

# WAUSHAKUM JOURNAL



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Joe H. Ng, Editor &amp; Publisher

## Engine Talk

by Pat Fahey

### Let me Run Your Steam Engine....

You being an engine owner; I ask how many people can you trust to run your engine? Now I am only talking to the ones in the club that own Steam Locomotives. When you hand your Steam locomotive to any club member, can he or she be trusted in running your engine?

Running a Steam locomotive is more than just pulling a throttle and shoveling a little coal. This person (new engineer) should know what to do if something goes wrong. Even though you brought your engine into the station and everything was working fine (injector, pumps, etc.), conditions can change in a heartbeat. What was just working fine can stop working, such as a steam pump starting to suck air because the tender ran dry. So the person you just put in charge of running your engine, IS HE OR SHE responsible enough to run? Can you just walk away, without a worry....OR should you be worried about it?

*...we as the member being the teacher, have to ride with them...*

I will not turn over my engine to just anybody. I don't care if you have an itchy finger and want to run steam. Yes we have to teach the younger people about the hobby. But if we are going to teach them, we as the member being the teacher, have to ride with them. Novices do not have the knowledge to react to all the things that can quickly go wrong with a steamer; be it an injector, water pump, or most importantly, maintaining safe distances. So far the best story that I heard: a member was running another member's engine at the club and could not get the injector to work. Well he turned the steam valve on, and the injector was running hot, and the injector of course would not pick up. Well he brought the engine back to the station with the boiler almost out of water. He told the owner- I put the injector on and I know what sound the injector makes when it is working (he began making the sound of the injector with his mouth). The owner said making the sound does not put water in the boiler. Now who is at fault? I would think the owner, because he let an untrained person run his engine.

At the track, during an event I have seen the younger people, ask, how's your engine running today? I will give an answer, and I will get the following question: how about letting me run your engine? Well, first can I trust you running my engine? Just because you like steam and enjoy the hobby, can I trust your skills?



If we are going to teach the next generation how to run steam, we have to stick with them. *You as an owner have to ride with them.* Someone has to be there when something goes wrong (or to avoid things going wrong). I am not trying to put down the younger generation, but the younger generation has to learn, but with respect. Remember if you hand your

*...it is your fault for not riding with them when things go wrong...*

engine over to just anybody because they like steam, and your engine comes back with a DRY boiler (no water) because they could not get water into it.... it is your fault for not riding with them when things go wrong.

## Officer Nominations for 2012 Now Open

Well it's that time of year again. Nominations for Waushakum Live Steamers Officers can be made up to the January Annual Meeting. As you know, the positions are President, Vice president, Treasurer and Secretary. Now is the time to take part and actively participate in our democratic process. Be in a leadership position and drive WLS in the direction that you would like it to head in the future.

At this time, the current slate of Officers are nominated. Tony Raiano has been nominated by Joe Cardelle to run for Vice President. Tony will be running against current VP, Joe Ng, who has held the position for 3 years.

## Meeting Highlights - October Meeting

This was the last meeting of the season held at the track. Next meeting will be at the Holliston Historic Society. Superintendent Marc's report focused on continued track clean up from the aftermath of the storm. Dick Ball and Dave Remington are playing large parts in gathering debris. The big effort of tree removal is behind us. Re-siding work is being done to the compressor shed and some talk about what kind of lock should be installed on the new replacement door. Dick Ball continues his work on the groundline with the new bridge. Footings are poured and additional support stringers have been added to the structure. After the successful numbering of steaming bays, it is decided to number all switches and sidings. Dick Ball is in the process of completing a detailed map of the property. This will be a valuable tool to facilitate future maintenance. Roof work on the containers will begin next spring. A current work list is posted on the Hilton bulletin board for volunteer workers to follow.

In old business, discussion continues on how to motivate members to come to workdays. Pres. Jim made a point of referring to a July Journal article about no one showing up on Saturday work days. More members are using the track, but not enough individuals are lending a hand for maintenance. In addition, there are many opportunities for

## from the Editor.... Joe H. Ng

For me, being a club officer goes hand and hand with the position of Editor of the WLS Journal. I am going on my 6th year and it allows me to have a unique perspective of the inner workings of the club so that I can write in a highly informed manner and have a reasonable amount of authority on the many subjects we touch upon. For me, one cannot exist without the other and the fit seems good. This does, however limit my time to be able to take part in Saturday or Wednesday work days. My work schedule can allow flexibility, but I use that time to handle administrative club duties and to produce the next Journal issue. I was able to recently take part in a solo work session at the track by doing some leaf blowing. Somehow, the work being done at the track seems so much more rewarding than the leaf blowing that needs to be done at home.

Being a volunteer administrator in an organization is completely what the individual makes of it. You have to put aside any notion that it is a thankless job because there will always be opposition. As WLS moves into the future, we face challenges that are far greater than what the small Norfolk Street WLS can ever imagine. To name a few: Liability, Safety, Community relations, environmental concerns and much more. It all sounds like the normal political rhetoric in the news, but these are real everyday WLS challenges that requires many man hours to knowledgeably address to insure the longevity of WLS. Insist that your club leaders be atuned to the state of the hobby along with being extremely knowledgeable and highly skilled at administrative tasking. Officers need to commit the time to the job to take us in the future.

As an officer, my focus has been to use my extensive corporate, business and entrepreneurial background to assure a safe and educational environment. Protecting the corporation is job #1. Safety and Education at WLS are the key elements that will ensure our continued survival. I'll look forward to serving if I have the membership's support.

