



The
PLS GAZETTE

P.O. Box 26202
Collegeville, PA 19426-0202

January–February 2013

The PLS GAZETTE

A newsletter of the Pennsylvania Live Steamers, Inc.

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FIRST CLASS



From Along the PLS Main Line

We are now in a new year and there are several projects in the planning stages that we hope to implement throughout the year. One of those projects is a car barn for 4¾ inch gauge equipment which is described in detail elsewhere in this *Gazette*. Another is an addition to the passenger station that will extend a roof over the platform and benches where passengers and spectators now sit in the afternoon sun. Bill Normart, who initially designed and built the station, is doing the design work for the addition so that it will retain the look and quality of the original structure. A third somewhat smaller project is the addition of a shed off of the east end of Building 3 (the main loco-

tive storage building) to house the backhoe and the cement mixer. Those items have been moved from place to place over the years as they have been displaced by various construction projects. Finally, installation of the passing track on the 7¼ inch main line, between the tunnel and Mercer Bridge, should be complete by the time running season begins. Work on the double-curved turnout for the Mercer Bridge end is currently underway. Projects are opportunities for members to get involved. If you are so inclined, we will be glad to have you work with us.

In this issue of the *Gazette* you will find another interesting and informative article by Bob Thomas, along with the “necessary things” that are updated and published each year at this time. These include: the calendar of events, the proposed budget to be presented for approval at the March business

meeting and the list of candidates for officers and directors that will be voted by the regular members at the March meeting. All members are welcome to attend that meeting, but only regular members are permitted to vote.

I will not be running for the president's position this year. I thank the membership for giving me the opportunity to serve and I hope that I am leaving with PLS in at least as good condition as when I began my term. Actually, I believe PLS is in very good shape for the present and going forward. For that, I (we — all of us) need to thank those special individuals who take personal pride and interest in making PLS a premier live steam organization. They know who they are and many others know who they are also. A toast to them!

Safe Steaming,
Lee Nonnemacher – President



Allen Underkofler

From the old shoebox of photos we all have comes a shot from the 1970 PLS Fall Meet at Paoli. George Hoopes is at the throttle of his Reading Pacific on the 1" branch loop around the club house and steaming bays.

7¼ Passing Siding Installation Started

Our track crew has been working for several months on the new 110-foot long 7¼-inch gauge passing siding that will extend along the upgrade beyond the tunnel and will reenter the main line track just before Mercer Bridge. The west turnout, nearest the tunnel, was installed in December.

(Continued on page 2)

On a cold December's day, Bruce Saylor (camouflage overalls) and Bob Hillenbrand work on installing the west turnout for the new siding.



7¼ Passing Siding

(Continued from page 1)

Outdoor work has been suspended due to finger-numbing temperatures and frozen ground. In the interim, shop work continues on the double-curved turnout that will be required for the Mercer Bridge end of the project.

Our signal team will be installing the necessary switch actuator and signals that will complete the project, expected to be operational in time for the beginning of the running season in late April.

Bob Hillenbrand and Bruce Saylor set the west turnout for the new passing siding.



Notice of Elections and Annual Meeting

PLS elections will be held during the annual membership meeting on Saturday, March 16th 2013 at 12:30 P.M. To be elected are president, secretary, treasurer and three board members.

Nominees for the offices are as follows:

President – Frank Webb
Secretary – Bob Blackson
Treasurer – Walter Mensch

Board of directors:

Pete Brown Jim Connelly
 Sharon Connelly* Ron Henderson
 Carl Miller Pat Murphy
 Lee Nonnemacher Bruce Saylor

* Denotes incumbent running for second two-year term.

Membership Renewals Now Due

As a reminder, membership renewals are now due. In order to remain a member, we must have your renewal by March 1. Please take the time to complete the renewal notice that you were sent in January and forward it with your dues. If you have misplaced your renewal notice, you can receive another one by e-mailing secretary@palivesteamers.org or by writing to PLS Inc. at the address below on this page.

Please *do not forward* dues without the renewal form. We must have the renewal form completed for our records.

Your membership cards will be sent to you when your dues are received.

Club Membership News

PLS welcomes new Associate members Catherine Madlinger and Gary Madlinger. Adam Madlinger has applied for upgrade to Regular membership.

Membership Gauge

As of January 31, PLS has:

106 Regular Members
290 Associate Members
8 Honorary Members

Pennsylvania Live Steamers, Inc.

