Maine Narrow Gauge Museum and Locomotive Status Update

Trevor Hartford

I was asked by the editor of the Waushakum Journal to give a brief update on the status of Maine Narrow Gauge’s steam roster.

I have been involved with steam at MNG since the summer of 2001. As many of you know, the steam roster at MNG consists of 4 locomotives which, like the rest of the collection, formerly operated at the Edaville Railroad in Carver, MA.

Of the four locomotives, #3 and #4 are Vulcan built 0-4-4 Forney type locomotives which were originally built for the Monson Railroad of Monson, Maine. Engines 7 and 8 are both Baldwin built 2-4-4s built for the Bridgeton and Saco River Railroad. All four of the locomotives have operated in Portland at one time or another since being brought there.

For the past 10 years however, Monson #4 was the only one to be FRA certified and thus has been the center of the steam program. Though #4’s operating certificate expires in March 2014, it is expected that Monson #3 and B&SR #7 will be coming online in the next 1-2 years following extensive boiler overhauls. Below is some basic history of the steam collection and status of each engine.

History 1993 to 2004

Prior to 2004, when the MNG fell under FRA jurisdiction, locomotives 3, 4, 7 and 8 had all operated in Portland, but not all simultaneously. In the early days at MNG, no. 3 did
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Photo: ABOVE: Highline at rest beneath a blanket of snow. LEFT: Monson No. 4 at Portland in 2007. Two photos by J.B. Mentzer
From the Editor
J.B. Mentzer, Editor & Designer

Thank You …
A nod to the members who helped bring this issue to you:
Father Jay Finelli and Larry Urbanski for inviting the Journal to visit their private tracks and share them with readers.
Tomasz Palkon for submitting photos of the January meet.
Jim O’Brien and Dan Connor for proofreading and Dan for managing distribution of the Journal via email and snail mail.

The Journal Seeks Reporters
The Editor seeks a few members to volunteer to take notes at meets in 2014.
To have an adequate number of photos for each meet’s report, the Journal wanders the property actively shooting everything that moves.
At busy meets, being deployed at Page Station or along the broadway between the High Line bridges, precludes visiting the Steaming Bays to interview engineers. Notes from these interviews provide the source for the captions that accompany photos in the meet photo galleries.

Interested? Say hello! I look forward to speaking with you via email or at a club event.

A Word About Submissions …
The Journal reserves the right to edit any content received.
Stories may be corrected for spelling, readability or to fit the available space.
Photographs will be sized to fit space allowed. Adjustments may include cropping, rotating or adjusting for optimal appearance.

… and the E-Mail Version
If the emailed Portable Digital File (pdf) version of the Journal doesn’t display on your computer, please email the Editor.
To determine how to correct your issue, name your PC’s operating system (OS), include the versions of the OS version and the version of Acrobat your using.

From the print film era, Editor J.B. Mentzer takes a ride in the Vose Inspection car.
Club Business Update

Jed Weare, Secretary

October 10, 2013

The October 2013 meeting was called to order by the President at 8:07 PM, with 23 members present.

Minutes

The Minutes of the September meeting were read by the Secretary.

A motion to accept the Minutes was proposed by Ken Gates, and seconded by Jay Berry.

The motion was passed unanimously.

Superintendent's Report

The Superintendent's Report was delivered by Mark Arsenault.

Stone and gravel has been delivered.

The electrical wiring for trailer hookup at the end of the Hilton has been corrected.

The project to provide power for campers has started. Trench is dug, pipe is laid, and 3 posts with double outlets are in place. The service is 240V 100A. There are no plans to provide water hookups.

Old Business

Neighborhood Appreciation day had light attendance, due to rain in the morning and sports events. Donations of $58 were received.

The president reported that other clubs were charging initiation fees for new member applications. Many clubs included family membership as part of full membership, or charged a small extra fee. The officers will discuss this issue and suggest alternatives for the members' consideration.

The Hudson chassis is back at the track. A seized piston and damaged rings were found. Work will be done on this and on the motion over the winter. Ken Gates has volunteered. The Hudson boiler has been sectioned.

Bob Huston said that Viridian is giving bonuses during October and November for signing up for their electric service. The club gets monthly revenue for club members who have signed up with Viridian.

A Dell wireless mouse USB receiver was found at the track. Contact Dan Connor if it is yours.

New Business

October 20th is the Robert Foster Sr Memorial Blowdown Meet.

Saturday October 26th is the last scheduled work day of the year. New members are particularly encouraged to attend. After that date, water will be turned off to the track, and can only be available from the entrance shed via hose.

