ride the high line blow your whistle as a salute to the Captain, then remember that passing through Cap's Crossing is another reason why life is more fun on the high line - and the view is better. •



Photo of Cap's Crossing
by Fr. Jay A. Finelli



Steaming bays, Southville Train Shed. (left) George Dimond hauling a long train. (right)
Annual Meet 1992 Photos by Alber E. Grant, Jr.

The Beginning of the Waushakum Live Steamers

by Waldron Roberts

First I must tell you that Henry Stone was my Uncle and the owner of Waushakum Machine shop that was in Ashland Mass. He came to visit me when I was living in Rumford, Maine in the early 1950's. Of course, I had to show him my father-in-law Roland Morton's engine he had just finished building. He was so intrigued with it he said, "I just have to build myself one of these." So Roland explained to him how to go about building one.



The only picture I have of my uncle. This was at the Pioneer Valley track. Henry is on the left and Roland is on the right.

When I went down to visit him in Ashland, Mass his engine was just about finished. It was a 4-8-4 mountain type, the same as Roland's. He had also built some 3/4 scale track near the machine shop that he used to run his engine on to get out some of the kinks. We all have kinks when we put these engines together. More and more people heard about the track and got involved and it has grown to what it is today, Quite impressive... • (Pictures by Waldron Roberts)

Rules of the Road

- Think Safety
- If you open it close it
- If you turn it on turn it off
- If you unlock it lock it
- Make sure the one before you has done the above
- Pick up trash even though it may not be yours



This is Roland's 484 which was taken around 1952. He and I were members of New England Live Steamer in Danvers, Mass



This shows the north loop of the Waushakum track in Ashland.



This was of the south loop showing where he had a turntable and some sidetracks



This is of Van Brocklin and his engine.



In 1973 my son Jim Roberts (age 5) running the engine built by Roland Morton and myself (Waldron Roberts) in East Haven, Connecticut. This is the Maine Central 470 engine that Jim had to restore and has been running with his family on the track in Holliston.



Ernie Washburn and his engine.



The articulated engine that everyone at that time said, "it could not be built." The builder of this engine was from Bridgeport, Connecticut.

WANTED

DEAD OR ALIVE

Pictures and articles from Waushakum's past. Thanks to all who provided for this issue! Great stories and great pictures. What's your story? Dig out your old pictures. Just put them in an envelope with your name and address and I will get them back to you!

It would be great to see some pictures of our deceased members. Those are they guys who gave us the vision for what we have today.

Wheel Quatering

by Harold Crouch

One day, Hudson #5343 came into West Albany steam locomotive back shop for an overhaul. Here it was found that the main driving axle was scrap on account of heat checks.

Accordingly, the wheel centers were pressed off the old axle, an new axle machined up, and the wheel centers pressed back on. While all this was going on, a machinist in the wheel gang made up the four new keys (two at each end of the axle) and finished them just in time to go home, so he put them in his locker for the night.

The second trick boys decided to progress matters and so put the pair of wheels in the quatering machine and quatered the crank pins without the keys! The next morning the machinist who had made the keys got out his pot of white lead (then in use) and his big air hammer and proceeded to drive the the keys home.

The 5343 was duly overhauled and taken to the "farm" (the firing shed). On being fired up and the throttle opened, it was observed that the main driving wheel lifted clear of the rail! The air was really blue!! Using some trans, it was decided that the machinist who had bored the driving boxes, had bored them eccentric - despite his vehement denial!

The 5343 was then returned to the shop and unwheeled, a BIG JOB, as the cable that went under the smoke box was hard to get in place with all the piping in place. Two new driving boxes were machined up under very careful supervision and the locomotive re-wheeled.

On being fired up once again and the throttle opened, the main driving wheel was again noted to lift clear from the rail!! The air was really, really blue.! As a result, the 5343 was returned to the shop once more, un-wheeled, and the main driving wheels put back in the quartering machine and the crank pins re-quartered.

After this, the 5343 was just another Hudson and tempers cooled down! •

SAFETY FIRST!



View of steaming bays, engine house and tower at Norfolk St. track. (above) Chuck Abraham heading by the lower steaming bays. (below) Annual Meet 1992 Photos by Alber E. Grant, Jr.



34 Years Ago

by Pat Fahey

This story goes back to when Dick Bourinot and I joined the Waushakum Live Steamers. It will be 34 years this September. My cousin Jimmy Bishop worked for Perini Corp. of Framingham, MA. Jimmy knew that I liked trains and told me of a job that he had to do at a railroad club in Holliston, MA.



Phil Johnson, 1" Little Engines 0-4-0, Norfolk St.track in 1971 Photo by Pat Fahey

One day, back in 1971, we took a ride over to Holliston to try to find the railroad club. We knew that the club was on Norfolk St., but we did not know exactly where. We were lucky to find the railroad on our first try. When we found the club, there was a chain across the driveway with a sign that read, "No Trespassing".

The following Sunday, I picked up Dickey with my 1964 Chevy Impala and returned to the club. As luck would have it the gate was down and a few members were running.

As soon as we got out of the car, we headed down to the track with camera in hand. Before we reached the steaming bays and engine houses, one of the members shouted out, "Hey, George, here come the kids". The person was calling out to George Hildreth.

When we got down to the engine houses, we got a few looks from the members. We then asked if it would be ok to take a few pictures. We were told, "I don't know, you two will have to ask George". We asked that they point out who he was. At the time George Hildreth was the president of the club. When we met George, we introduced ourselves and shook hands.

George assured us that it would be fine to take some pictures, but wanted to know how we heard about the club. Dickey gave an answer and then I gave mine. At the time, I had hair down to my shoulders and did not look like the type of person who liked trains. When I told George that my cousin Jimmy who worked for Perini was the one who told me, he was fine. George worked for the same company. After that, he told us to take all the pictures we would like, and we did.

At the time, the club was very small. There was the basic dog-bone track configuration, a few engine houses and one passing siding. That day, Phil Johnson gave us our first ride behind his 1" scale 0-4-0, Little Engines, Camelback steam locomotive. We also got to take one loop around running Phil's engine. That Sunday, we were both very happy.

After that day, we started showing up on Sundays and Tom Otis asked if we would like to join the club. In 1971, it cost us each \$15.00 to join; \$5.00 associate membership and a \$10.00 initiation fee. At the time, there were 41 members. And that is the story of how we became members, 34 years ago. •



Tom Otis, 3/4" 0-6-0 #802, Norfolk St.track in 1972 Photo by Pat Fahey



Jonathan Leiby, Alan Henry and Walter O'Lecki triple head at the old track on Norfolk St., Annual Meet 1992
Photo by Alber E. Grant, Jr.

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