President	Lee Nonnemacher	1474 North Wales Road, Blue Bell, PA 19422-3687	president@palivesteamers.org
Secretary	Robert Blackson	303 North Tulpehocken Road, Reading, PA 19601	PennsylvaniaLiveSteamer@comcast.net
Treasurer	Walter Mensch	1348 Sheep Hill Rd., Pottstown, PA 19465	
Gazette Editor	Allen Underkofler	Box 609, Kimberton, PA 19442-0609	pls@apunderkofler.com

Board of Directors: John Bortz Jr., jonyx@netzero.net; Sharon Connelly, connellywood@verizon.net; Bob Freer, W3YLT@Juno.com; Paul Rice, ricepaul@verizon.net; Jim Salmons, jshay6@verizon.net; Ron Shupard, shusmoke@aol.com.

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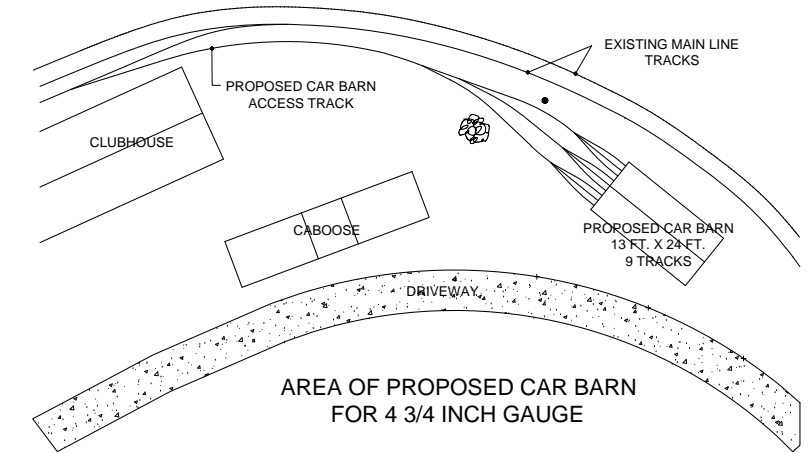
Car Barn for 4¾ Inch Gauge Equipment

In the last issue of the PLS Gazette, there was a request for regular members who would be interested in on-site storage for their 4¾ inch rolling stock to provide us with their requirements. There were relatively few responses to the request, which has prompted some rethinking about the magnitude of the project. Our initial thought was to build somewhat larger than there was current demand for, so that we would not have to look for means of expansion, when and if needs increased. We were looking at a building 40 feet long and nine tracks across. Because of the limited response, we are now looking at a 24-foot long building, still nine tracks across. Should our needs exceed capacity sometime in the

future, adding another 16 feet to the back end of the building would be possible. Of course, any member requiring more than 24 feet of storage will need

to take two or more tracks. Budgeting of \$5,000 for this project is included in the 2013 proposed budget (see below).

— Lee Nonnemacher



Proposed PLS Budget For Fiscal Year 2013

INCOME

Donations

Run Day.....	\$ 700.00
Special Run Day	300.00
Pot Luck Dinner	500.00
Picnic	200.00
General	4,000.00
Other	350.00

Dues

Regular Member.....	8,400.00
Associate Member	8,640.00

Sales

Boiler Treatment	50.00
Coal	50.00
Soda Sales	2,000.00
Snacks non-run Day	350.00
Snacks Run Day	600.00
Kitchen (meet weekends)	1,500.00
Table Sales Taxable.....	650.00
Table Sales non-Taxable	1,200.00
Miscellaneous.....	200.00

Storage Track Fees

Building # 3.....	3,636.00
Building # 6.....	2,330.00

Recycling

Aluminum Cans.....	30.00
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Total Income..... \$ 35,725.00

EXPENSE

Utilities

Electric.....	\$ 2,300.00
Oil.....	1,000.00
Septic Tank	1,000.00
Portable Toilets.....	800.00
Telephone	300.00
Dumpster	700.00
Miscellaneous.....	200.00

Miscellaneous

Contingency Fund.....	1,000.00
Picnic.....	500.00
Security	200.00
Pot Luck Dinner.....	250.00

Maintenance

Backhoe.....	100.00
Machine Shop Supplies.....	50.00
Building # 1.....	500.00
Building # 2-7.....	500.00
Gauge 1	100.00
Track	750.00
Mowers	300.00
Signals	300.00
Gas Mowing	250.00
Gas Track.....	100.00
Club Locomotive	100.00
Landscaping	200.00
Trees.....	1,000.00
Fire Extinguishers	200.00
Misc. Property	500.00

