



The PLS GAZETTE

A newsletter of the Pennsylvania Live Steamers, Inc.

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Green Signals Ahead

It's April once again and we are about to start a new Fiscal Year and a new season of working on the railroad. And it's about time, as it seemed like this past winter would never end.

I am happy to report that at the March Membership meeting the budget for this year 2015 was approved, elections were successfully held and all Officers and three new Board of Directors members will start there new positions beginning on April 1. You can read about the election results elsewhere in this Gazette.

In the November – December Gazette you may have seen several photos of BG Tree Service removing two very large trees and trimming several others. The trees removed were in very poor condition with many of the main trunks and branches hollowed out inside. The Arborist we hired advised us that this is common for this species of tree once they reach 40 – 50 years of age and ours are a bit past that age as they were on the property when PLS made the purchase 45 years ago. The one tree just on the North side of the 7¼ inch station was in very, very poor condition and waiting any longer to have it removed could have resulted in one main trunk falling on our station building. The second very large tree just East of Building 3 and the adjacent steaming bay was also in poor condition and was removed. Money was put into the 2015 budget for the removal of several more trees and we are hopeful that the weather will let us remove them before the April run day. The largest and most difficult to remove will be the tree that sits on the North side of the yard inside the fence nearest the 4¾ inch mainline and yard track.

Saturday April 18th is designated as Spring Clean Up in the morning followed by a Membership Meeting at 12:30 PM. Please come out and join us in helping to get the property ready for Sunday April 26th, the first scheduled run day of season.

There is plenty to clean up to do after the long winter months that provided us with rain, ice, snow and a lot of very windy days!

As all who read the Gazette know, PLS always has a project or two or more to work on, and this year is no exception. The track is in good condition, but is always in need of some repair, upgrade or improvements and this year will be no different. We are adding a new track between the yard lead track and transfer table at Building 3 to aid in moving equipment to and from the engine house and yard. This track will also feed the small storage shed (Building 9) that sits on the Southeast corner of the steaming bays. The old building is being upgraded with a new two track structure to provide storage space for the club locomotive as it presently does, and also for our work train which has previously been kept in the Car Storage Building (Building 6). This is a win-win, as it will free a track in Building 6 for member use while providing better access to the work train. The work train is the train that carries the tools of the railroad. You have to have picks, shovels, hammers (large and small), track parts and stone, all the items needed to keep the track looking good and running smoothly, and the work train is the way to move all the stuff needed around the railroad. Otherwise we fall back on that other indispensable tool...the wheelbarrow; and yes we have a lot of wheelbarrows at PLS! The new track has to merge with the existing yard feed and that requires a new switch and associated frogs. And like all PLS projects it's not just a simple switch. It's a dual gauge switch with curved frogs that will support both 7¼ and 4¾ inch gauge trains. The next time you visit PLS please take a few minutes and have a look at the fine work that is being put into this project. The making of the switch points on the PLS milling machine was featured in the January-February 2015 Gazette, available online at <http://www.palivesteamers.org>. Other projects will include switch and signal improvements on the 7¼ inch yard to main-

line merge and work on the yard to 4¾ inch yard to mainline and station lead and exit. This is not the end of our list of projects, but it does cover trees, track, switches and signals.

I would like to encourage all Associate and Regular Members to become more involved in PLS. As noted above we have many projects that could use your help and many that you may have never considered. One example is PLS has a very nice collection of historical railroading books, drawings, articles and videos related to live steam railroading that could use someone with library skills to help us with our card catalog. As with all libraries ours requires updates and changes to keep it current and if someone were so inclined it could be made more user friendly if it were computerized too. Library Feature Notes to our members reminding them of this important resource could also be added to the PLS Gazette. Have computer skills that include building a data base? We could use someone that likes to exercise his/her computer talents to organize our boiler test records. The message here is that not all work at PLS requires skills with a shovel and/or wheelbarrow, although these skills are always needed, but like all small organizations we are mostly self-sufficient and if it's going to get done at PLS then most likely one of us members is going to do it. We screw in the light bulbs, cut the grass, clean the kitchen and sweep the floors, and yes, maintain the railroad. And sometimes we even get to have fun and run the trains. The care and feeding of PLS takes a lot of work that utilizes the talents from many fields. If you would like to be more involved our work days begin 9:00 AM every Wednesday and Saturday with the exception of the Spring and Fall meets. If you have any question please do not hesitate to contact me or look me up the next time you visit PLS.