Your editor feels that the *Let Me Run your engine* article was submitted due to many instances of lax observation of safety among some sponsors and engine owners that potentially can put equipment and possibly, our organization at tremendous exposure. Some novice members are extremely anxious to get a chance to run steam engines. Some engine owners oblige and give in very easily, or find it hard to say no. Once again, it is the responsibility of the sponsor to take novice members under the wing and make the necessary introductions and provide orientation and training (if necessary). Asking an experienced engineer that is at the track out for a nice Sunday run to be responsible for training a new person without prior arrangements is a huge undertaking. Once again, some engine owners may allow novices to run their engine, but this may not be the case for another. The same goes for rides and public rides.

If you hand your engine over to someone, make sure you know they are capable of handling it. You can always just say NO. This goes for sponsoring new members. If you cannot follow thru with sponsor responsibilities, it may be best to let someone that can be available to do it.



## October Meeting *con't. from pg. 1*

members to help out other than at work days, which includes meet help, at home administrative & support duties, or individual work at the track. Pres. Jim suggested that the Journal be used to get the word out for work days and possibly list names

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Club roster & schedule may be found on our website  
Hit link for WLS Members

Password - email Editor for password  
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of members that are non-contributors to work days. He asked members to give this subject some serious thought. Marc A. brings up a very good point that a workday builds friendship and camaraderie during the time that members are working together. The planned scheduled workdays in 2012 will hopefully draw some interest.

Additional discussion focused on another July Journal article involving track security. Members are not shutting down properly. Once again, Pres. Jim told all that there is a listed shut down procedure posted at key locations. Pres. Jim suggested that there be a light at each location that needs shutdown attention to remind the members shutting down. VP Joe read an email from Life Member Brooks Martin responding to the shutdown issues at WLS. This helped immensely in generating active discussion on this important subject. Seems that focusing on working together is a better remedy than punishment for security violations. Brooks's suggestion of a violator's punishment be mandatory Saturday work drew some interest. All suggestions had merit but the enforcement piece was the most difficult. Stressing the importance of the

sponsor to teach new members best track practices is a good start. This will be an on-going discussion in future meetings.

The club has received a donation of \$120.00 from the Tutweiler's during their visit to the short Annual Meet. Kathy Nassif of the BTO was so impressed with their visit that she sent us a personal donation of \$100.00. WLS is always very grateful to our many supporters and there was discussion about how to best recognize our many donors of the past. We will be looking for ideas from the members on how to best do this. It was noted that some of the donors wish to remain anonymous.

The club plans to add identification marking to all of our equipment, i.e.: engines, riding cars, couplers, etc. This will involve lettering and marking with metal stamping dies. Ken Gates volunteered to help in the numbering. John Mentzer volunteered to photograph all of the club equipment in hopes of making an on-going equipment catalog.

A large donation of books from Life Member and past President Chuck Abraham got delivered to the club. This is a vast collection accumulated thru the years and we thank Chuck for this generous donation. The Harold Crouch Blowdown meet will be approaching this coming weekend and looks like we can expect some nice weather for the final meet of the season. The real blown down of the facility will be around Halloween. The diehards will continue running till it snows. We are already looking ahead to next year's Holliston Historic Society's Annual Train show on February 18-19. It will be held at the Town Hall. Pres. Jim is seeking 10-12 volunteers to help in the setup and take down of tables and displays.

Dan Connor has volunteered to manage the club's on-going and ever changing mailing list and to help distribute timely club information by email in the future. Dave Remington did a great job in the past managing the club member roster. Richard Jenkins has volunteered his services, if needed, to help with the club's website that Fr. Jay has designed and is currently managing.

Our latest regular member is Andy Brauer of Boxford, MA, sponsored by Richard Jenkins. Mike Brown of Halifax, MA is our latest Associate member; sponsored by Mark Hirtle. Robert Crostin of Pennsylvania Live Steamers is our latest Affiliate member, sponsored by Tony Raiano. Welcome aboard all! On a non-steam note, we have learned that Jimmy Connors, son of Dan, is a theater enthusiast and he will be in an upcoming production called *Home Room* scheduled to play soon at community theatre. Well, break a leg Jimmy and best of luck in steam!

### November Meeting

Due to a scheduling conflict with the Holliston Historic Society (HHS), the November monthly meeting was held at the Hilton again. Fortunately the weather was not a major issue. Dan Connor got the word out to all of our members by email. It appears that scheduling at the Society requires quite a bit of advance notice.

The Secretary and Treasurer's report were read and accepted and Superintendent Marc gave us a short end of the season maintenance report. The hoses are all gathered and all water lines are blown out and the heat has been turned on in the entry shed. The toilet trailer has been shut down and antifreeze has been added where necessary. Work continues to hard wire the Hilton's security camera. The compressor shed is complete and ready for painting next season. The broken container pad lock has been replaced. If members lose a club key, the replacement cost is \$10.00, see the President

about this. In addition, it has been reported that a set of keys from our bulldozer has been lost, so be on the look out for a ring of keys and notify Officers or the Super when found.

It has been a very sad month for Waushakum with the passing of 2 long time members, Chuck Abraham and Bud Hansen. Chuck played a significant role in the transition from Norfolk St. to Arthur St. and led the club as President through many difficult times. Many from the old track will remember Bud as a very active highline live steamer that participated and contributed endlessly to the club. Read more about Chuck and Bud in later pages.

Pres. Jim reported that the Blowdown meet and Neighborhood meet went very well, although the turnout was not as big as in past years. We did generate some donations, but most importantly, the Neighborhood meet generated loads of community goodwill. Riding car couplers ordered from Railroad Supply have all been delivered and some have been installed and in use already on club equipment. Our next event will be the New Year's Day meet and Pres. Jim has asked members to bring a hot dish for participants to enjoy during the event. This event has been growing steadily through the years.