Communications

Gazette-Postage	600.00
Gazette-Printing.....	600.00
Other Printing	500.00
Computer	100.00
Internet	900.00
Community Support	200.00
Web Page.....	700.00
Misc.....	300.00

Corporate

Legal & Professional Fees	1,000.00
Office General.....	200.00
Property Tax	4,500.00
Sales Tax	39.00
Office Postage.....	600.00
Insurance.....	3,000.00
Corporate Misc.....	100.00

Food & Merchandise Supplies

Kitchen	750.00
Snacks	450.00
Soda	600.00
Sale Table Items	750.00
Steam Oil.....	100.00

Special Projects

Car Storage 4¾".....	5,000.00
Addition to 7¾" Station	3,000.00
Shed for Loader	800.00

Total Expenses..... \$ 37,989.00



A panoramic view of the first bridge across the Mississippi from Rock Island, Illinois to Davenport, Iowa. At right is its trackage.

Lincoln's Last Trip by Rail

President Lincoln's ultimate association with railroads was the funeral train that carried the slain leader on a somber 1,700-mile journey from Washington to Springfield, Illinois. Railroads along the route were temporarily controlled by the Army. All switches were spiked closed, armed guards were posted at bridges and the line ahead was cleared of traffic an hour before passage of the funeral train. A pilot locomotive ran 10 minutes ahead.

The train of nine cars departed Washington on April 21, 1865, following six days of funeral services in the capitol. It travelled first by the Baltimore and Ohio, stopping at Baltimore then on to Lancaster where 20,000 citizens turned out and to Harrisburg where 40,000 had gathered to pay their last respects. The Pennsylvania Railroad took the train to Philadelphia, then north for arrival in New York by ferry. The funeral train then made additional stops at Albany, Buffalo, Cleveland, Columbus, and Chicago, arriving at Springfield on May 3. In all, the consist was hauled by 42 locomotives over 22 railroads at speeds of 5 to 20 m.p.h. Several million citizens turned out to see the funeral train, some waiting trackside in the rain at 3 A.M. in

morning's darkness to witness the train's passage. Abraham Lincoln had come full-circle on the railroad back to his Springfield home

— Bob Thomas.



Lincoln funeral train at West Philadelphia.

2013 Complete Calendar of Events

Saturday, Jan. 19	Board of Directors Meeting - 9:30 AM	Sunday, August 4	Run Day Rain Date
Saturday, Feb. 16	Board of Directors Meeting - 9:30 AM	Saturday, August 17	Board of Directors Meeting - 9:30 AM Membership Meeting - 12:30 PM Afternoon/Evening Run*
Saturday, Mar. 16	Board of Directors Meeting - 9:30 AM Membership Meeting - 12:30 PM - Elections	Sunday, August 25	Run Day - Members & Guests
Saturday, April 20	Board of Directors Meeting - 9:30 AM Membership Meeting - 12:30 PM Spring Clean Up Afternoon/Evening Run*	Friday, August 30	Fall Meet - Members & Guests
Sunday, April 28	Run Day - Members & Guests Boiler Testing	Saturday, August 31	Fall Meet - Members & Guests
Sunday, May 5	Run Day Rain Date	Sunday, Sept. 1	Fall Meet - Members & Guests
Saturday, May 18	Board of Directors Meeting - 9:30 AM Membership Meeting - 12:30 PM	Saturday, Sept. 21	Board of Directors Meeting - 9:30 AM Membership Meeting - 12:30 PM Afternoon/Evening Run*
Friday, May 24	Spring Meet - Members & Guests	Sunday, Sept. 22	Run Day - Members & Guests
Saturday, May 25	Spring Meet - Members & Guests	Sunday, Sept. 29	Run Day Rain Date
Sunday, May 26	Spring Meet - Members & Guests	Saturday, Oct. 19	Board of Directors Meeting - 9:30 AM Membership Meeting - 12:30 PM Fall Clean Up Afternoon/Evening Run*
Saturday, June 15	Board of Directors Meeting - 9:30 AM Membership Meeting - 12:30 PM Afternoon/Evening Run*	Sunday, Oct. 27	Run Day - Members & Guests
Sunday, June 23	Run Day - Members & Guests	Sunday, Nov. 3	Run Day Rain Date
Sunday, June 30	Run Day Rain Date	Saturday, Nov. 16	Board of Directors Meeting - 9:30 AM Membership Meeting - 12:30 PM
Saturday, July 20	Board of Directors Meeting - 9:30 AM Membership Meeting - 12:30 PM Afternoon/Evening Run*	Friday, Nov. 29	Turkey Trot Run – Gauge 1 only – (<i>rides not available</i>)
Saturday, July 20	Club Picnic	Saturday, Dec. 21	Board of Directors Meeting - 9:30 AM
Sunday, July 21	Club Picnic Rain Date		
Sunday, July 28	Run Day - Members & Guests - No Rain Date		

* Rides may not be available at afternoon/evening run days following membership meetings due to possible limited participation by equipment owners. All members and their guests are welcome to attend with the understanding that rides are not guaranteed at these events..