Pat Fahey is painting the Hudson chassis.

Larry Urbanski is having his All Steam Meet on Saturday November 9th, in Boxford, MA.

The next meeting will be at the Holliston Historical Society

Adjournment

A motion to adjourn was proposed by Bob Foster, and seconded by Bob Huston.

The motion was passed unanimously and the meeting was adjourned at 8:54 PM.

November 14, 2014

The November 2013 meeting was held in the Holliston Historical Society House and was called to order by the President at 8:03 PM, with 22 members present.

Minutes

The Minutes of the October meeting were read by the Secretary.

An amendment to the minutes was made: the double outlets installed for campers are in fact double boxes.

A motion to accept the Minutes as amended was proposed by Ken Gates, seconded by Bob Newcombe and passed unanimously.

Superintendent's Report

The Superintendent's Report was delivered by Mark Arsenault.

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New Year’s Day Run
Photos by Tomasz Palkon & J.B. Mentzer


Photo 5: Darrel Arndt and Waushakum Journal Editor J.B. Mentzer await the next photo op. Photo 6: Mark and the RS-3 depart with another passenger train.
Photo 7: Jim Abrams fires his 3/4” Hudson, Jed Weare looks on. Photo 8: Jimmy Connor fires his 2-4-0 Hardwicke at Cornell Station. Photo 9: First run for Mike Boucher’s pump cars, here in the command of James (L) and Ainsley Boucher. Photo 10: Colt Stewart takes his Heisler for another run.

Photo 11: Jim Abrams’ 3/4” 4-6-4 sounds great climbing the grade. Photo 12: The Wilderness Division lies ahead of Jay Berry’s Canadian Pacific SD40-2 in the command of Bob Mitchell.
yeomen service with no. 8 pinch hitting for special events and Christmas service because of its larger size. No. 3 also did a significant amount of traveling during this period, in some cases operating, in others, not. It appeared in: Monson, ME (running), Yarmouth, ME (cold), Bedford, MA, Harrison, ME and Phillips, ME. There were probably other places the locomotive visited but these were the ones I am aware of and can re-collect.

2004 - Present

In 2004, the MNG’s steam locomotives came under FRA jurisdiction after formerly being inspected annually by the state. FRA certification requires an extensive boiler inspection and overhaul every 15 years or 1472 operating days, whichever comes first. In contrast, state certification happens on an annual basis and the inspection requirements can often be much more variable depending on the state or even the inspector. This is often complicated by the fact that most state boiler codes are not intended for locomotive type boilers and many state inspectors are not knowledgeable of or feel comfortable inspecting locomotive type boilers.

All of the former Edaville locomotives received a new ASME welded boiler around 1960. While one might expect that this would have ensured the operation of these engines well into the future, it has instead become a major liability as it has been found that the ‘new’ boilers were not built with the same ruggedness one typically finds on a locomotive boiler.

When the railroad fell under FRA jurisdiction and the boilers were required to be thoroughly inspected, numerous defects and deficiencies were found in all of the boilers consisting of wasted and cracked firebox sheets, defective welding on the boiler shells, radial cracking around the staybolts as well as insufficient weld connections between the staybolts at the firebox sheets. These defects have been found, in varying degrees of severity, on all four locomotives. Since falling under FRA jurisdiction, #4, who’s boiler was found to be in the best condition, has been the only locomotive to operate in Portland. In the meantime, engines 3 and 7 are both nearing the end of major boiler overhauls to correct these problems and make them FRA compliant.

Former Monson Railroad No. 3

Built by Vulcan in 1913, this locomotive operated regularly in Portland during the first 10 years of the museum. It is currently leased to and located at the Sandy River and Rangeley Lakes Railway Museum in Phillips, ME.

This locomotive needed tubes and other boiler work when it was taken out of service at MNG in 2002. In 2007, the engine was sent to Phillips for temporary operation which then
led to a long term lease agreement between MNG and SRRL. This dictated that SRRL museum would make the necessary boiler repairs to make it FRA compliant. The locomotive was sent to Boothbay Railway Village for several years where it received a new firebox, flues, dry pipe, throttle and weld repairs to the boiler shell before being returned to Phillips in November 2012 for re-assembly. Re-assembly for this locomotive largely consists of re-connecting the piping for appliances and applying insulation and jacketing.