Officer nominations are now open up to election time at the January annual meeting. Some important meeting schedule highlights need to be communicated to our members for the 2 up-coming meetings. The December meeting has been changed to WEDNESDAY, 12/7/11 at the Holliston Historic Society. The January monthly meeting has been changed to WEDNESDAY, 1/11/12 and will be at the Holliston Historic Society. This change was requested and approved due to most of the members going to the big Cabin Fever show in Pennsylvania. We are pleased to have Wendell Crockett as our new Associate member. He was sponsored by Marc Arsenault.

Pres. Jim spoke more about inspiring members to contribute more work at work days and he was please to make an announcement that member Guy Jones has generously offered a substantial donation to WLS to help in our work day efforts. Guy, like many members are not able to come to Wednesday or Saturday work days. But instead, Guy has offered to send 4 workmen from his company for a day of work at WLS at his expense. Guy is in the full size railroad business and he tells us his men can get a lot done in one day. Our thanks go out to Guy for this offer and we'll look forward to reporting more on this in the future. In addition, 4 work day weekends have been listed in the WLS calendar of events. This is an organized effort to plan work days to get greater member participation. If it rains on the scheduled weekend, the workdays will be moved to the following weekend. The dates were picked in accordance to the meet and usage times of the track.

There was very limited discussion on whether to provide kerosene as a club supply item for member steam up and engine cleaning. It was decided that this should be an individually supplied item. Members are still getting a lot for their 100.00, 50.00 and 15.00 annual dues. For one thing, how about the use of a very well maintained facility?

It was noted that Chuck Abraham had 3 cats and members are looking for a home for them. In earlier meetings, Chuck donated his entire railroad library including the bookshelves to WLS. The collection is vast and this will be a welcome addition to WLS. Chuck's family will be planning a remembrance ceremony for Chuck and have asked if Chuck's ashes can be spread on the grounds of the club property.



All members unanimously approved this request. Tony Raiano received family permission to place a Waushakum pin on Chuck's lapel at the service. We hope that this will become a Waushakum tradition for a passing member.

Don Cornell is selling the equipment and associated items of his shop. He would like to sell it as a group, but willing break up the shop. Please contact Don Cornell for more information. Contact any of the Officers if you are not able to reach Don.

The highline water tank needs major fixing. Supt. Marc tells us that this is a winter take home project for a member that can work with wood, metal and some plumbing. Please contact the Super for more info. Also, the Super requests a refrigerator for the cooktent. If you have a full size unit you can donate to WLS, call Marc or the Prez.

### December Meeting

Our meeting was held on Wednesday 12/7, back at the Holliston Historic Society. It was not on the usual Thursday due to a scheduling conflict from an earlier booked usage of the hall. The January meeting will be on Wednesday, 1/11/12, so it would not conflict with the big Cabin Fever show in Pennsylvania. Minutes and Treasurer's report were read and accepted. Marc Arsenault gave us a short maintenance report. Hard wiring of the surveillance camera in the Hilton is completed and some old wiring has been removed. Groundline switches have been labeled with an ID tag. More brush has been gathered for the January bonfire and some burst hydraulic hoses have been replaced on our earth moving equipment. Ed Delaney spent 2 days painting the newly sided compressor shed.

Chuck Abraham's family wrote to thank WLS for all the kindness and sympathy they received from members. It is planned to have a memorial service at the Van Brocklin meet where Chuck and Nancy's ashes will be scattered along the club property because WLS was a place that was so dear to them. There was some discussion to perhaps make this a more private event for members only and to hold it on a date other than a meet. It was decided that Pres. Jim will confer with the family and they will decide what will be best. At this time, Pres. Jim, with the help of Dick Boucher is disassembling Chuck's enormous N scale basement layout. Jim feels that there is about 150 linear feet of track. This layout was modeled after the Boston and Albany line and was built in place. It is estimated that there are over 500 pieces of rolling stock. The non-modular layout has to be moved to facilitate future sale of the property. At this time Pres. Jim was seeking any interested individuals to help disassemble or to purchase any part of the layout. Chuck also donated to WLS an enormous collection of books and bound volumes of various RR magazines. In addition, Chuck's shop equipment was willed to the future WLS station, which Chuck played a significant part in designing. Most of Chuck's live steam equipment has been turned over to individuals by Chuck. Most notably was Chuck's 7.25" gauge Tiger that Dick Boucher hopes to have finished for the Van Brocklin meet in time for the memorial service.

Dick Ball was recently in the TV news for his many holiday house decorations in Holliston. He did 18 house displays. Pres. Jim urged all members to submit a filled-in coupon with their dues and rental payment. It was suggested that a supply of coupons should be on hand at the meetings for the members.

Nominations for Officers will remain open up till the January annual meeting when the yearly election will take place. A member nominated must be present to accept the

nomination. Our January New Year's meet will be coming up and we are hoping for nice weather. Tony Raiano has volunteered to plow the driveway and parking lot if needed. Pres. Jim asked members to bring some prepared dishes for all to share in the Hilton during the New Year's Meet.

Marc Arsenault is looking for ideas on how to solve the shifting steaming bays, turntable and loading turntable. He wanted to throw this out for members to think about over the winter to see how we can best address this. Marc's initial thought was to run an experiment on 2 of the steaming bay tracks to see if a leveling effort will make it through a winter. Marc is looking for ideas and this generated quite a bit of discussion. Pres. Jim was pleased to see so much participation and asked the members to submit some informal sketches and a brief write up on the various ideas to solve the shifting problem so that we can get a clear direction for future action.

Pres. Jim reports that the Joy Town rolling stock that we showed some earlier interest in will prove to be far more expensive than we can afford.