Donation Acknowledgements

PLS wishes to thank the following members for donations received during December and January: Guy Godschall, Henry Blanco White, Steve Leatherman, Lee Nonnemacher, Jim Salmons, Pat Heller, Mary Spear, Robert Blackson,

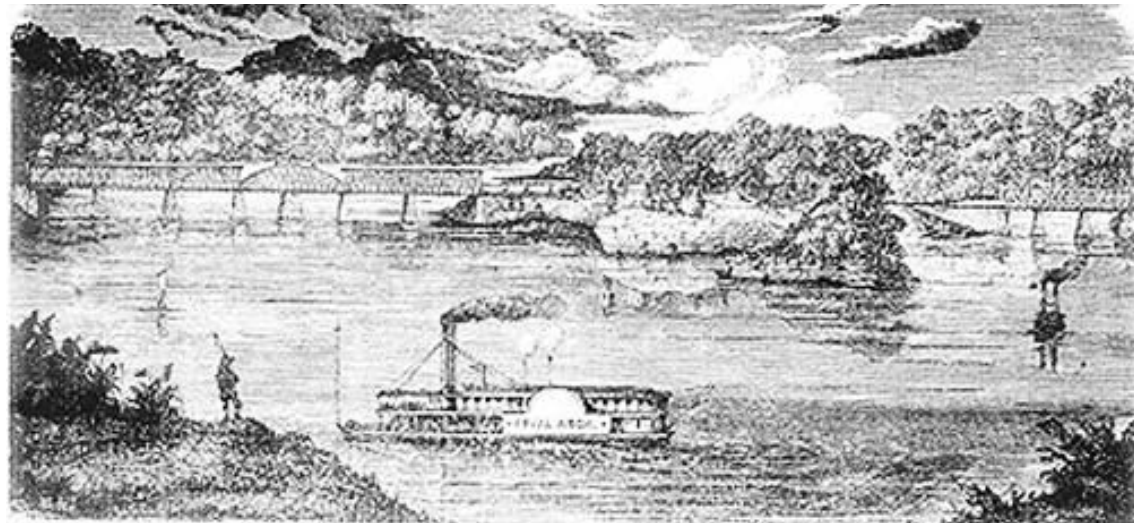
David Brush, John Caldwell, George Lord, Richard Moore, Roy Nelson, Jack Richards, Robert Bergey, Thomas Caldwell, Mayland Crosson, A. D. Dabney III, Thomas Diedrich, Robert Gray III, Jeffrey Guzy, Edgar Hendler, Elaine Linkewich, Francis Mahoney, Raymond Matus, Ross Rowland Jr, George Spohrer, David Staplin, Bryan DelMonte, Wayne DeVilbiss, David Laird, John Henchar, Alan Redeker,

Kenneth Valeri, Wayne Baldwin, Larry Moss, Pat Murphy, Paul Nichini, Nicholas Nichini, Wayne Bode, James Doherty, M. J. McCloskey III, William Shields, Carmen Visalli, Richard Werner Jr, Bob Morris, Kathy Parris, Frank Webb, Marc Carpino, Douglas Clark, Darryl Smith, Joseph Springer, James Stapleton, Deborah Voynar, Richard Poletto, Chris Becker, Robert Heidenreich, Barrie Heilveil, and Chris Rood.

Lincoln and the Railroads

Remembering railroads' friend in court

By Bob Thomas



D.P.M. Collections

Lithograph of the proposed bridge taken from the Architect's design (c. Dec. 1854)

Abraham Lincoln is well known for his achievements as president of the United States, setting in motion the abolition of slavery and leading the Union to victory in the tumultuous Civil War that resulted. However, few — even railroad enthusiasts — are acquainted with his numerous associations with railroads. As a lawyer, Lincoln was known for his success winning court trials, sometimes arguing in one case exactly the opposite position he had advocated in another. He generally accepted only cases he thought he could win and then made an exhaustive personal investigation of all facts and circumstances prior to appearing in court so he could deliver seamless cross examinations and summations. The respect for Lincoln's wisdom and fairness was so widely accepted he was frequently sought as arbiter in disputes between parties who wanted to avoid the complexities of

formal court action.

