



# The PLS GAZETTE

**A newsletter of the Pennsylvania Live Steamers, Inc.**

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## Green Signals Ahead

My message for this edition of the Gazette is primarily directed to the Regular Members of PLS and I ask that all Regular Members please take a few minutes to read this message. However all PLS members are welcome to read this message. The first part; "Congratulations" and the second part can be called "Consideration".

**"Congratulations"** – *The act of expressing pleasure to somebody for an achievement or good fortune.* Here we are at the end of the scheduled running year at the PLS railroad and yes, it is hard to believe that as I write this message it is already October with the last scheduled run day of the season just two weeks away. Time surely does fly by and it often seems that we just don't have enough time to complete all the tasks that we set for ourselves but looking on the bright side we did complete two significant PLS undertakings this run season. One was the completion of the porch roof extension on Bldg. 1, the clubhouse, and the second was the restoration of the Gauge 1 track. I used the word "significant" because both of these undertakings had a large budget and both required a significant effort and many hours of work to complete. All PLS members that worked on these two PLS projects are to be congratulated on a job well done. This is not to say that other lesser events should go un-noticed. The Pot Luck dinners at this year's Spring and Fall Meets were of great success too and all that supported efforts like these and many of the other never-ending tasks that keep the PLS railroad running are also to be congratulated as well. Congratulations

to all that support the work effort at PLS and for a job well done!

**"Consideration"** – *As to be considerate – Mindful of the needs, wishes, and feelings of others.* Here I would like to point out several areas where we may be falling a little short when it comes to being considerate to fellow PLS members. Often the simplest of acts can be upsetting to our members, with some of these acts serious and some not so much. Most often the expression by those being offended are quite under the breath whispers expressing disdain towards the offender but many of these whispers do reach both the Officers and BOD members of PLS. This presents a difficult situation for the Officers and the BOD as to what action(s) to take. If the Officers and the BOD take no action we become the members that show a considerable lack of "Consideration". It is difficult to call someone out for what might be considered by some members as a trivial situations or problem but to the offended member it may seem to be the most important thing in the world. Our judgements may also become clouded in the heat of the moment and the fact that we are dealing with long and deep friendships makes taking a poorly thought out action worse than the problem to be addressed. Nevertheless if someone doesn't speak up and the issue is repeated over and over, tempers may prevail allowing something small to become something very large. Friendships can be lost over the smallest of incidents.

Here are a few incidents to be given some thought, starting with one that might be considered serious:

- Member or Members showing up at scheduled events, run days, Spring and Fall meets and signing the run log book but taking out no equipment and not running any equipment. This type of action has been reported to the club Officers and has been discussed with the Board of Directors (BOD). It is now part of the BOD minutes and will be discussed until a resolution is found. There are a possible number of reasons why a member may have signed the log and not run. It may have been an issue with equipment problems keeping it from being run or simply because the member got caught up talking with visitors and members occupying most of the run day and no equipment was placed on the railroad. It might also be a false entry to log equipment run with no intention of ever running on the day of the entry into the log book. This would be a serious issue. I would hope that if any of these or other reasons were the case that any member that signed in and did not run would cross out the entry in the run log book.
- Another issue that is often whispered about is members that place equipment on a steaming bay(s) and do not prepare or steam up and the equipment and thus do not place the equipment on the track for running. Since bay space is often limited, I would ask that all members refrain from occupying a bay if they do not plan to run their equipment. Please be considerate to others that may need a space to steam up. If you are only using half the bay please consider sharing the bay with others that may need a place to steam up. I feel sure some members do share

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## Fall Meet Thank You

PLS appreciates all the volunteers who stepped in despite the weather. Thanks to those who manned the gate, staffed the kitchen, provided the Pot Luck, and more.

Once again, Rich Poletto and Gayle Keir worked many hours before, during, and after the Meet. PLS is deeply grateful for all their efforts. We also wish to acknowledge the continued support of Redner's Market and the Philly Soft Pretzel Factory.

Among others who helped with set up, take down, kitchen staffing, and/or donated baked goods were: Rose Ann Wagner, Sue Borders, Walt Mensch, Bob Morris, Hank Riley, Joe Gotlewski, Bruce Saylor, Paul Rice, Ross Magee, George Cooper, Cindy Smelser, Jim Salmons, Jim Gotlewski, Pat Murphy, Sue Webb, Mike Moore, Mary Magee, Lorraine Morris, Mary Ann Salmons, Bruce Barrett, Carol Quirk, Lee Nonnemacher, Dave Laird, and Pat Speak.

Once again, macaroni salad and pickled eggs made by Mary and Bruce Saylor and baked beans made by Barry Shapin were greatly enjoyed.

Sincere thanks also to Jay Shupard for organizing the Saturday night Pot Luck. Jay, his family, Joe Gotlewski, and others, provided another dinner enjoyed by many.

*Kathy Parris*  
Kitchen Coordinator



## Club Membership News

PLS welcomes new Associate Members Kathryn Phillabaum, Mark Ross, Howard Bender, David Mauray, Aiden Kelly, Giovanni Ross, and Jason Hall.

## Upcoming Events

- Saturday, Oct. 21 Board of Directors Meeting - 9:30 AM  
**Fall Clean Up in AM**  
Membership Meeting - 12:30 PM  
Afternoon/Evening Run\*
- Sunday, Oct. 22 **Run Day - Members and Guests**  
(Rain Date October 29)  
Last Regular Run for 2017
- Saturday, Nov. 18 Board of Directors Meeting - 9:30 AM  
Membership Meeting - 12:30 PM
- Friday, Nov. 23 **Turkey Trot Run - Gauge 1 only**  
(rides not available)
- Saturday, Dec. 16 Board of Directors Meeting - 9:30 AM

**\*Note:** 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.

## Thanks for the Coal

A special thanks to Rich Poletto for going out of his way to deliver a ton of coal to PLS. Our coal bin had run out of the coal mix from the Shamokin-Trevorton area that has for years been providing excellent results for many of our coal burning locomotives. Hearing of our dilemma, Rich, who lives in Sayre, PA, near the New York border, offered to pick up a load in his trailer on his trip to PLS for the July run day. He arrived on Saturday, the day before the run, and a group of volunteers loaded it into the bin with the help of the front end loader. Results were immediately apparent with freer steaming locomotives.