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*In memory of*

## Walter "Bud" Hansen

1914 - 2011

Life Member of WLS, Friend, Supporter  
and dedicated highline engineer



photo by Arthur Butler

Walter "Bud" Hansen age 97 and lifelong resident of Concord passed away on Monday, October 24, 2011 at Emerson Hospital. He was the husband of the late Margaret Bishop Hansen who died on July 1, 2011. Born on March 15, 1914 in Concord he was the son of the late Hans Jergen and Karen (Grondahl) Hansen. Raised and educated in Concord, he graduated from Concord High School. He then enlisted in the United States Army during WWII. Upon his return home he married and settled in Concord. Mr. Hansen was employed for many years as a printer with the Waltham News Tribune. He was also a member of the Concord Auxiliary Fire Department for many years, retiring as a captain. A long time member of the West Concord Union Church, he attended weekly service and was active in many church committees. He also enjoyed the live steam hobby and was an active member of Waushakum Live Steamers in Holliston and the Northeast Live Steamers. He is survived by his son Paul Hansen of Marlborough and several nieces and nephews. Services were held on Friday, October 28th in the West Concord Union Church. Rev. Hannah C. Brown officiated. Interment followed in Sleepy Hollow Cemetery, Concord. Gifts in his name may be made to Concord Health Care Center, 59 ORNAC, Concord, MA 01742. Arrangements under the care of Glenn D. Burlamachi, CONCORD FUNERAL HOME, Concord. To share a memory or offer a condolence visit: [www.concordfuneral.com](http://www.concordfuneral.com)

*In memory of*  
**Charles M. Abraham, Jr.**



**1945 - 2011**

Life Member and past President of WLS,  
 Leader, Mentor and Visionary  
 that helped move Waushakum  
 into the future

"Chuck", age 66, of Wilmington, passed away peacefully surrounded by his family on October 23, 2011, at the Beth Israel Deaconess Medical Center in Boston. Charles was born on February 14, 1945 in Natick, MA and was the son of the late Charles M. Sr. and Eleanor (Williams) Abraham. He was raised in Holliston and was a graduate of Holliston High School. Chuck enlisted in the United States Navy in February of 1966 and honorably served the country until he was discharged in February of 1970. He returned home and continued his education at New Bedford Tech and Wentworth Institute of Technology in Boston, graduating with a Bachelor's Degree in Engineering. Charles was currently employed as a mechanical engineer for Jacobs Engineering, but he was also a dependable and valued former employee of the Charles T. Main Company, Stone and Webster, and AEI.

Charles was married to his sweetheart, the late Nancy A. (Downes), on December 28, 1974 in Wakefield. The couple moved to Wilmington in 1976. They loved spending time together and traveled a lot. The couple traveled the world, reaching Australia, New Zealand, Fiji, Alaska, Hawaii and many islands along the way. They traveled throughout the United States and their favorite place to go was Martha's Vineyard. Aside from traveling, Charles loved spending time with his cats, Taz, Scooter, Brady and Tinkerbelle, they were his babies.

Being an engineer, Charles had a love for model trains. He was a member of the Waushakum Live Steamers, a model train club, of which he served as President. Charles also loved following sports, and was an avid Patriots and Red Sox Fan.

Charles will be remembered for his quiet nature, he was a gentle giant, a big teddy bear with the heart of gold, he will be greatly missed by his family and friends.

Charles was the beloved husband of the late Nancy A. (Downes) Abraham. He was the cherished son of the late Charles M. Sr., and Eleanor (Williams) Abraham. Charles is survived by his step mother, Romaine Abraham of Franklin. He is the dear brother of Cynthia Bastarache and her husband Norman of Petersburg, NY and Maryellen Abraham of Clinton, MA. Charles was the loving uncle of Richard Spencer, Jean Paul Bastarache and Lisa Bastarache, and great uncle of Zachary and Kaitlynn Spencer.

Family and friends will gather for a Funeral Service on Thursday, October 27th at 1:00 p.m. in the Nichols Funeral Home, Inc., 187 Middlesex Ave. (Rte. 62), Wilmington. Visiting hours will be held on Wednesday, October 26th from 4-8 p.m. Memorial donations in Charles' name may be made to the American Heart Association, 20 Speen St., Framingham, MA 01701

## Our Dear Friend, Chuck by Pat Fahey

I was asked by the club editor to write a little something about Charles Abraham (better known as Chuck). I first met Chuck when Dick Bourinot & I first joined the club back in 1970's. At that time Chuck was living in Holliston, and I think on Norfolk St., not far from the track with his mother and father.

When I first met Chuck along with Dickey, he was sort of laid back and quiet. As we got to know Chuck, we found he loved trains and we had plenty to talk about. Chuck did like his railroads and I believe his favorite railroad was the Boston & Albany. Because he was always talking about the B&A 2-8-4's 's known as Berkshires or the J-2 class Hudson's that the railroad had. Chuck, the same as Dickey and I did not own an engine to run at the track. But he did pickup a 3/4" 4-4-0 without a tender from one of the members.

Chuck was the one who helped bring in the Eastern Star to do the cooking during our Annual Meets. Chuck enjoyed running the cook tent along with Nancy and his sister. Chuck's hamburgers were known as Ballast Burgers because they would stick with you all day long. When Chuck met Nancy they were always together. Nancy enjoyed the trains the same as Chuck, they both went on trains trips whenever they could.

Chuck was also Secretary for the club from 1975 to 1979 when Tom Otis stepped down. Chuck was also the President of Waushakum from 1990 to 1996 replacing Pete Peterson. Chuck was president during a very critical time for the club. At that time we were in the process of buying our first piece of property. There were many hurdles to overcome at this time and Chuck's leadership guided us through. Chuck was a fighter and he would take on the different committees in order for the club to get our piece of property.