Lincoln had done occasional legal work for the Rock Island and Alton & Sangamon railroads, and he was retained by the Illinois Central from 1856 to 1860 to handle a complex taxation issue as well as comparatively routine land disputes, loss of loadings and personal injury cases, most of which he won handily. It is not surprising then, that highly regarded Abraham Lincoln was retained to defend a client in a landmark case brought in connection with the first railroad bridge across the Mississippi River.

It's difficult today to comprehend what seems to be a fundamental right of a railroad to construct a bridge across a river could ever have been in question. However, in the mid-1850s river interests had widespread support, particularly in the South where a conservative society favored slow steam boats over new-fangled railroads. The

conflict was particularly rampant on the Mississippi River where long-established riverboat operations dominated local politics and commerce. That situation endowed St. Louis with a vision of becoming the hub for a southern link to the new American West. Chicago, on the other hand, already had established rail links to major cities of the industrial Northeast and was poised to extend its influence by railroad across the Mississippi on a northern rail route to western states. In short, North-South oriented advocates were pitted against more powerful East-West promoters. The competition reached a climax with construction of a railroad bridge across the Mississippi River from Rock Island, Illinois to Davenport, Iowa. It was planned to then proceed to Council Bluffs, Iowa on The Mississippi and Missouri Railroad following a route surveyed by Lt. Robert E. Lee.



Top: Lithograph of the bridge on fire fifteen days after its completion. Below: The first bridge as rebuilt after the collision and fire.

The bridge was constructed by the Railroad Bridge Company, a creation of the Chicago and Rock Island Railroad. Completed in 1856, it was built entirely of wood in five spans 250 feet long and a 286-foot swing section to permit passage of large boats through the river's main navigation channel. The swing section was supported in its center by a massive stone pier 32 feet wide at the top, upon which a 28-foot diameter turntable-type track supported the bridge load on twenty wheels.

Fifteen days after the bridge was completed, its swing section was opened around dusk in response to the whistle of north-bound paddle steamer *Effie Afton*. The boat cleared the open section but then suddenly veered to the right as its starboard (right side for you landlubbers) paddle wheel suddenly stopped just as the port wheel

inexplicably increase speed, driving the boat into the span east of the open section. The boat immediately caught on fire and was destroyed, as was the entire eastern side of the bridge when flames from the boat ignited the timber structure.

River men were overjoyed by the collision and celebrated with bell-ringing and whistle-blowing on their boats up and down the river. But there were reasons to suspect the collision was intentional: The *Effie Afton* was new and had previously operated only on the Ohio River and never above St. Louis on the Mississippi. This was the boat's first trip so far north and there was no public record of its cargo or where it was going. Nevertheless, the boat's owner charged the railroad with "obstruction of commerce" in a suite for financial damages in *Hurd v. Rock*

Island Railroad. This would be one of the most far reaching trials of the century so railroad management hired the best attorney in Illinois, Abraham Lincoln, Esq., to defend them in court.

Lincoln methodically prepared his case by walking out on the remains of the bridge to personally study its design, examine damage, and observe river current and eddies around the piers. He interviewed bridge builders, boat pilots, and local residents familiar with the river, later calling some as witnesses in the trial. Aside from their testimony he stressed to the court that although the trial was technically about monetary damages, its broader significance was whether one party had as much right to cross a river as another had to travel on it. The prosecution presented witnesses blaming placement of bridge piers for making the river unnavigable at night and in high winds. The trial lasted two weeks and the jury returned after short deliberation to report they could not reach a unanimous decision, nine being in favor of the railroad, three opposed. The judge dismissed the case but it was generally recognized as a victory for the Lincoln and railroad. Even so, the dispute did not end, but eventually reached the Supreme Court in two trials that definitely established the right of a railroad to build a bridge across a river.

Lincoln's involvement with railroads did not end there. Several months before his nomination for president, Lincoln met with Grenville Dodge who had recently surveyed a route from Council Bluffs to the west coast for the proposed Pacific Railroad. The platform of the Republican Party that year included an endorsement for "a railroad to the Pacific Ocean." As president, Lincoln followed through when he advocated and signed an act authorizing the charter for the Union Pacific Railroad Company for construction of a railroad from Council Bluffs, Iowa to meet with the Central Pacific Line and onward to San Francisco Bay. The act incidentally also specified the gauge of the track to be 4 feet-8½ inches, officially endorsing it as the Standard Railroad Gauge of the United States.