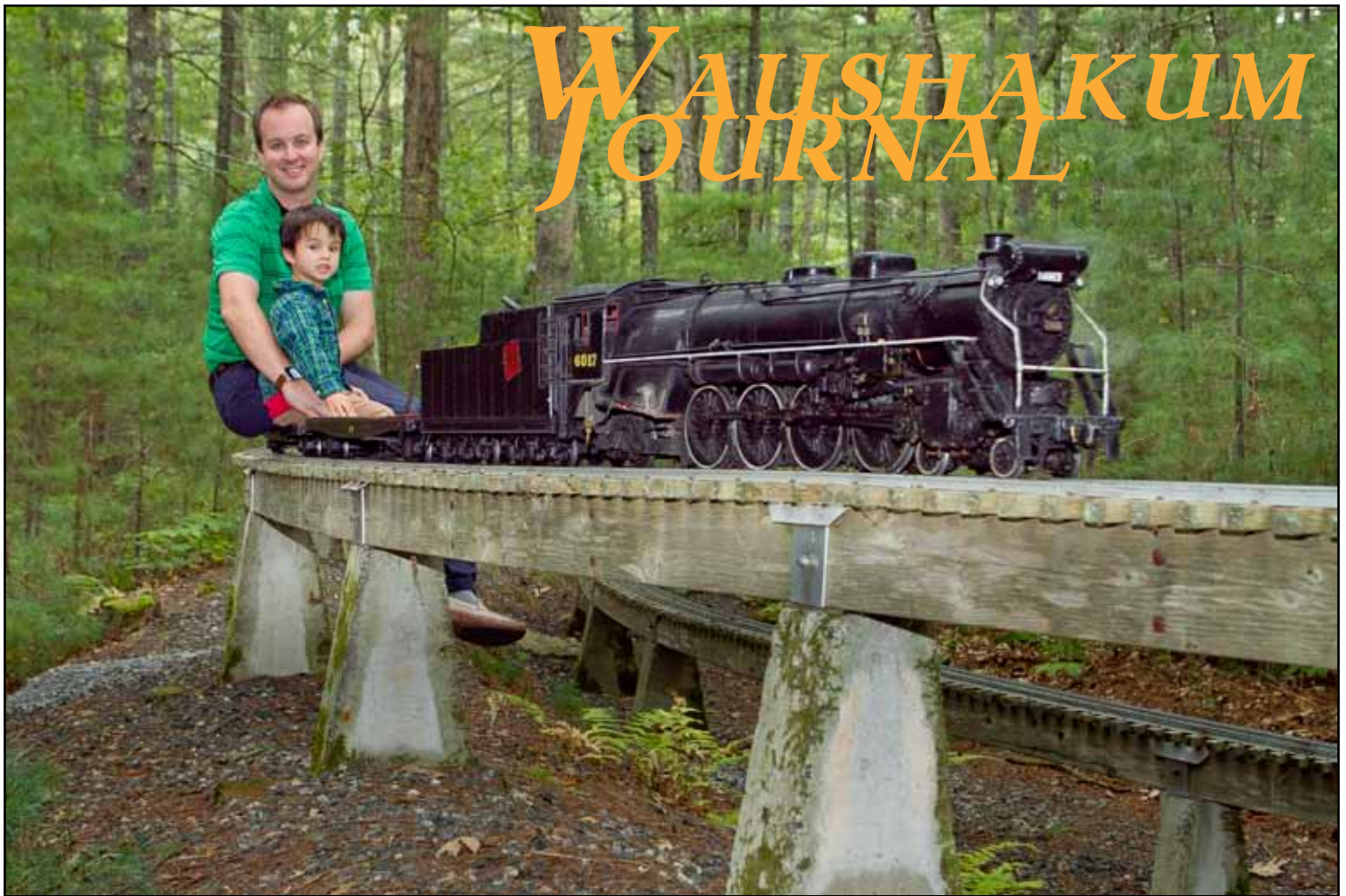


WAUSHAKUM JOURNAL



Fall 2016

Jed Weare: Signals, Part II
Meet Photo Galleries:
Annual • Neighbors • Blow Down
Wednesday Work Crew

WAUSHAKUM JOURNAL

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WJ 34:4 • v1.04p4

From the Editor

J.B. Mentzer, Editor, Layout Designer and Lead Photographer

Thank You ...