I look forward to seeing you on the PLS railroad soon.

Frank Webb, President

2015 Spring Meet Information

The Spring Meet will be held on May 23rd and 24th this year. As usual, running may start on Friday afternoon, May 22nd. Volunteers are needed for gate duty, station duty, and kitchen duty. Just sign up for a time slot when you arrive at the meet. Also, please remember that we depend on your donations of baked goods for Friday, Saturday, and Sunday.

Please note that during the meet, the clubhouse refrigerators are used for food and drinks sold by PLS throughout the weekend. Should you need refrigeration for either personal use or items brought for the potluck dinner, please use your own cooler if at all possible. Thank you.

PLS Election Results

Elections were held at the regular membership meeting on March 21, 2015. Frank Webb, Lee Nonnemacher and Bob Morris, running unopposed, were confirmed as President, Secretary, and Treasurer, respectively. It should be noted that Bob Morris, last year's Secretary, has changed hats and is now the Treasurer replacing the retiring Walt Mensch in that capacity.

There were five names on the ballot for the board of directors, for which three were to be elected. Those elected were Pete Brown, Bob Freer and Bruce Saylor. Rounding out the board with one year remaining on their two-year terms are Steve Leatherman, Jim Salmons and Ron Shupard.

Congratulation and best wishes to those elected.

Lee Nonnemacher

2015 PLS Calendar of Events

Saturday, April 18	Board of Directors Meeting - 9:30 AM Membership Meeting - 12:30 PM Spring Clean Up
Saturday, April 25	Run Day - Members & Guests
Sunday, May 3	Run Day Rain Date
Saturday, May 16	Board of Directors Meeting - 9:30 AM Membership Meeting - 12:30 PM
Friday, May 22	Spring Meet - Members & Guests
Saturday, May 23	Spring Meet - Members & Guests Spring Meet Potluck Dinner - 5:30 PM
Sunday, May 24	Spring Meet - Members & Guests

Donation Acknowledgements

PLS wishes to thank the following members for donations received during February and March: Pat Heller, Mary Spear, Daniel Sclavi, Buddy Borders, and James Zaleski. Also thanks to Barry Shapin for his donations in kind.

Storage Track Payments are Due

Regular members who have storage tracks at PLS, please note that your annual fees were due on April 1, 2015. If you have not already paid, please see Bob Morris with your payment or send it to PLS c/o the Treasurer.

Club Membership News

PLS welcomes new Associate Members Harry Quirk, Jr. and Ken Fenske. Congratulations to David Taylor who has been granted Honorary Membership by the Board of Directors.

Membership Gauge

As of March 31, 2015 PLS has:

- 101 Regular Members**
- 193 Associate Members**
- 10 Honorary Members**

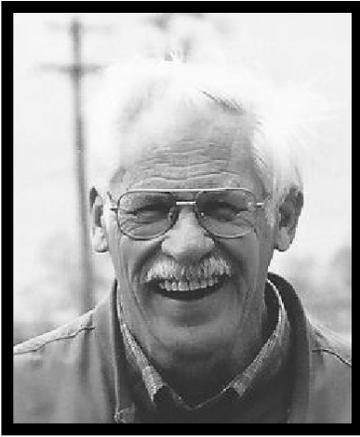
Pennsylvania Live Steamers, Inc.

President	Frank Webb	77 Roundwood Circle, Collegeville, PA 19426	president@palivesteamers.org
Secretary	Lee Nonnemacher	1474 North Wales Road, Blue Bell, PA 19422	lee_n@msn.com
Treasurer	Robert Morris	3034 Black Swift Road, Norristown, PA 19403	rmorris1171@verizon.net
Gazette Editor	Lawrence Moss	815 Maplewood Drive, Harleysville, PA 19438	LarryMoss@outlook.com

Board of Directors: Peter Brown, peteprivate@yahoo.com; Robert Freer, W3YLT@juno.com; Steve Leatherman, steveleatherman@gmail.com; Jim Salmons, jshay6@verizon.net; Bruce Saylor, bgsberk@comcast.net; Ron Shupard, ShuSmoke@aol.com

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Allen M. Hein



Allen Manden Hein, Jr. of Chestertown, MD died on Thursday, March 19, 2015 at University of Maryland Medical Center in Baltimore. He was 80.