Chuck was a good friend, he always did ask me about my railfan trips and if it was behind steam. Well all I can say is Chuck and Nancy were a huge part of Waushakum and played a big role in where we are today.



Chuck (right side) shown with the other WLS officers in the late 70's at Norfolk St. From left to right: George Dimond, Percy Cone, George Hildreth and Chuck Abraham





## Harold Crouch Blowdown Meet

The Harold Crouch Blow Down meet took place on a beautiful cool Fall day with bright sunlight and blue sky on October 16. It was almost all steam at one point with 8 steam highline engines and 8 steam groundline engines. In addition, we had 9 gasoline and electric engines. We had a small public crowd with only about 100 people attending. Marc Arsenault, Fr. Jay and Don Cornell handled the ground line rides. Paul Godin, president of PVLS was in attendance running his Allen Mogul. He was accompanied by PVLS secretary Richard Michaud. We were pleased to have them visit us. Our real blowdown will be around Halloween when we start to button up the facility for winter. Most importantly, the water will be shut off, hoses and tents gathered and we'll start to see engines moving back home. A few of us will be running till it snows.

Our last meet of the season was named in honor of WLS Life Member Harold Crouch. Harold was a NYC railroad man during the height of steam. For a hobby, he was also a devoted live steamer who belonged to numerous steam clubs in the Northeast and many other railroad enthusiast organizations. Harold had vast mechanical engineering experience and was the goto guy when there was a mechanical engineering problem. He was often the first to be consulted. Harold was the consummate tinker and he was always experimenting with various engine lubricants and fuels for his steamers. Harold frequently attended steam meets in the northeast, often with Jim Stewart in the early years. He started as a highline live steamer in his early days in the hobby building a 3/4" scale Tom Thumb and a 1" scale NYC Niagara. He then migrated to the groundline building a 1.5" scale Pacific, which today, you'll find in our Van Brocklin engine house. It's good that live steam history is being preserved by having a little piece of Harold's work resident at WLS.



Chris Detsikas enjoying a ride on his UP electric switcher.



Gerry Barton at the throttle of the Charlton engine.

photo by John Mentzer

## 2012 Dues are now due!

Please fill out the coupon and submit with your payment to our Treasurer. Be sure to check the box for receiving your future Journal by email. Members that would like a paper copy by U.S. mail should check off the appropriate box and add \$15.00 to their usual annual payment. Membership cards will only be issued if you are current with dues/rental payments. Entry codes to facility buildings will be changed this spring and your code will appear on your 2012 membership card. The WLS Journal will be sent by email to all members with an email address. Tax deductible contributions are always welcomed at WLS!

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## 2012 Waushakum Live Steamers Annual Payment Coupon

Name _____		Annual Dues	<input type="text"/>
Street _____		Engine House Rental	<input type="text"/>
City, State, Zip _____		Paper WLS Journal	<input type="text"/>
Email _____		Contribution	<input type="text"/>
Telephone (Land line and Cell) _____		<b>Please make check payable to: Waushakum Live Steamers, Inc. Dues are due by January 31, 2012</b>	
<input type="checkbox"/> In the future, please send newsletter by email		Total Enclosed	<input type="text"/>
<input type="checkbox"/> Full \$100.00 <input type="checkbox"/> Affiliate 15.00 <input type="checkbox"/> Life <input type="checkbox"/> Engine House Rental 50.00			
<input type="checkbox"/> Junior 15.00 <input type="checkbox"/> Associate 50.00 <input type="checkbox"/> Honorary <input type="checkbox"/> Paper copy of WLS Journal 15.00			





Chris Bourgeois on the highline with his recently acquired 0-4-0 switcher. There is a lot of local live steam history that goes with that little engine!



Mrs. Prez., Pam chatting with Arthur. One of the few times Pam is not at the cook tent and able to enjoy the meet at the station



PVLS President Paul Godin was able to finally get to run on our groundline. Paul has been to many of our past meets without an engine. Hope he can join us again in the future.



Ken Gates, builder and engineer of his Providence and Worcestor diesel outline engine.

**How have you contributed to Waushakum recently?**

***Reminder - January Meeting has been changed to Wednesday Jan.11 this year.***  
***Nov. - Apr. Club meeting held at the Holliston Historic Society (across from the police station)***

*cut here*

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

Waushakum Live Steamers, Inc.  
P.O. Box 6034  
Holliston, MA 01746  
Attn: Jim Abrams, WLS Treasurer





Marc is getting ready for another load (above). Father Jay with a train of very patient young visitors (below).



It's all steam in the steaming bay during the Blowdown Meet.



## Work Around the track

On Friday 10/21/11, one of the few remaining mild Fall days, our work crew was busy trying to finish up some projects before it gets too cold. New siding is being installed to the compressor shed. This is a Friday work day because the previous Wednesday was rained out. Out beyond the tunnel Dick Ball is making great progress on the bridge project. Concrete footings are in place and there are plenty of support stringers under the bridge for additional strength. Tom O'Neill is assisting with many loads of ballast on the Slug.



Art Downer, Don Cornell, Rogar Austin, Gerry Barton., Dick Ball and Bob Delisle making preparations to pour footings for the new bridge.



Rogar, Tom, Art, Bob, and Marc are re-siding the compressor shed during the warm spell.



On a warm Nov. 13 Sunday, Ed Delaney is being very productive in the great weather. This is an example of a member participating in club work on their own schedule.