A nod to the members who helped bring this issue to you:

Jed Weare who contributed part two of his *Signals on the WLS* story.

Jim O'Brien and Dan Connor for proofreading and Dan for managing distribution of the *JOURNAL* via email.

Smaller Gauges

The 1949 *California Zephyr* toured the Amherst Belt Lines modular layout at the 2015 Model Train Expo in Marlboro, MA. The annual event is sponsored by the Hub Division of the National Model Railway Association.

Photo 46: Rio Grande train No. 17 climbs the Front Range of the Rockies just west of Denver Colorado. Sleeping car passengers are quite comfortable in their Pullman accommodations in WP 851 *Silver Crane*, one of five six double bedroom - five compartment sleepers added to the *C.Z.* pool in 1952.

Photo 47: Scheduled for scenery, the *C.Z.* was known for its Vista Domes. D&RGW 1145 *Silver Sky* carries the markers of the original *California Zephyr* ever westward.



TWO PHOTOS, J.B. MENTZER

Obituaries

James O'Brien, President, WLS

Fred Jaggi

July 2, 1935 ~ September 24, 2016



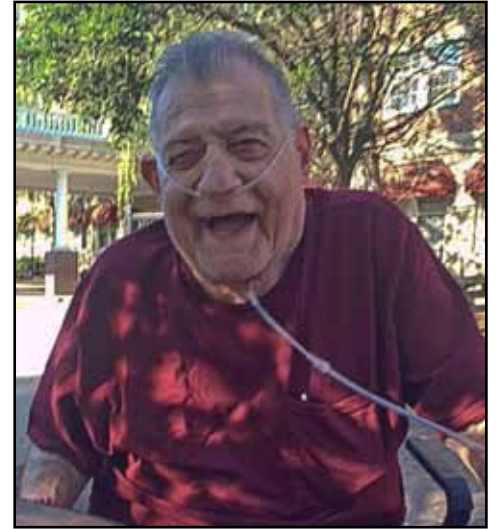
Jaggi, Frederick L. age 81, of Cranston, RI passed away in Warwick surrounded by family on Saturday, September 24th. He was born on July 2nd, 1935 in Providence, to Frederick E. and Clarice (Melvin) Jaggi. He was the husband of the late C. Valerie (Jacques) Jaggi, married for 52 years. One son Christopher preceded him in death and he is survived by two sons, Frederick P. Jaggi and his wife Tammy of Plano TX, Nicholas Jaggi and his wife Carla of Warwick, RI, and six grandchildren, Brice, Corey, Zachary, Nicholas, Ryan

and Kaitlin. He studied chemistry at Brown University and graduated from the Massachusetts Institute of Technology with a Bachelor of Science degree in chemical engineering. Fred had a long and illustrious career in the petrochemical and energy industries. He completed projects all over the world. Fred and Val lived in England, France, Holland, and the US. They enjoyed travelling, spending time with their extended family, their dogs and spoiling their grandchildren. Fred actively participated in many different organizations including the MIT alumni association, New England Model Engineering Society, Waushakum Live Steamers, and the North American Sundial Society. Fred also gave generously of his time and energy to St David's on the Hill Church, mobile loaves and fishes, Harrington House, Rhode Island Community Food Bank and the Hope Alzheimers Center. Fred was in good standing for over 50 years with the American Institute of Chemical Engineering. Fred served as the president of the New England Steam Museum, and took great joy in hand crafting complex scientific equipment including miniature steam engines, sundials and orreries. Fred was greatly loved and will be sorely missed. Horas Non Numero Nisi Serenas. "I only count the hours that are serene." A Funeral Service will be held on Friday at 11:00am in St. David's on the Hill

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Robert "Bernie" Berninger

July 2, 1935 ~ September 24, 2016



BERNINGER, Robert M. 71, of Waltham, formerly of Reading, passed away peacefully July 11, 2016 after a long struggle with lung disease.

He was born in Boston, Ma., December 8, 1944 to Melvin and Elizabeth Berninger of Reading, Ma.

A welder by trade, he was known for his colorful welders hats, his humor and his loud, contagious laugh.

