

Waushakum Journal

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July 2005

Early Days of Waushakum

by Dicky Bourinot

Pat came in Sunday and told about a photo he had gotten years ago from George Sherman who once lived in Holliston. He was a B&A hostler at the Milford Engine house. We both knew George very well.

Pat wasn't sure of the man in the photo, so I asked him if I might see the picture. Once I saw the man in the picture, I was cracking! The picture dates back to 1953 in the Caryville section of Bellingham which is just over the Medway town line.

The man in the picture is George Lakeman, who was one of the original founders of the Waushakum Railroad. This was George's FIRST railroad, and this was his first locomotive HE BUILT from Friend's model castings. Shortly after this picture, George started building his BLACKSTONE VALLEY RAILROAD which was a 1 and 1/4 inch gauge ground level track next to this one. The Blackstone Valley was a commercial operation where every Sunday George

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George Lakeman, 1953 - photo by Pat Fahey

Hildreth Jct

by Pat Fahey

Today, at the present club site, stands a new tower, with the Hildreth Jct, sign on it. For those of you who don't know, who this is for, George Hildreth, past president, of the club.

In the shadow of the new tower, stands the bottom half of the original Hildreth Jct, tower 1, which is now, the clubs compressor shed.

This is going to be the story of how, the original tower came about. In 1973, the club, was slowly growing, according to the roster, we had 49 members in the club, 19 regular members, with engines, 28 regular members, without

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“Steamer: soft-shell clam: a clam that is usually steamed in the shell.”

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President

Jim O'Brien
wls_info@SteamingPriest.com

Vice President

Bob Newcombe
lner3279@yahoo.com

Treasurer

Dave Remington
daverems@hotmail

Secretary

Jim McGrath
Jim.mcgrath@comcast.net

Editor & Webmaster

Fr. Jay A. Finelli
(401) 624-8131
webmaster@SteamingPriest.com

Send address corrections to

Dave Remington
daverems@hotmail.com or write WLS

The Waushakum Live Steamers, Inc.

P.O. Box 6034
Holliston, MA 01746

Website

www.SteamingPriest.com/wls

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

THE LABEL

The year on the label tells if your dues are paid up. If the mailing label reads "2004" you have not paid dues for the current year!

Timetable

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

Rest In Peace

Charles M. Abraham, father of member Chuck Abraham, passed away Sunday, after a long illness. As many long time members know, Chuck's father and mother, started the tradition of the "Cook Tent" on Saturdays and Sundays of our Annual Meet at the old track on Norfolk Street.

Rest in Peace, Dad.

Bourinot, Richard - (Dicky) - Age 61 of Medway, was called by the Lord after a prolonged illness July 16, 2005. Preceded in death by his parents, Louise and Horace Bourinot. Dicky worked for his father in the 70's and then for the town of Medway in the 80's. He was an avid railfan and train enthusiast. He has been a member of the Waushakum Live Steamers (Holliston) for 34 years and held memberships in the B&M Historical Society, New Haven Historical Society, Friends of Edaville, and his favorite railroad, the Canadian National Special Interest Group. Dicky also enjoyed photography, music, his friends at Lovering Heights and spending time at Waushakum with his fellow members. A memorial service was celebrated at the Ginley-Crowley Funeral Home, 3 Barber St., Medway, Massachusetts 02053, on Monday, July 25, 7-9pm. Place of burial and date will be determined at a later time. •

Clark's Trading Post Annual Steam Weekend by R. Boucher

A report on the annual steam weekend on the White Mountain Central Railroad at Clark's trading Post in Lincoln NH, September 2004.

The weekend went well for the volunteer group. The covered bridge over the Pemigewasset River, which was originally built in Vermont and dissembled and transported to the Trading Post and reassembled by the Clark Family, was 100 years old this year. They had a special celebration with the four steam locomotives, Porter, Climax, Heisler and Baldwin and the General Electric 64-ton locomotive running up the railroad and then coming back over the bridge for a photo run-bye. I was on the riding car on the Porter train, with Jim Leggett at the throttle and Warren Hockaday firing, on the other side of the river during the anniversary speaker's portion of the event. I didn't hear the speakers but my wife Bea said that one of the speakers told the gathered attendees that the whole steam weekend depended a lot on the volunteers.