## Our Dick Ball is on Ch.7 News!

Dick Ball was on the Channel 7 WHDH news on Wednesday, Nov. 30 in the morning. Besides working so diligently at the WLS track, Dick also finds time to decorate many Regal St. homes in Holliston for the holidays. It was long rumored that he does this during the Christmas season, now we know what it's all about. Its great to see one of our guys in the news! Check it out on-line:  
<http://www1.whdh.com/news/articles/local/metro-west/12006030559098/man-brings-holiday-cheer-lights-to-holliston-street/>





## 2012 New Year's Day Meet

Our 2012 New Year's Meet took place on one of the nicest New Year's weather days ever. Temperatures were in the 40's with fair skies. In anticipation of a good turnout, Joe Cardelle blew away leaves and debris on the highline and groundline earlier in the week. Luckily, there was no further wind damage to the property and track. We had a nice turnout with over 150 people attending. Fortunately, the ground was frozen enough so there were no stuck vehicles in our parking lot.

There was plenty of action on the highline. Alex Karnes ran his recently acquired 3/4" Atlantic but had to cut short his run due to some boiler leakage. Joe Cardelle showed off his freshly painted 1" Mikado that ran very smoothly. Joining in on the highline were Ian Fisher, Bev Barnard, Tony Raiano, John Kelly, along with some other engines that took advantage of the fine weather. Bill Gagne, Marc Arsenault, and Bob Carlsen were on the groundline with their diesel outline engines performing passenger hauling. We had a good showing of electric engines on the groundline as well. Inside the Hilton, there were plenty of homemade hot treats provided by Pam O'Brien, Dan Connor, Bobbie Jo Raiano, Stephanie Abrams, Kathy Arsenault, Mrs. Art Downer and Bob Mitchell.

A 3/4" OS Mogul was shown for sale in front of the Hilton for \$6,000.00 (see Discover Live Steam for more info). In addition, Pat Fahey posted a flyer for some highline engines that he has for sale. This was a very enjoyable meet and a

chance for members to catch up with each other. President Jim wishes to thank all that contributed and especially the end of the meet cleanup help in the Hilton from Pat Fahey, Arron and Bob Mitchell.

The 55 gallon barrel is more of Superintendent Marc's handy work. This really gives off a lot of heat!



photo by Tom O'Neill



## Where are potential members going?

I ran into Les Russell at the Charles River RC Club's annual auction. There was lots of stuff and it was priced to sell! Average winning bid was \$50-60 with many active young



(no drivers license) bidders. In most cases, kits were almost ready to fly. The 5' wing-span Spitfire with a .71 engine went for \$200.00. Did you know that WLS has enough RC guys, or former RC guys to form our own charter AMA club? But somehow, I think coal fired equipment has greater appeal for our group. This may be a good place to sell off some of

that unwanted RC stuff to make room for new live steam projects. Auction is held every year around Thanksgiving.

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## Wear Your Safety Glasses!

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Members and our readers might want to take note of a recent posting by Mike Boucher on our Yahoo groups concerning a very important safety message:

Hi folks,

Last weekend, I was using my table saw to cut a few pieces of 2x4 exactly 2 7/8" long. I needed 4 all the same size. Turns out, I was using my table saw incorrectly, as I successfully cut piece #1, but piece #2 got bound between the fence and the "back" of the blade and quickly turned into a projectile.

Bounced off the right side of my face, pretty much a direct hit on the safety glasses.

The final score:

1 pair of safety glasses where the glass popped out of the frames, but didn't seem to break the lens. (still haven't found the lens, no clue where it went)

2 cuts which required stitches, 1 on my right eyebrow taking 3 stitches and 1 on my right cheek taking 5 stitches.

1 hell of a black eye. Eye was completely swollen shut on Monday, but the swelling has almost completely subsided by now. Still really ugly looking. I suspect this was due to the lens getting shoved into the soft tissue around the eye.

1 CT scan to verify I didn't fracture my cheekbone.

1 eye test, at the E.R. before the eye swelled completely shut (about 2 hours after initial injury) which had me still being able to read the 6th line down, which is 20:20.

So, even with all that, I still consider this a victory for safety glasses. I took a direct hit with no apparent injury to the eye itself, just some "collateral damage" around the eye. I can only imagine the damage that would have been done if I hadn't been wearing them...

BTW - I've now looked up and found the correct way to make this cut, so I don't replicate this stunt again...

BTW II - my wife has declared that I'm also going to purchase a full face shield as well as a new pair of safety glasses.

Mike



## Around the Track

On 10/25, the day before the scheduled Wed. water shut off at the track, we had an unusually big crowd at the track. Joe Cardelle was there to steam his newly acquired Mikado. What a smooth runner it. Don Cornell was winterizing Mummamae. VP Joe was running his Black Five and Jim Abrams was on the highline with his 3/4" Hudson. Jim McGrath and his son Joe was there also to bring home Eustis for the winter. Pat Fahey, Ian Fisher and Howard Bailey was also there. We usually don't even get that much attendance on a sunny Sunday. It was one of the nicer Fall days, and we'll be seeing fewer mild days from now on.

The first snow of the season came early this year on 10/29/11. Fortunately, our Wednesday work group turned the water off just a couple days earlier and gathered the hoses around the track. The upcoming storm was turning out to be a winter style noreaster and the western part of Mass got clobbered with snow. There were wide spread downed branches and power outage in central Mass. Our track fared much better. Very early reports from Pat Fahey tell us that there was power failure in parts of Holliston which included Arthur St. There was one down tree at the beginning of our driveway and a downed sizeable branch on the groundline at Page station on the return track. There was no other damage to the property and the weather returned to a mild Fall, so fortunately heat was not needed in the entry shed due to the power failure.