**Former Monson Railroad No. 4**

#4 is another Vulcan machine built in 1918. It is essentially identical to #3, though slightly heavier with slightly smaller driving wheels. When number 4 was moved from Edaville in 1993, it was in need of re-tubing, and was on static display in the museum building from 1993 until 1998. Beginning in 1998, the engine was re-tubed and received a new dry pipe, steaming for the first time in 2002. In 2003, the last year the railroad was under state jurisdiction, the locomotive also operated with #7 for one season. When FRA jurisdiction began in 2004, this was the most cost effective locomotive to change to being under the FRA form 4 due to the new flues and dry pipe and the fact that the boiler shell and firebox were in the best condition out of the 4 locomotives. After running for several seasons, it was again out of service for nearly two seasons in 2010 and 2011 when, during the overhaul of #3 and #7, it was discovered that the staybolt connections in the firebox were severely deficient. This same deficiency was subsequently found, to a lesser extent on #4 as well, necessitating replacement of approximately 1/3 of the staybolts. It returned to service in late fall of 2011. Based on the date the locomotive was re-tubed in 1998, its FRA certification expires in March 2014 at which time it will be stored awaiting funds to have its form 4 renewed. In all likelihood, returning this locomotive to operation will involve constructing a new boiler rather than attempt to make the numerous and costly repairs that ultimately became present on the other locomotives.

**Former Bridgton and Saco River Railroad No. 7**

#7 was built by Baldwin in 1913 and was the last locomotive to leave Edaville, not arriving in Portland until 2003. It made an appearance double heading with no. 4 that September at Railfest in 2003. Like engines 3 and 8, it was taken out of service after that season until an FRA inspection could be completed. This was begun during the winter of 2008. This was done simultaneously with #3 in Phillips, and during the next few months, the severe defects in the firebox and shell as discussed earlier were found. The boiler was removed from the chassis and sent to Boothbay where it is still in the process of receiving a new firebox and major weld repairs to the shell. The engine received another setback in the winter of 2010 when the portion of the enginehouse that it was stored it set fire by a homeless individual. The fire subsequently destroyed the tender tank and cab. The good news is that as of this writing, a new tender tank has been completed, a new cab is well under way and funding is in place to complete the boiler work and most of the remaining restoration work. It is expected that the boiler will return to Portland in late spring of this year and be mounted back on the locomotive by late fall. Operation by late 2015 is the goal.

**Former Bridgton and Saco River Railroad No. 8**

This locomotive is of particular historic interest- it is both the largest locomotive of the MNG collection- It was built by Baldwin in 1924 as the last locomotive for a US 2 foot-gauge common carrier. Its relationship to #7 is similar to the relationship between #4 and #3. It is virtually identical to #7 in appearance and design, though slightly younger and heavier. The locomotive operated on special occasions in Portland between 1993 and


**WAUSHAKUM JOURNAL** visits Fr. Jay Finelli’s Nasonville Valley Railroad

*Photos by J.B. Mentzer*  
*October 29, 2013*

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**Photo 1:** Firing in a woodland setting.  
**Photo 2:** The turntable has four steaming bays, plus with the lead to the main line. There is currently a one stall engine house with plans for a four stall house where the photographer is standing.  
**Photo 3:** During spring thaw and heavy rains, this culvert runs like a heavy stream.  
**Photo 4:** Stopped to work the fire at Raspberry Hill Crossing.  
**Photo 5:** Engineer’s view of the trestle built by Fr. Jay, and his dad, Jerry. built this trestle with local, rough cut pine in five days.

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Photo 6: Fr Jay’s 2-8-2 flies high on Nasonville Valley’s impressive 92’ long, 11’ high trestle. This view shows four of the 10 bents supporting the span. Photo 7: Looking under the deck truss toward the turntable and whisker tracks.

Photo 8: Future expansion will see track running atop the fill at right. Photo 9: Open woods that will one day see the Valley Extension.
Club Business Update

More work has been done on the camper power wiring project. A load center has been installed and connected to the Hilton. Work is probably finished for the winter. In spring, it is planned to provide 3 more posts in the tent area. Art Downer kindly donated the wire.

The bulldozer starter motor is broken. Investigation on whether to repair, rebuild or replace it is ongoing.

The tractor landing gear broke. Art Downer rebuilt it.

Art Downer also redesigned the stops for the unloading lift, and it seems to work much better.

Old Business

The Robert Foster Sr Memorial Blowdown Meet was held on October 20th and was a great success. Weather was very nice, and attendance was high. $62 in donations was received.

The scheduled work day on October 26th was also a success. Sixteen people attended.

Several members attended Larry Urbanski’s all-steam meet on November 9th. There were two locos each on both groundline and highline.