Born on March 12, 1935 in Norristown, PA, he was the son of the late Allen Hein, Sr. and Hazel Rotzell Hein. Mr. Hein graduated from Norristown Senior High School in 1953. After high school, he attended Drexel University in Pennsylvania, where he received a degree in Mechanical Engineering. He later went to work for David Taylor Research Center, until he retired in 1990. In 1962, he married Kathleen Hein, who predeceased him in 2011. Mr. Hein moved to Maryland after college, and in 2005 he moved to Chestertown.

He was a member of the Pennsylvania Live Steamers, and was very active in St. Luke's Church while his children were growing up. Mr. Hein loved building miniature steam locomotives, and enjoyed surf fishing in Wrightsville Beach, NC in both the spring and fall. After his retirement, he loved working on his trains and taking care of his wife for 14 years.

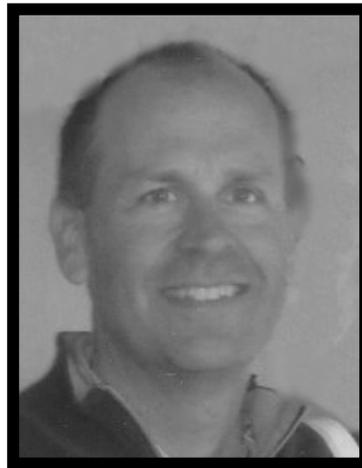
Mr. Hein is survived by two daughters, Holly Garman of Crownsville, MD, and Heather Hartman of Chestertown, MD, two grandchildren, Myles Bennett of Chestertown, MD, and Chase Robertson of Chestertown and a great grandchild, Logan of Buffalo, NY. He was predeceased by his four sisters, Midge, Edith, Blanche and Marie.

PLS members are invited to attend funeral services on June 13, 2015 at 1:00 PM at the Fellows Helfenbein & Newman Funeral Home, 370 West Cypress Street, Millington, MD 21651. (410-928-5311)

In lieu of flowers, contributions may be made in his memory to Pennsylvania Live Steamers P.O. Box 26202 Collegeville, PA 19426.

Online condolences may be sent to the family at www.fhnfuneralhome.com.

Bryan G. Del Monte



Bryan G. Del Monte, age 56, of East Goshen Township in Chester County

passed away on March 20, 2015 after 16 months from acute myeloid leukemia. Survived by his wife Colleen M. (nee Muscarella), his father Nicholas Del Monte, sister Carisa Collins, brother Alan Del Monte, and several loving nieces and a nephew.

Bryan and Colleen met in Cleveland and were together over 28 years. They enjoyed traveling, including ski trips, and recreational boating on the Chesapeake Bay for 11 years and were members of the first Kingsway Power Squadron, then later the Main Line Sail and Power Squadron. They also enjoyed fly fishing in Chester County and local trips to Marsh Creek State Park in more recent years. Bryan worked in environmental health and safety for his entire career. He was a member of the Conservancy Board of East Goshen Township and of Chester-Ridley-Crum Watersheds Association after taking an early retirement. He was a model railroader with special interest in the White Pass & Yukon Railway and a member of the South Eastern Pennsylvania Garden Railway Society for approximately 15 years. He volunteered at Garden Railway exhibit at Longwood Gardens for 10 years, more recently working part-time there before his illness. He was a regular member of the Pennsylvania Live Steamers, where he enjoyed both running his Gauge 1 model trains and operating and riding the larger scale trains. He also enjoyed flying radio control model airplanes, while being a member of the Valley Forge Signal Seekers for approximately 10 years.

Contributions in his memory to the Leukemia & Lymphoma Society at Donor Services, P.O. Box 4072, Pittsfield, MA 01202 would be appreciated.

Shop Equipment for Sale

I am currently offering for immediate sale a Craftsman Steel Work Bench in very good condition. Price \$95

Overall size is 54" Wide, 20" Deep, and 33.5" High

Top is 7/8" thick MDH clad with galvanized steel

R.H. Pedestal contains 5 steel drawers on slides

L.H. Pedestal features lockable storage space with shelf.