Early November was dry and very mild and we even got a near 70 degree day. VP Joe blew pine needles off the ground line and highline in anticipation of members running on Veterans' Day weekend. President Jim, Pam and grandson was even spotted at the track on a Tuesday running an electric Plumcove engine. Fall is the best time to run!



On 11/3, a few days after our first nor-easter, Pat Fahey and VP Joe shut down the club's Hudson and highline Pacific. Boiler and water lines were blown out and the pumps removed for winter. John Kelly started a log book for the Hudson and engine maintenance was written in.



All switches on the groundline have an ID tag now. This will greatly facilitate better maintenance communication. This was done in the Fall by the Wednesday work crew. Highline switches will be labeled this spring.



Pat Fahey tells us that this 1" scale Mikado use to run at the old place many years ago. Many do not remember that far back. Joe Cardelle is the new owner (this comes just in time because Joe probably needs another winter project). This engine features a 7.5" dia, copper boiler and reports are that its been sitting for over 20 years in a garage in Marshfield, MA. Luckily the cylinders were filled with oil. The Mike was built over 40 years ago by Norman Steele and often ran at PVLS. The builder also built Pat Fahey's 3/4" scale Mikado. The engine's chassis castings are very similar to VP Joe's 1" Mikado which was built by PVLS's Keith Park. The engine rolls very freely after years of dirt were cleaned off. With only low pressure air, the engine spun its wheels. This was another good find. The engine was listed in a letter to WLS and announced at the October meeting. It was sold a day or two later. Joe C. steamed the engine just before the track blow-down and it ran beautifully! Smooth and effortlessly on 40psi. The oversized whistle produced a deep rich tone. Great find!



That's our John Kelly sitting on the John Bull (another one of John's cleaning chores) at the **Smithsonian**. What a gig he got! We're pleased to hear that John will be interning with renowned film maker Ken Burns this winter. Have any of our members seen John's hour long video *the Iron Horse*? It's about current steam railroad activities in parts of USA and was funded by William and Mary University. The hour long movie is well done and worth seeing, rivaling PBS shows.



## A great crowd on a Fall day

On Sunday 11/20 (weekend before Thanksgiving), it was very mild and in the 60's with some blue sky. What a crowd we had, it almost looked like a meet day. Pat Fahey, Ian Fisher, Dave Remington, Jim McGrath, Joe Cardelle, Ken and Marilyn Chenard, Dan and Jim Connor, Ed Delaney, Howard Bailey and Joe Ng were present.

Joe and Dan were running.

## New engine, new track

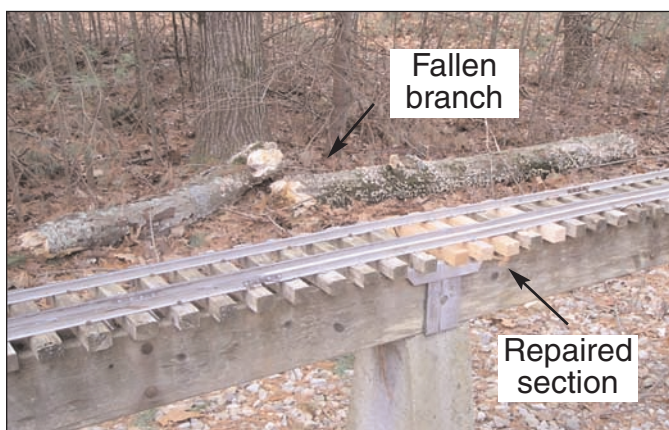


Chris Sylvester shows off his recently acquired engine running on his newly built home track named Westville Light Railway.

## Highline track damage

On Dec. 10, Pat Fahey reported that there was damage done to the 1" track from a falling tree limb. There is a bend in the 1" rail, but the 3/4" rail is fine. Looks like a section of rail needs replacing along with some ties as well. Pat marked the location with a red cone. The damaged section is located just passed the short covered bridge. If you walk up from Mary's rest area to the first signal you will see it.

On 12/14, Pres. Jim, VP Joe and Dave Remington went out to take a look. Dave and Jim McGrath made the repair on 12/16, another very mild day! Thanks for the quick work!



## George Lakeman Founding Member of WLS

By Pat Fahey

George Lakeman was one of the founding members of the Waushakum Live Steamers. George lived in Bellingham, Mass along with his wife Thelma and family. George had his track in Bellingham. It had two tracks, a highline and a ground line track.

George did build in 3/4" scale and also 1 1/2" scale. In the smaller scales, I don't know what engines he built. It

was known that he did build three locomotives, one of which was 3/4" scale. In the larger scale he did build two 1 1/2" engines. One was a 4-4-0 and the other 4-6-2. His railroad was known as the Blackstone Valley RR, located on route 126 in Bellingham. Now the location of the new Irving Gas Station. The house is still standing, but any trace of the railroad is long gone. The track for the ground line was only 800 feet and just a circle track with 7 1/2" track gauge.

The railroad has carried as many as 15,000 passengers since it began operations. This information has been taken from a magazine known as *The Miniature Locomotive*, Nov/Dec 1954. When I got interested in the Live Steam hobby, I did ask my mother if I ever had a ride on Mr. Lakeman's railroad, and the answer was yes.

As I said when I started this article, George was a founding member of the Waushakum Live Steamers. George was the First Consultant Engineer for the club, so if you had a problem with your engine, he was the man to ask.

The biggest engine that George built was his Pacific. The engine weighed in at about 1,400 lbs. and was based on a Central New Jersey engine. Her engine number was #476, she carried a 100 psi boiler pressure and her cylinders were about 3". Dickey Bourinot once told me he had a chance to run the engine, and she had power.