He is survived by his daughter Elizabeth, grandson Anthony, his sister Marjorie Schell and husband James, his nieces, Kimberly Schell, Jaime Gagnon and their families.

Services were private.

Waushakum Live Steamers Dues Payment Coupon

2017

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Dues Rates (Proposed)

MEMBERSHIP DUES

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- ASSOCIATE \$ 75.00
- JUNIOR \$ 20.00
- AFFILIATE \$ 20.00

Attend the Annual Business Meeting January 12, 2017 to cast your vote!

WAUSHAKUM JOURNAL FOR 2017:

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- PRINT **COLOR** \$ 22.00 *New!*
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WAUSHAKUM LIVE STEAMERS, INC.

TOTAL ENCLOSED

Club Business Update

Jed Weare, Secretary

July 14, 2016

Minutes

The meeting was called to order by the President at 8:00 PM with 18 people in attendance.

The minutes of the June Meeting were read by the Secretary.

Acceptance of the minutes as read was proposed by Bob Mitchell, seconded by Bob Newcombe and passed unanimously.

Superintendent's Report

Marc Arsenault provided the Superintendent's Report.

The weather was too hot to do a lot of work, but the new loading bay is in and finished apart from painting.

The cook tent refrigerator has been hard-wired back to the Hilton, rather than being plugged-in, per the electrical inspector's requirement.

Dick Ball and crew have been doing a lot of ballasting.

Old Business

The electrical permit has been awarded. Mike Rossini the electrician did about \$860 worth of work, as his name is on the permit. This includes permit, parts and labor costs.

The Van Brocklin meet was last weekend. We made \$423 on food and \$253 in donations. The coke machine took in \$92, sales of shirts and hats by Walt Weber realized \$190, and \$100 of DVDs was sold, i.e., \$1,058 income.

The sign up sheet for Annual Meet jobs is in circulation.

The fire extinguishers have been replaced after their inspection.

New Business

Tim Humiston was sponsored by Joe Ng, and was elected as a Full Member.

The Car Cub meet will be July 17th. Mass Cruisers will attend with 10-20 cars. The NMRA Hub Division will also attend that day. The Autoneers antique car club has requested a private tour on August 6th. Walt Weber proposed they be invited. Bob Mitchell seconded the motion, and it was carried without dissent.

The President noted that we needed more handouts for the Annual Meet.

The idea of asking for a donation for parking at the Annual Meet was discussed.

There was also discussion about selling off some unneeded club equipment. Among the items considered were the Southbend lathe, the Slug electric loco, the snow blower and the gas compressor.

There is a shortage of volunteers for working at the Annual Meet. Amelia Jamieson volunteered to call members and ask them to sign up for jobs.

August 13th is scheduled as a work day, to prepare for the Annual Meet.

The credit card debt is costing us over \$100 a year in interest. The President suggested we could borrow from Howard Gorin's donation to pay off the credit card and save this interest charge, re-paying \$500 a month for some 14 months to repay the amount borrowed. It was generally considered that paying interest while having cash reserves was not smart, but concern was expressed about the recurrence of the problem. Various methods to control spending were suggested and discussed. Jed Weare proposed that the credit card limit be set to \$2,000. Amelia Jamieson seconded the motion. Jim Abrams proposed an amendment that the limit be \$2,500. The amendment was seconded by Mark Arsenault and was passed without dissent. The motion, as amended, was passed without dissent.

Walt Weber proposed that money from Howard Gorin's donation be used to pay off the full amount of the credit card debt, the amount borrowed being paid back at a rate of at least \$500 per month until the whole borrowed amount has been

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Dues payment, Engine House rental and WLS member information coupon is on the reverse side. Mail with payment before **January 31, 2017** to;

Waushakum Live Steamers, Inc.
P.O. Box 6034
Holliston, MA 01746

You may also give this to the Treasurer at the January Business Meeting.

Signals on the WLS, Part II: Dark Signals Also Means Stop

Jed Weare • Photos by J.B. Mentzer

Part I of this story appeared in
Summer issue of WAUSHAKUM
JOURNAL, Volume 34 No 3. -Ed.