New Business

Nominations for club officers are open. The election will be held during the Annual Meeting in January. A motion to authorize expenditure of up to $400 for repair of the bulldozer starter motor was proposed by Mark Arsenault, seconded by Bob Newcombe and passed unanimously.

Water at the track is now turned off. The entry shed is the only place it is available. Please turn off the main water valve and drain and coil the hose after use.

The Holliston Historical Society’s Train Show will be held this year on February 15th and 16th in the Holliston Town Hall. Please notify the President if you want to bring anything for exhibition. Vendors and private sellers are also welcome and there is no fee. Secretary’s Note: The HHS website has a link to a Youtube video about all HHS events, including the train show.

The soda machine is still operational, but will not be replenished until spring. The excess soda stock was sold to members for $72.50. Howard Goren has donated soda and placed it in the fridge in the Hilton, for members’ use.

The snack machine brought in $60 last year. Several members said it was a very useful facility.

Members were encouraged to bring food items to the New Year’s Day Meet.

All business meetings until May will be held in the Holliston Historical Society House.

Membership Dues and Engine House Rental fees will be due soon. Members are asked to use the forms that will be provided at the next meeting, or in the Newsletter, in order to make the Treasurer’s job easier.

Tony Raiano volunteered to plow the driveway for the New Year’s Meet. Should it be necessary.

A project is planned to erect a mailbox at the end of the driveway to prevent Holliston town snow plows from blocking the driveway.

Hank Walter introduced himself to the club members. He brought and displayed a 7-1/2” gauge speeder he built and said he plans to join the club and run it at the track next year, after changing the gauge. There was some general discussion about 7-1/4” versus 7-1/2” gauge, the consensus being that 7/1/2” gauge was an abomination, or at best a tremendous mistake.

Adjournment

A motion to adjourn was proposed by Bob Newcombe, and seconded by Ken Gates. The motion was passed unanimously and the meeting was adjourned at 8:42 PM.

December 12, 2013

The December 2013 meeting was held in the Holliston Historical Society House and was called to order by the President at 8:06 PM, with 22 members present.

Minutes

The Minutes of the November meeting were read by the Secretary. A motion to accept the Minutes as amended was proposed by Ken Gates, seconded by Peter McMurray and passed unanimously.

Superintendent’s Report

The Superintendent’s Report was delivered by Mark Arsenault.

The mailbox on Arthur Drive is up. It was built by Mark Arsenault.

Dario is fitting the Hudson boiler to the chassis.

$321, after core credit, was paid for a rebuilt starter for the bulldozer. It is waiting to be installed.

Pat Fahey has been checking the track regularly, and he reports it is in good condition.

Old Business

Additional exhibitors for the Holliston Train show are being solicited.

The New Year’s Day Meet is coming up. Members are encouraged to bring pot-luck food items.

Mark Arsenault is cleaning up the old boiler from the Hudson for display.

Work is being done to improve the area in front of the cook tent.

New Business

The election of officers will be held during the Annual Meeting next month.

The unreliability of attendance of the car clubs at the car club meet
was discussed. Members were asked whether they knew of any HO or O gauge clubs that might be possible alternative attendees.

Dues are due. There will be forms in the Journal to use for submitting dues. The Journal is expected out next week.

J.B. Mentzer, the editor of the Journal, asked for stories from members.

The upcoming Conway Scenic Railway steam excursion on January 4th was mentioned. It may be the last steam event for some time on that railway. However, it appears to be fully booked.

Howard Goren mentioned that there will be a whistle blow at the Pratt Institute in Brooklyn NY on New Year’s Eve.

The Worcester Model Railroad Club will be exhibiting the next two weeks at Sturbridge Village.

Dario has the boiler on the chassis and is planning to test steam it soon.

Adjournment

A motion to adjourn was proposed by Peter McMurray, seconded by Dario Caiazi, and passed unanimously.

The meeting was adjourned at 8:35 PM.

Respectfully Submitted, Jed Weare (Secretary)
Ken Jackson’s B&O 0-4-0: 1st Run

Ken Jackson

At the Blow-down meet on October 20, 2013 my lifetime dream was realized when 0-4-0 B&O #96 ran for the first time.

I want to give credit to Mike McClure who did most of the locomotive work.

We started working together in October 2011. I wanted to have it finished to share with my family before the grand kids got too big. Mike made sure that we achieved that goal. He is an excellent builder and a very knowledgeable steam locomotive engineer. It was a privilege to be able to have him work on it.