After Mr. Lakeman passed away, the engine was sold to Ron's Cycle Shop in Mendon, MA. Ron set up the railroad, but he had no idea on how to run a steam engine. Somehow Dick Bourinot heard about it and Dickey wanted to run the engine for Ron. However, Dickey's mother and father would not hear about it. So Ron decided he would run the engine. Well, I guess on his first trip around the track, he did scald a few of the kids. That in turn shut the railroad down. The next event for the equipment was an auction and George Sherman of Holliston Mass brought the equipment, including the track. George Sherman already did have a 1 1/2" New Haven engine which was a homebuilt engine with a track gauge of 5". The engine was a 2-4-2 and numbered #1104. George sent the Pacific to California to his brother Lou Sherman. The engine did run, I believe at Lou's home track. The engine is still in existence, now belonging to the California State Railroad Museum. It is not ready for public display, but it is in storage. I contacted the museum about the engine, just to find out if they did have it. I have sent along what information I did have on the engine, including pictures etc.

So there you have the story of Mr. Lakeman, the only part of the story I can not answer is what happened to the 4-4-0 in 1 1/2" scale.





## George Sherman Railroad

By Pat Fahey

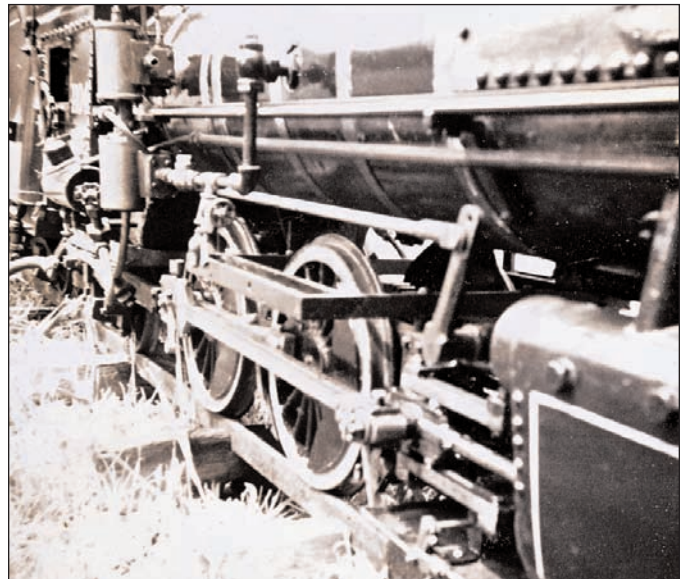
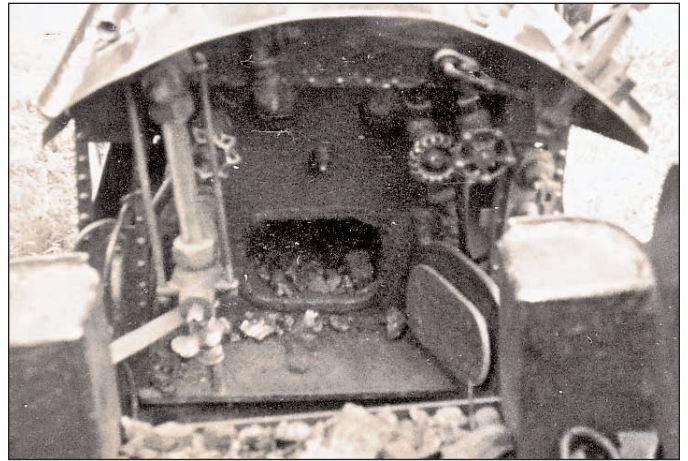
In the last article I talked about the Blackstone Valley Railroad, which was located in Bellingham, MA. Now I am going to talk about another miniature railroad located within a half mile from my house, here in town. This railroad was not set up like George Lakeman's railroad in Bellingham, it was a private line. The person that owned the railroad was George Sherman. The line was set up only to run back and forth for a distance of about 150 feet. The line did run from the shed to George's end of property to route 16. The line did have a slight curve in it, but was basically straight. The track gauge was 5 inches and the rail was strap steel with notches cut into the ties. The ties were either 2x4 or 2x6, with no ballast; just laid on the ground.

The engine was 1 1/2" scale, but with a 5 inch track gauge. The boiler was made of steel. The boiler pressure was 75 psi, with an injector and single acting steam pump supplying the water. From what I can remember the injector was the main supply for water. The valve gear was Stephenson, but made to look like a Walschaerts valve gear. Both crossheads ran on stainless steel balls instead of shoes.

Why 5 inch track gauge? This part I am not sure. The way the story goes is the cylinders that were on the engine came from a Stanley Steamer and this was the reason for the small track gauge. The engine was modeled after a New Haven Atlantic, but somewhere in it's lifetime it became a 2-4-2, losing one of its plot truck wheels. The engine was fired on coal.

George only ran the engine on special occasions such as family picnics or special holidays. Dick Bourinot got to know George Sherman, and he was the only person George would let run his locomotive. George only had one car in which to ride in and it was a 10 seat car with a roof.

George sold the engine and riding car back in the mid-eighties for \$ 2,500. The engine was sold to someone in the Worcester area. If it is still around is anybody's guess.









On Sunday Nov. 7, there was a little activity at the track with Sec. Ian and VP Joe enjoying some Fall run days. Dan Connor later joined in with his B&O 0-4-0T propane fired engine. Dan had some fuel and burner problems solved with the help of Superintendent of Motive power Jay Berry. The engine steamed up quickly and ran beautifully. Keith Parks of PVLS was the builder of this highly detailed engine. Some members may remember Keith from the Norfolk St. Annual meets back in the early 80's. He was one of the very few live steamers running on propane at the track with his 1" NYC Mikado (now owned by VP Joe and coal fired).

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