Color Light Signals

In the previous article, we talked about how a red light means stop, though that apparently wasn't universally understood This article was advertised to be about other signal



This Color Light signal is dark. A dark signal indicates STOP.

aspects, or light colors, but there are a few points arising from the previous article that need to be addressed first.

We said that a red aspect means STOP; another aspect that means STOP is a dark signal. That is, a signal with no light showing at all. This makes sense, because it usually means a light is burnt out or obstructed, so you had better assume the worst, which is a STOP aspect. As for any STOP aspect, you need to stop at a dark signal, and then either remain stopped, if it's an absolute signal, or proceed dead slow, if it's a permis-

sive signal. To avoid traffic jams, the usual procedure for a persistent dark absolute signal in full size is to phone the signalman for verbal permission to proceed - same as for a red aspect. At WLS, we don't have signalmen or phones, so be your own signalman and give yourself permission to proceed - at dead slow speed.

While on the topic of dark signals, there is one situation where a dark signal is not the result of a fault. Actually, the WLS signals are dark most of the time, as they are "approach lit", meaning that the lamp is turned on only when a train is in the block approaching the signal. As an engineer, you will see the next signal turn on as you cross into its approach block, if it's within sight. If it comes up red - or doesn't come on at all - you will be able to stop before you pass it, right?

So far, we have been talking about lights used as signals, in particular a red light used to indicate you should stop. The color light signals (Photo 1) on WLS have three separate colored lamps. These resemble upside-down traffic lights in appearance, though sometimes the green lamp is not present.

Understanding Semaphore Signals

However, we have recently added some semaphore signals, which use the position of an arm to convey meaning: horizontal for STOP, 45 degrees up for CAUTION and vertical for CLEAR. Actually, they do also have a colored light of the appropriate color for use after dark. In any event, a semaphore arm positioned horizontally (often referred to as being "at DANGER", to use an older term) is one more aspect that means STOP.

Power-operated semaphore signals can also be approach activated, though the semaphore terminology for this feature is "normal danger". When no train is approaching the signal, the arm motor is turned off and the arm falls back under gravity to the STOP (horizontal) position. When approached, the motor powers up and the arm (also the light) indicates the "real" aspect, just like when a color light signal turns on. However, it may take some time to get

Obituaries

continued from Page 3

Jaggi

Episcopal Church 200 Meshanticut Valley Parkway Cranston. Burial will be private. Visitation will be held on Thursday from 4:00-7:00pm in The Butterfield Chapel 500 Pontiac Avenue Cranston. In lieu of flowers donations to the Hope Alzheimers Center 25 Brayton Avenue Cranston 02920 or to St Davids on the Hill Episcopal Church would be appreciated.



Signal indications on a Semaphore signal are read by the blade position by day and by colored light by night.

there, if other than STOP is indicated.

I've spent some time on this because I have noticed there is a tendency for engineers to blow through a semaphore at danger, particularly if it is dark when first seen. Perhaps it is because a semaphore at danger looks like it's not doing anything, but the same rules apply: if the signal is telling you to stop, you should stop.

So, after two longish articles, we are at the earth-shattering conclusion that "STOP means STOP". In a later article, we'll finally get to signal aspects that will actually let you move.

Another Successful Meet

James O'Brien, President, WLS

The Thursday night annual dinner at the Crystal Room in Milford, MA, was a huge success. Pam & I received positive feedback from almost everyone who went. The location was excellent, easy to get to from I 495 or from the track. The food was great and there was plenty of it. The guest speaker was entertaining despite the technical difficulties with the TV screen.

The Annual Meet this year went very well. The weather could not have been better (except for maybe the high humidity on Friday) and the visitor attendance was



steady but not overwhelming as in past years. I would like to thank everyone who helped out this year, both before and during the meet.

I would like to say a special thank you again this year to Pam for doing all the ordering/picking up all the food for the meet, doing the grill at the cook tent and cooking the Saturday Night Dinner with the help of Sandy (Pam's daughter) Sydney (Sandy's daughter) and Polly Holden at the Holliston Historical Society Barn. I'd like to thank Bob Newcombe for doing the Sat & Sun breakfasts and doing the grill while Pam was at the Holliston Historical Society. Polly Holden, Demetra Huston, Linda Downer and Gail Newcombe for working the cook tent and Bobbie-Jo Raiano for manning

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Page 6 Photo 1: Reading Lines EMD GP30 departs the Station. **Photo 2:** Hank Walther's speeder train framed by the signal bridge. **Photo 3:** Highball at Cornell. **Photo 4:** A visitor patronizes the WLS T-shirt table. **Photo 5:** Arthur Butler, photographer.