Buyer to Remove

Bob Thomas SteamRR@Comcast.net 215-616-0570

WHAT'S IN A NAME — PART 1

“A station by any other name . . .”
Bob Thomas

Upper management of the Pennsylvania Railroad was keenly aware of how their railroad was perceived by the public so they placed high importance on use of correct terminology by employees when referring to railroad property. In his memorandum of April 7, 1954 Pittsburgh-based General Superintendent, Joseph H. Gumbes, informed the Vice President of PRR’s Long Island Railroad, and his own staff, of his displeasure with the way employees were incorrectly referring to the railroad’s imposing New York City terminal. In his memo, a copy of which was given to me by Bob Blackson, Mr. Gumbes wrote,

“ . . . I heard recently that in some quarters in New York the officers and employees are gradually getting to use the abbreviation ‘Penn Station’. This is very undesirable and I hope it will not be encouraged either by the employees of your company or the Pennsylvania.

At the time the Pennsylvania Station was opened our Board of Directors gave a great deal of consideration to its name, and accentuated the desirability of having it known as ‘Pennsylvania Station’ although at that time abbreviations and other features in connection with the name were discussed.

I merely mention this matter because in so many other similar circumstances the abbreviations have gotten into the

vernacular and stayed there, and we are most anxious to prevent it in this case.”

Mr. Gumbes’ admonition has gradually faded over the years so Pennsylvania Station, like it or not, is generally known “in the vernacular” as the discredited “Penn Station.” Even though “Penn Station” has crept back into popular use there is a crucial modifier of that name that is typically ignored, as I learned from to my grief from a gruff female ticket agent at 30th Street Station. I used to buy specially-priced commutation tickets for my daily travel to New York. These came in a book of 60 tickets valid for one month, one of which was removed by the conductor on each trip. As a matter of interest, sixty rides between Philadelphia and Manhattan cost a mere \$232 in those days, but that is neither here nor there as far as this story is concerned.

One morning in 1988 when I innocently asked the agent for a 30-Day Ticket Book between Philadelphia and Penn Station, she angrily fired back, without waiting for a response, “Penn Station where? Penn Station New York? Penn Station Newark? Penn Station Baltimore? They’re all Penn Station! Where do you wanna go?” Like a defeated coward, I apologized for the unintended insult, and meekly squeaked, “Pennsylvania Station New York.” With that she produced the appropriate book of sixty tickets, delivered a punishing blow to its front cover with her hand stamp, and shoved it under the window with a victorious “Harumpf.” Lesson learned!

Moving closer to home with the Name Game, in 2005 the William Penn Foundation thought it would be nice if Amtrak changed the name of 30th Street Station to “Ben Franklin Station” in honor of Ben’s 300th birthday. That proposal was met by such vocal public opposition that it went nowhere. Not so at Wilmington, where a precedent was set in 2011 for naming railroad stations after politicians. Few have noticed that the name of the PRR

Wilmington Station was changed by Congress to The Joseph R. Biden, Jr. Station. Really!

We now find ourselves at the conclusion of an ongoing saga instigated by Congressional Representative Chaka Fattah to mess with the name of the station colloquially known as 30th Street. Chaka has convinced his cronies that the station should be renamed in honor of his late Capitol Hill predecessor, The Reverend William Gray, III. His dubious basis for that initiative is that Gray often used 30th Street Station on his travels to and from Washington (Big Whoop!) and he helped defeat 1960 attempts in Congress to cut Amtrak funding. Last summer, the U.S. Congress, having successfully dealt with our soaring national debt, the ISIS threat, Russia’s invasion of Ukraine, and plotting their next re-election campaigns, turned their boundless energy to consideration of Fattah’s proposal. Acts to adopt Chaka Fattah’s proposal to change the name of 30th Street Station were passed by both houses of Congress and signed into law by President



Chinese Wall adjacent to north side of Market Street with Broad Street Station in the distance.

Obama on August 8, 2014. Perhaps the most condemning response to that ill-advised action is that 30th Street Station is not even owned by the federal government, so how dare they dictate its name? A little history will help to put the new law – and its unavoidable realities – in perspective. We will look into that next time.