It did rain very heavy on Saturday and that put a damper (no pun intended) on that day. The Porter locomotive I crew on had a problem with one of the firetubes in the boiler and we had to drop the fire just as we had it up to steam that morning. This causes a lot of steam and hot water to come out of the firebox door and the smokestack. This isn't a dangerous situation just causes a need for the crew get the injectors going to replace the lost water and get the fire cooled and initiate a fix. The fix can be as simple as driving a wooden plug into each end of the tube and refiring the engine. We opted for a more permanent fix by using metal plugs and holding them in the tube with a long steel rod with nuts on each end. Dave Clark had the rod and tapered plugs all made up and in a corner of the shop as a normal part of the running a steam powered railroad. The big problem was the plugs wouldn't fit into the tube in the locomotive so I made a setup in the shop lathe and turned the tapered plugs down a bit so that they would fit in the tube. I had almost as large a crowd around me watching this rather common operation as the groups watching the various locomotives. Isn't it funny how one does his job never thinking anyone would be interested in watching you do it. One fellow who I have seen at many shows where I display my models asked if I was a machinist. I guess he just has never associated the models with machine work. Now we come to the interesting part of the story. The tube end in the firebox wasn't truly round so the plug wouldn't seal the tube.

We went back to the engine house and had a discussion as to what we might do. After a bit of chin waggin' I suggested we build up a good layer of regular plumbing solder on the plug to act as a soft seal. A couple fellows one who was particularly long on talk during the day but rather short on actual work said I couldn't build solder up on the plug but he was really quieted down as I preceded to work the torch over the plug and build a good 1/8 inch layer of solder over the plug.

Well the idea worked great and soon the fire was back in the locomotive and we spent the rest of the day heating it back up slowly because we had lost so much water and had refilled the boiler with really cold mountain water. Keep in mind all this was going on in the rain and Warren actually crawled into the firebox to set the plug. The repair was a complete success and we were back in operation Sunday.

Sunday dawned mostly cloudy and a bit of a fall chill in the air but it didn't rain. The repair to the Porter locomotive held beautifully so we got to go out on the main line and join the train parade. The Porter and the 100 car usually only run on the section of track along the river that was the original train and track at the Trading Post.

Another part of the weekend is running Fairmont section cars up the track. Andy Sylvester had his car there and a number of folks enjoyed a ride in this unique piece of railroad equipment.

I went back up to the Trading Post Monday to give whatever hand I could to put the fun machines away for the winter. How sad. As we were putting the toys away for the year Leon, the full time engineer, asked which locomotive Dave wanted in the shop first, the Heisler for a series of new "stay bolts or the Porter to be re-tubed. What with the significant expenses of the Climax locomotive new boiler this year and the acquiring of the General Electric diesel locomotive to cover the train rides while the Climax was being repaired I figured the Porter which I crew on would go back in the shed and become a static display in future years. I was thrilled to hear that the locomotive would be repaired.

Monday, Russ Page, who had been running and firing the Baldwin locomotive with Rick Knight during the weekend and I helped Dave shorten a reach that is used with the Baldwin locomotive when it pushes the log cars up the railroad. It involved some woodworking and blacksmith work
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Waushakum Live Steamers Annual Dinner



Where:
Coachmen's Lodge
273 Wrentham Road
Bellingham, Ma. 02019

Family Style Dinner

**Roast Beef
&
Chicken**

All Dinners Served with:

Soup of the Day

Garden Salad

Oven Roasted Potato

Vegetable of the Day

Desert & Coffee or Tea

Price: \$20.00 Per Dinner

When:

Thursday, Aug. 25th

Time:

*Happy Hour 6 to 7
Dinner Served 7pm*



Reservations Required:

Mail Check to
Waushakum Live Steamers Inc.
P O Box 6034
Holliston, Ma. 01746-6034

Call Jim O'Brien
508-533-7282 or 1-800-707-3115
and leave a message with
number of guests or
wls_info@steamingpriest.com

Waushakum Live Steamers Friday & Saturday Night Dinners



Saturday Night

Ham & Beans

Garden Salad

Bread & Butter

Corn on the Cobb

Coffee or Soda

Brownies

\$10.00

Friday Night

Zitti & Meatballs

Garden Salad

Bread & Butter

Soda or Coffee

Homemade Cookies

\$8.00



Dinner Tickets

Available at Cook Tent

Dinners Served at

5pm

Catered By

Tasty Home Cookin' Catering

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Marlboro, Ma. 01752

Tel: (508) 480-0770

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**

Early Days continued

would give children a ride around a big loop of track about 800 feet long.

This railroad went into service about 1957 or 1958. I had many rides on this train...and later I saw the uprights to this first railroad leaning up against the engine house. This 3/4 scale railroad you see, he used BUDDY L steel rail, but on the ground level track he used strap steel bars 20 feet long in slotted 2x4 ties.

This locomotive you see still exists today in the club, and is owned by Chabbot's grandson.

In 1968 George learned he was dying of Cancer which did kill him. He offered this big railroad to his son, who refused it. After his death, the railroad was put up for sale as sealed bids. Ron's Cycle shop in Mendon bought the whole shooting match for \$2,000.00 After scalding a few kids, he was shut down, then George Sherman of Holliston bought the whole show and brought it back to Holliston. It then went to his son Lou Sherman in San Leandro California and is in his museum out there. That was the big pacific type steam engine he used to pull the children in Bellingham years ago. It was a model of a Central New Jersey Pacific and weighed 1 TON.