Page 7 Photo 6: Pam O'Brien and Gail Newcombe kept us fed at the Annual Meet. **Photo 7:** Jay Berry runs the club's Hudson. **Photo 8:** Hank Walther's unstoppable speeder. Conductor Pete kept an eye on the passengers. **Photo 9:** A British 4-6-4T gets lots of attention at Cornell on the High Line.



Photo 10: Electro-Motive lives on with this A-A unit consist powering a passenger train. **Photo 11:** Matt Betzner and his UP RR industrial switcher. **Photo 12:** Chance running his dad's GE Dash 9-powered freight train **Photo 13:** A meet deep in the Wilderness Division. **Photo 14:** Colt Stewart gives a local reporter a ride. **Photo 15:** John Kelly's NYC 4803 4-6-2 meets a visiting train powered by an EMD GP38. **Photo 16:** Running light, engineer Kelly leans to view the track ahead. **Photo 17:** Fr. Jay with a full passenger train behind Page Station. **Photo 18:** Mike Boucher running Jay Berry's CPR SD40-2. **Photo 19:** The McGinnis era on the New Haven Railroad is not forgotten with Ernie Gatzke's Herbert Matter liveried boxcab electric.



Another Successful Meet

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the cash register for all 3 days. If I missed anyone I apologize. I'd also like to thank Claudette Gosselin & Kathy Arsenault for manning the shirt table all 3 days, and let's not forget Gerry Finelli for being the Station Master for the entire weekend and Tony Raiano for the corn for the Saturday Night Dinner.

I would also like to thank Amelia Jamieson who made all the calls to members to fill in spots on the work sheets for the 3 days. Trust me, I've done it in the past and it's not easy. Thanks again Amelia.

Thanks to all the engineers & conductors who kept all the visitors moving for the weekend, and finally thanks to all who helped me on Monday morning to get this place cleaned up and back to normal.



Neighborhood Appreciation Day

Photos by J.B. Mentzer

September 18, 2016



Page 10 Photo 1: Happy passengers aboard Tim Jones' 3/4-in 4-8-2. **Photo 2:** The trusty RS-3 departs the station. **Photo 3:** Just beyond the Steaming Bay diamonds is Travis with his boxcab electric. **Photo 4:** Engineer Tim Jones with his 4-8-2, built by the late WLS member George Dimond. **Photo 5:** Art Downer highballs Page Station.

Page 11 Photo 6: Station Agents John Pilling and Jerry Finelli watch youngsters Tommy, Evey with grown up Adrienne board a train. **Photo 7:** WLS President Jim O'Brien assists WLS Vice President Bob Newcombe in the Cook Tent. **Photo 8:** Mark Hirtle supervises a junior operator.





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Photo 9: BreAnna Schleicher and Chris McClure run a critter past Page Station. **Photo 10:** Art Downer's propane-fired 2-8-2 exits Steeves Tunnel. The grey arch is a Tell Tale, to let passengers (and engineers!) that there's a limited clearance ahead.

James Scott Memorial Run Day

Photos by J.B. Mentzer

October 16, 2016



Photo 1: Railroad Supply's Mike McClure takes Ken Jackson's engine out with a passenger train. **Photo 2:** Joe Monte at Newcombe Jct. **Photo 3:** Trains queue in the yard. **Photo 4:** Photographer on the track! **Photo 5:** Jim Davidson's Norfolk Southern (NS) GE Dash 9. **Photo 6:** Travis passes Newcombe Jct.



Club Business Update

continued from Page 4

repaid, starting on September 15th 2016. The motion was seconded by Marc Arsenault. Gary Taylor proposed an amendment that, in addition, the credit card balance shall be paid of in entirety each month. The amendment was seconded by Walt Weber and passed without dissent. The motion, as amended, was passed without dissent.