ALLEN M. HEIN

An Appreciation

Al Hein passed away March 19th following a long illness that had hospitalized him in intensive care since late November. Al's passing has left a great void in PLS but fortunately those who knew him will have so many fond memories of that talented, gregarious gentle man that he will continue to be in our hearts as we go about our usual activities at Rahns.

Al joined PLS as an Associate member in 1994. Two years later he began making regular trips to our railroad with "fellow traveler" Lamar Delp for Wednesday work days. Lamar would leave his home in Delaware at 6 AM for the hour drive to meet with Al, who lived in Maryland then. From there the two continued together through morning rush hour traffic, arriving at PLS well before the 9 o'clock start time. Driving duty was shared but it was always apparent when Al drove by the presence of his striking Suzuki sport truck in the park-

ing area. Their arduous routine continued well beyond 2001 when both men, who had worked more than enough to easily invoke the "50-mile" rule enabling running privileges as Associate Members, upgraded to Regular membership.

Al had just finished his 3/4-inch scale 0-6-0T *Boxhill* locomotive around that time. The prototype, a diminutive LBSCR "Terrier" Class is still in operation on the Blue Bell Railway in Southwest England. Al's locomotive incorporated exquisite detail – everything worked – and it was a consistently reliable performer on the multigauge track, as might be expected from one who had been involved in research for the Navy. He eventually gave his engine to his daughter Holly, and embarked on construction of a PRR D12 4-4-0 in 1" scale. Contrary to the usual building sequence, Al began his D12 with construction of an all-copper silver soldered boiler, a beautiful example of coppersmithing that he completed in record time. But about then his wife became ill so Al stopped work on the engine to care for her and keep house. He later moved to Chestertown, Maryland but

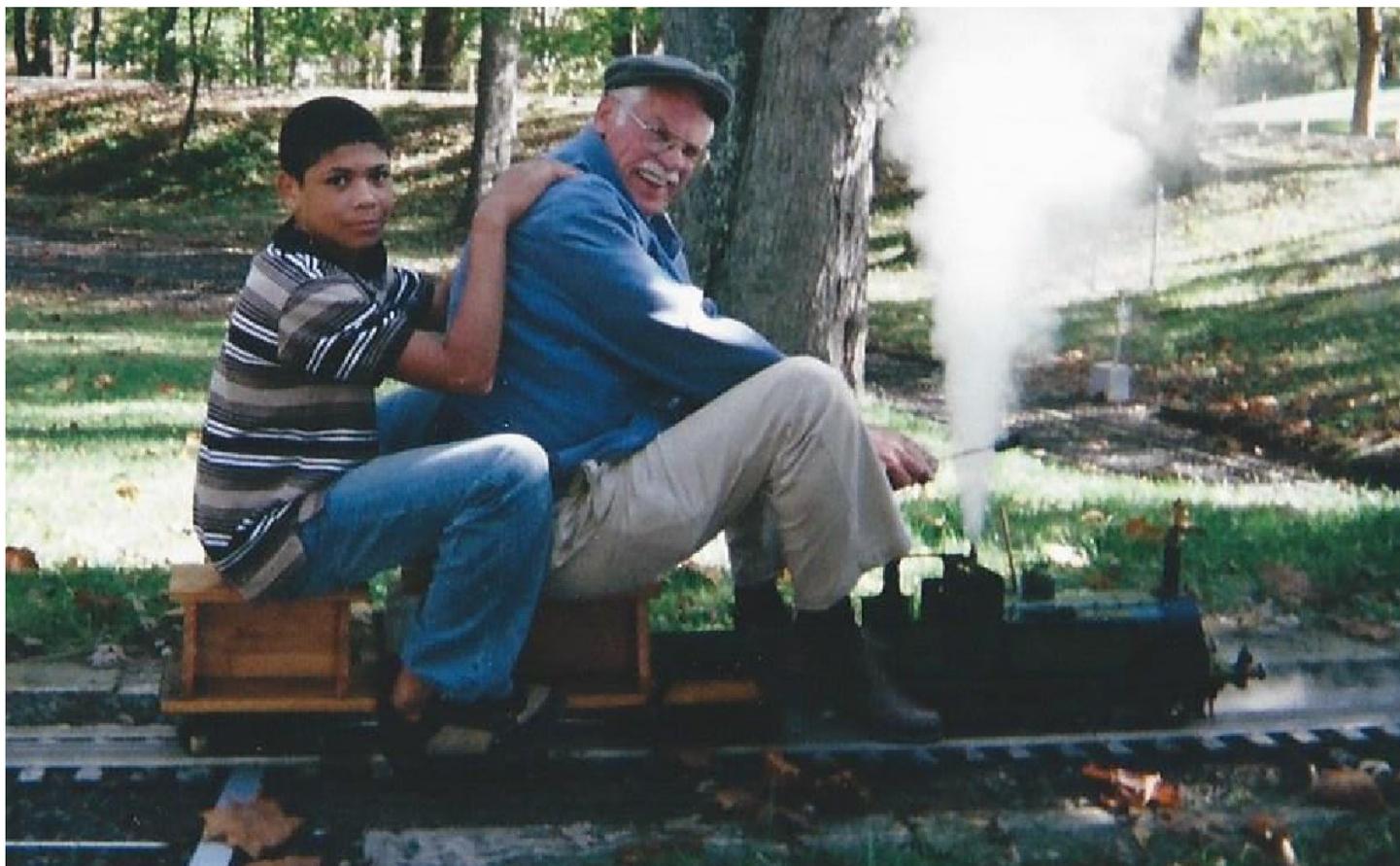
various diversions got in the way of a return to work on "the fun parts," as he was fond of saying.