The locomotive is modeled after the Baltimore & Ohio Class C16a Switcher. Baldwin (BLW) built 4 C16's (#96-99) in 1912 as tank engines. In 1926, B&O shops converted #96 & 99 to tender engines.

Dan and Jim Connor have a really nice example of the C16 Tank engine #99.

October 20, 2013 #96 was steamed up and ran for the first time at the WLS Blowdown meet. Mike had just returned it from the trial run and handed it over to me.

Not Receiving WLS News Emails from Dan Connor?
Has your email address changed? Email the Membership Coordinator.

Dues payment, Engine House rental and WLS member information coupon is on the reverse side. Please mail back with payment (if applicable) by January 2014 to:

Waushakum Live Steamers, Inc.
PO. Box 6034
Holliston, MA 01746

You may also give this to the Treasurer by the January Business Meeting.
2002. It could also usually be seen on Christmas Season trains at night in December. In 2003, it was briefly investigated whether or not getting the form 4 completed on the locomotive might be a relatively simple process. The locomotive had been re-tubed shortly before leaving Edaville and had operated very little since. However, like the other locomotives, its boiler and firebox had all the same issues which plagued the other ex-Edaville engines and would either need extensive work or replacement to operate again. Currently, the engine is stored out of service with no immediate plans for restoration.

Additional Information
The steam crew at MNG maintains the following webpage where up-to-date information can be found about steam operations and restoration work. https://www.facebook.com/BridgtonSacoRiverEngine7Rebuild

For anyone interested in becoming involved with the steam program, I encourage you to contact steam program manager Jay Monty (jmonty1201@gmail.com) who also happens to be a WLS member and contributed to the writing of this article.

2014 Waushakum Calendar of Events
Edited by J.B. Mentzer

Live Steam meets for May ~ October 2014 are listed below by date. Not listed: New Year's Day Meet on January 1st, 2015.

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

Saturday May 3rd, 2014
Spring Work Day: Members new and old come get the track ready for another season.

Sunday May 4th, 2014
2nd Annual Members Meet
Members Only
Cook Tent: Hot Dogs & Hamburgers

Sunday May 18th, 2014
Marilyn & Ken Chenard Memorial
Spring Steam-up Meet

Sunday June 22nd, 2014
13th Annual Van Brocklin Meet
Cook Tent: Hot Dogs & Hamburgers

Sunday July 20th, 2014
12th Annual Antique Car & Motor Cycle Club Meet
Cook Tent: Hot Dogs & Hamburgers

Annual Meet 2014 ~~~~~~~~~~~~~~~~~~~~~
Thursday August 21st, 2014 6:00 pm
Annual Diner
August 22nd, 23rd, & 24th, 2014
44th Annual Meet
Full Cook Tent • Saturday Night Dinner

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Sunday September 21st, 2014
13th Annual Neighborhood Appreciation Day
Members & Invited Guests Only
Cook Tent: Hot Dogs & Hamburgers

October 19th, 2014
Charles > Purnnton Sr Memorial
Fall Blow-down Meet

Happy Holidays
Waushakum Journal visits Larry Urbanski’s Boxford Belt Line
Photos by J.B. Mentzer November 9, 2013

“This is our annual all steam Memorial meet held every Veteran’s Day weekend to commemorate all of our fallen live steamers. Our dear friend Charlie Purinton passed on Veteran’s Day. He was an inspiration to us all.” – Larry Urbanski

Photo 1: Turntable Lead with the main line approaching on the right Photo 2: Herald of the Boxford Belt Line Railroad. Photo 3: Colt Stewart takes a turn running the 0-4-0. Photo 4: David Oliver and Jimmy Connor cure low water in the glass. Photo 5: Jim Bunzda running his Highline British 4-6-2 Photo 6: Mark Rowe looks for traffic ahead, while Jimmy Connor eyes the camera.
Photo 7: Richard Symmes (R) share an experience with Dan Connor. Ken Jackson fires his 0-4-0, assisted by Mike McClure. Photo 8: Event Host Larry Urbanski brings the Camelbak to a stop to disembark the passengers near their auto. Photo 9: Joe Monty fires his oil fired 4-2-4. C.P. Huntington.

Photo 10: Late in the day, Jay Monty and Larry Urbanski double head. Larry Urbanski adds, “When given the opportunity to run double headed is a lot of fun. To work with another engineer to keep the train moving is a different challenge than operating individually.” Photo 11: Bob DeWatcher drops the fire after a long, fun day on the Boxford Belt Lines. Photo 12: Larry Urbanski and Bob DeWatcher share a ‘Caption This’ moment.