Reservations are being taken for the Annual Dinner. Howard Gorin has found us a speaker, Richard Gleuck, who is President of the group restoring the Maine Central #470 locomotive.

Mark Arsenault requested that the Treasurer report separately on costs of food items for meets, in order to provide greater visibility into the actual profit produced by food sales.

Adjournment

A motion to adjourn was proposed by Bob Mitchell, seconded by Bob Newcombe, and passed unanimously. The meeting was adjourned by the President at 10:10 PM.

August 11, 2016

Minutes

The meeting was called to order by the President at 8:00 PM with 23 people in attendance.

The minutes of the July Meeting were read by the Secretary. It was noted that in two unrelated items, "month" had been mistakenly substituted by another unit of time, one smaller and one larger.

Acceptance of the minutes as amended was proposed by John Pilling, seconded by Bob Mitchell and passed unanimously.

Superintendent's Report

Marc Arsenault provided the Superintendent's Report.

A large tree came down in a recent

wind storm, causing some damage to the groundline track. The damage has been repaired. The storm also caused damage to the steaming bay tent, bending some poles. These have been replaced and post have been reinforced and fastenings strengthened.

There have been problems with the steam pump on the Hudson. Don Ritchie fixed it. The cause was lack of oil. A bigger oil reservoir and/or more careful operation are needed.

Old Business

About 8 or 9 cars visited for the car club meet. The NMRA Hub Division also visited. We took a total of \$1352: \$673 in food sales, \$363 in donations, \$160 in shirts, \$75 in DVD sales, \$51 from the soda machine, and \$30 in drink can deposits.

The Autoneers antique car club cancelled their private tour on August 6th. Unfortunately, the email to members with the notice of the cancellation got messed up.

Some of the unwanted club equipment has been sold. We got \$250 for the snow blower, and Jim McGrath bought the shaper for \$300.

There was some discussion about whether selling the old Southbend rather than the Jet lathe was a good idea, as the Southbend has tooling. Walt Weber proposed, and Dave Remington seconded, that the club accept an offer from Amelia Jamieson to buy the Jet lathe for \$1500, with a \$500 deposit and the balance being paid within a year. The motion was carried unanimously.

We still need volunteers for workers for the Annual Meet. Amelia Jamieson said she got 7 callbacks from 50 calls to members asking them to volunteer. This was generally thought to be a pretty poor showing by club members.

It was suggested that food breaks for engineers at the Annual Meet be staggered to avoid periods where there are no trains running. This could possibly

be managed by Jerry Finelli as part of his Stationmaster job.

Dinner reservations are still being taken.

New Business

David Swirk, sponsored by Jim O'Brien, was elected as a Full Member. He is looking for a 7-1/4-in gauge steam locomotive.

A fee for parking, in the form of a suggested donation, was discussed at length. Mark Arsenault volunteered to collect the money. Pam O'Brien felt strongly that it would be an unacceptable change to the club culture, and would in any case result in no benefit, as it would reduce the amount of other donations. John Pilling proposed that we ask for a \$5 donation for parking. Bob Huston seconded the motion. Mark Arsenault proposed an amendment that the donation be solicited only from visitors, other than members of other steam clubs bringing equipment to run. John Mentzer seconded this amendment. The amendment was defeated. The motion was also defeated.

Saturday 13th will be cleanup day for the Annual Meet. Work to be done includes grass cutting, trash collection and weed killing.

August 14th is the deadline for reservations for the Annual Dinner. Directions to the Crystal Room will be disseminated by email next week.

The President brought attention to several rules that will be in force at the Annual Meet:

- Only Cook Tent workers are allowed within the kitchen area of the Cook Tent
- Trains with passengers must have Conductors
- Vendors cannot park near the vendor tent area, this is handi-capped parking only
- Only WLS members can camp on-site in trailers.

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Club Business Update

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Howard Gorin proposed, and Gary Taylor seconded, that \$250 be donated by the club to the 470 Restoration Fund, as the Funds President will be speaking at the Annual Dinner. Arthur Butler said this was too much, and amended the amount to \$100. This amendment was seconded by Bob Newcombe. The amendment was accepted by a 4 to 3 vote, and the motion, as amended, was passed without dissent. Following the vote, Tom McCune donated \$50 to WLS to assist with this donation to the 470 Restoration Fund.