At our spring and fall meets Al generally arrived early to help out with preparations. He generally slept in the caboose and by early morning he was up, busying himself around the kitchen and making the rounds here and there for a chat and a look at what was going on. His gentle nature was never more apparent than one time in a conversation he and the writer were having. The latter mistakenly referred to Al's new project as a "D16" whereupon Al softly interjected, "D12," in the polite manner only he was capable of making a gentle correction without interrupting the flow of conversation or making the error seem foolish.

One of the great pleasures of visiting Rahns was when Al Hein was there, approaching with outstretched hand, a warm smile, his signature chuckle and friendly greeting. That's the way we will always remember him.

Goodbye old friend. Rest in Peace.

Bob Thomas



Al Hein and his grandson Myles ride aboard the Boxhill



The PLS GAZETTE

P.O. Box 26202

Collegeville, PA 19426-0202

FIRST CLASS



Judging from the food consumed at previous meets, the answer is a resounding yes. The kitchen volunteers have constantly tried their best to satisfy your needs. To that end, remember the only thing constant or consistent is change and the kitchen is no exception. For various reasons, several of our regular volunteers will not be available for the Spring Meet. New support is needed for us to continue to provide the same menu as in previous years for our members, family and friends.

In an effort to ease the burden slightly, the kitchen will close one hour earlier which will be 3 PM on Saturday and 2 PM on Sunday.

Sample of Activities Where Help is Needed

- | | | | | | |
|--------------------|---------------|------------------------------|--------------------|---------------|------------------------------|
| 1. Friday | 9 AM, | 1 or 2 people, set up, etc. | 7. Saturday | 3 PM - 4 PM, | 2 people serving & 1 cashier |
| 2. Saturday | 9 AM - 10 AM, | 1 person kitchen prep. | 8. Sunday | 9 AM - 10 AM, | 1 person kitchen prep. |
| 3. Saturday | 11AM - Noon, | 2 people serving & 1 cashier | 9. Sunday | 11 AM - Noon, | 2 people serving & 1 cashier |
| 4. Saturday | Noon - 1 PM, | 2 people serving & 1 cashier | 10. Sunday | Noon - 1 PM, | 2 people serving & 1 cashier |
| 5. Saturday | 1 PM - 2 PM, | 2 people serving & 1 cashier | 11. Sunday | 1 PM - 2 PM, | 2 people serving & 1 cashier |
| 6. Saturday | 2 PM - 3 PM, | 2 people serving & 1 cashier | 12. Sunday | 2 PM - 3 PM, | 2 people clean up/tear down |

Please contact Kathy Parris via email at parrisk415@gmail.com with any questions and to indicate your availability for volunteering.