This picture you have, the club has to thank Pat for sharing a golden memory of early live steam's past...and our clubs past. I hope this will be newsworthy for the Club's newsletter. •

FOR SALE

7-1/4" 0-4-0 Built by Jim Turnbull. Copper Boiler, steam water pump, axle pump, injector, hand pump. Great Steamer! Call for details 603-234-1019 Russ Page.

DeWalt 9" radial arm saw Good condition w/stand. \$150.00 B/O 603-234-1019 Russ Page. eMail? I don't need no stinkin' eMail

Hildreth Jct continued

engines and 2 affiliate members.

Well during this time, one of the members, had a idea, that the club should build a tower. This came from, Church Abraham. Well at the time, the club did not have, the money, in the treasury, in which to do this, the funds were \$128.00.

So the money, was raised, though, club donations, at the club business meeting, in which to buy, material needed, for this tower, other members did donate, in helping such as donating windows, doors, etc., to help keep expenses down.

Now since, the club, was putting such a large building, that could be seen from the street, it was suggested, that the club bet a building permit from the town, so on April 19, 1974, a permit was issued # 4001 to Charles Abraham of 56 Goulding St, of Holliston, MA to erect a (2) story, RR switch tower, at 370 Norfolk St, building to be 6 ft wide by 8 ft high, estimated cost \$300.00 permit fee - \$4.00, that some information on original building permit.

So on that following Sat, April 27, 1974 construction was started, with the digging and pouring the foundation of the tower.

Work, continue, through the spring; and summer, Webb Regnolds, did the signal work for the club, and maintained them also.

By summer, the tower, was just about done, George Hildreth, made a set of order boards for the tower, and he also came up with a manual way to throw the switch inside the tower using a full sized locomotive throttle, out of a B&M Mogul and levers to throw switch.

Just before the clubs 4th annual the tower was finished. On Sat, August 24th, 1974 during the 4th Annual Meet, the tower was officially named Hildreth Jct., a speech was read by George Dimond, thanking George Hildreth for his dedication to the club.

Well that's the story of how the original club tower came about. The tower served the club for 21 years with very little maintenance. Many of us can remember heading for the tower during the New Years Day Runs to get warm and for some liquid refreshments. •

*** Editors note: this article was not edited at the author's request!



4th Annual Meet - Tower Dedication - Photo, Pat Fahey
 Ian Fisher (Window), George Dimond, Percy Cone,
 George Hildreth, Charles Abraham (L to R)



George Dimond & George Hildreth - 4th Annual Meet,
 Tower Dedication- Photo, Pat Fahey

Clark's Trading Post continued

and now there are two reaches rather than one. After we finished that we watched the remaining switching moves as Leon put the locomotives on the siding leading to the engine house preparing for the winters maintenance. Then after he moved the passenger cars back to the station Russ and I got to run the Baldwin locomotive over the main line for a couple trips. I got a some time running and learning how to operate this locomotive that is a lot bigger and heavier than the other two I have run on the railroad. While we were out enjoying the locomotive and despite the fact that the park was closed we gave four folks who were watching a ride in the locomotive and even gave one fellow a chance to pull the throttle going up the hill. When we asked him if he would like to run the engine he said no and we made another trip with Russ at the throttle then when we got back to the engine house I asked him again and reminded him that it was a once in a lifetime opportunity to do such a thing and that was the clincher. He took the engineer position and ran a steam locomotive. He left with a huge smile on his face and some pictures as a memory.

Operating the locomotives is enjoyable but I still seem to enjoy working on them or similar assignments in the engine house more. At any rate it seems that the steam season is finished at the trading post until next summer when the Climax locomotive should have the new boiler and be back in service.

We did talk to Dave about what needs to be done this fall and there will be some track work so there will probably be some more trips up into the heart of the white mountains.

That finishes the report of the weekend last year.

The off season saw many new ties installed on the track, the boiler removed from the Climax, the Porter re-tubed and one of the excursion cars given a good refurbishing. A significant amount of work for Dave and Leon to have completed in that length of time.

This year the steam weekend will be September 17-18 I encourage everyone who reads these notes to join us for a great time. If the Climax locomotive isn't ready for this years festivities it will not be because Dave and his crew haven't put their all into the job, it will just be the constraints of time. If the locomotive isn't operating there could be a crew working on it in the engine house during the steam weekend. Just something else of interest to see during the weekend. •



The old track, 1992, photo by Michael Boucher

SteamingPriest.com/wls

Waushakum Live Steamers, Inc.

P.O. Box 6034

Holliston, MA 01746

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