The {Summer 2016} newsletter is out. Frank DeMasi is selling a riding car.

Adjournment

A motion to adjourn was proposed by Bob Newcombe, seconded by Bob Mitchell, and passed unanimously. The meeting was adjourned by the President at 9:25 PM.

September 11, 2016

Minutes

The meeting was called to order by the President at 8:00 PM with 16 people in attendance.

The minutes of the August Meeting were read by the Secretary.

Acceptance of the minutes as read was proposed by Walt Weber, seconded by John Pilling and passed unanimously.

Superintendent's Report

Marc Arsenault was not present to provide the Superintendent's Report, but supplied some information via email.

The steaming bay turntable hydraulic oil has been topped up. Our stock of hydraulic oil needs replenishment. Howard Gorin suggested using a hydraulic pump and cylinder system for the turntables, to reduce oil loss and compressed air usage.

The station tent needed renewal.

Bob Newcombe has been leveling ground line track.

The compressor shed roof has been repaired.

We need to get a chipper for disposal of all the downed pine branches. They have been stacked around the track and are an eyesore and a fire hazard. John Pilling will look into the project. It was also noted that the fire lanes probably need some work to keep them open.

The fire danger from steam locomotive with missing or inadequate ashpans was also discussed. Proposals were made for inspections and a log book for visiting locos. The safety committee will be meeting soon to discuss these and other issues

Old Business

The Annual Dinner was a success. The location (Crystal Room in Milford) met with approval, as did the food. The Guest Speaker Richard Gleuck, President of the group restoring the Maine Central #470 locomotive, gave an interesting presentation, despite some technical issues. Walt Weber moved that Crystal Room be booked again for next year's dinner. John Pilling seconded and the motion was passed unanimously.

The Annual Meet was also a success. The weather was very good, though the humidity was high on Friday. Visitor attendance was high, though not overwhelming. John Pilling remarked that he clocked up about 15 miles pulling passengers; a visitor from Long Island did about 40 miles with his Dash 9.

The President thanked many people who made special efforts at the Annual Meet and contributed to its success.

There was one incident, where a member slipped getting off a train and sustained minor cuts. Pam O'Brien administered first aid.

Bob Mitchell said his cars are avail-

able for club member to use for working purposes.

New Business

Copper Berry was elected to Junior Membership. The President mentioned that four renewals of associate and affiliate memberships were also received.

Holliston Pumping has slightly increased their charges for pumping out the toilets over the meet weekend to \$200.

The President amplified the Treasurer's earlier remarks about paying off the credit card. The proceeds from the annual meet, less an adequate amount of working capital, will cover a large part of the credit card debt. This will reduce the amount of Howard Gorin's donation we need to borrow to pay off the rest. That amount will be paid off at \$500 per month, as per the earlier resolution.

Neighborhood Appreciation Day will be September 18th, 10:00 am to 3:00 pm. Food will be available. John Pilling volunteered to help distribute notices of the meet to the neighborhood.

The James Scott Memorial Blowdown Meet will be held October 16th.

October 22nd will be a Scheduled Workday.

The October meeting will be held at the track. After that, meetings will be held at the Holliston Historical Society House until spring.

Adjournment

A motion to adjourn was proposed by Bob Newcombe, seconded by John Pilling, and passed unanimously. The meeting was adjourned by the President at 9:13 PM.

Respectfully Submitted,

Jed Weare
Secretary

Wednesday Work Crew

by Marc Arsenault • Photos by the Author



New to the WLS? The work crew welcomes anyone to help maintain the track, buildings and grounds. Projects for every ability level! Have a free Saturday? Pitch in at the WLS and take pride at future meet.



Over time, tree roots raised the inside track limiting the overhead clearance to a dangerous point. The work crew removed the track then cut the roots. The reset track now sits about 5 inches lower.

Photos 1-3: A big crew undertakes the track undercutting project. **Photo 4:** Bob Mitchell loads cut logs. **Photo 5:** Another work train that collected brush around the Ground Line is unloaded at the station and carried to the burn pile.



BOB NEWCOMBE



The Waushakum Live Steamers, Inc.
P.O. Box 6034
Holliston, MA 01746