## Donation

### Acknowledgements

PLS wishes to thank member Harry Firth, R. Tucker Twitmyer, the Becker Family Foundation, and the Cub Scout Pack 146 of Allentown for their donations.

## Membership Gauge

As of September 30, 2017 PLS has:

**110 Regular Members**

**192 Associate Members**

**6 Honorary Members**

## Pennsylvania Live Steamers, Inc.

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when space is needed, this is just a reminder to all of us.

- Extended Parking on the railroad's sidings is another issue that requires some thought. We have four sidings, two 7 ¼ inch gauge and two 4 ¾ inch gauge sidings. We often see trains parked on the North side siding and left unattended for hours. Please be considerate and allow others to use sidings especially on the North side up-grade that some may need to use the siding to recover steam pressure to make it the rest of the way around the railroad.
- Please do not stop on the mainline tracks to chat with friends, tend a fire or stop for passenger pick up. Use the station tracks or the yard track for maintenance and the mainline for running. Holding up the mainline only serves to hold up the entire railroad, especially on busy run days. The same holds true for the main yard service tracks. If you need to dump ash or pick up water or fuel, please do so quickly and safely as possible so others behind you can make the necessary water pick up too.
- We tell our Associate Members and guests that the normal run day hours are from approximately 10 -11 AM to 3 PM. This is the time that the club engine will be on the mainline and be ready to carry passengers. This is often 5 hours of continuous running of the club engine. It is perfectly acceptable for Regular Members to run before and after these times with some starting as early as 7:00 AM or before and running until after dark. However, we have had a number of members show up around the 3:00 PM hour tying up the transfer table at Bldg. 3, the siding track at Bldg. 6 and the Bldg. 6 yard tracks. Please be considerate and give way to those that have been running all day, in support of our Associate Membership, and are trying to put equipment away in the club engine house and cars in Bldg. 6. Please remember that the trains are not the only thing that needs to be addressed at the

end of the normal run day. The gate tent, tables and signage need to be put away. Signals need to be taken down and put away. The sales items and tables need to be put away along with the donation boxes and fire extinguishers. The day for some may just beginning but for others the end of a long day is not over until all the required chores are completed. Please be "Considerate" of those that not only run, but do the chores too.

Thank you for your consideration and see you on the mainline.

*Frank Webb*  
PLS President



## Upcoming Membership Renewals - Please Pre-register Family Members

Membership renewals for 2018 will be sent in early December. Included with the renewal material, as in past years, will be a copy of the "ASSUMPTION OF THE RISK, RELEASE OF LIABILITY, AND INDEMNIFICATION" form. **If you have family members who may want to attend run days**, we encourage you to have this form completed and return it with your renewal. If you do so, a **guest card** will be sent to you along with your membership card. That card will allow family members to enter without having to sign in at the gate when they visit. It will also help to reduce paperwork for PLS volunteers.

### In Memoriam - Bill Manley

It is with sadness that we report that long-time PLS member William B. (Bill) Manley passed away on Tuesday, September 5, 2017. He was 89 years old. Bill was a Regular Member of PLS for many years, during which he served on the Board of Directors and for several years as the club secretary.

His live steam interest was mainly in one-inch scale (4-3/4 inch gauge) railroad equipment. For a number of years he was a partner with Walt Mensch and Ken Rankin in the ownership and operation of the George Hoopes-built 4-8-2 steam locomotive No. 3124 in that gauge. Bill was an excellent machinist and had been working on his own 4 -3/4 inch gauge Pacific type locomotive when his health began to fail him.

Bill continued to attend PLS run days and meets accompanied by his wife, Irene. In recognition of his service to the organization, Bill was awarded Honorary Membership status several years ago.

Born on February 21, 1928 in Philadelphia, PA, he was a son of the late Isaac and Elsie (Schwartz) Manley. He was a graduate of Dobbins Vocational Technical High School and served in the U.S. Air Force during the Korean War. Bill's Air Force duties were as a machinist and he continued that vocation at General Electric until his retirement.

He was an active member of Washington Memorial Chapel, Valley Forge, where he served as an usher, vestryman and volunteered in the Cabin Shop. He and Irene also volunteered in the Civil Air Patrol, Spaatz Squadron #807, Boyertown, PA.

Mr. Manley is also survived by three sons: William B., Jr., husband of Judith Manley of Newtown Square; Robert W., husband of Rebecca Manley of Phoenixville; Thomas A., companion of Randee Rosenberger of Exeter Twp., PA; five grandchildren; one great-grandson and one niece and nephew. He was pre-deceased by a brother, I. Wesley Manley.

PLS offers its sincere condolences to Bill's wife Irene and to the rest of the Manley family.

# Railway Restoration Project 113

By Joe Gotlewski



On September 30<sup>th</sup>, I attended the Schuylkill Haven Borough Day. One of the main attractions was a full-sized steam locomotive that is being restored by Railway Restoration Project 113. The engine, No.113, an 0-6-0, was the last operating anthracite-burning steam locomotive in the U.S. Originally built for the Central Railroad of New Jersey in 1923 at the Schenectady Works of the American Locomotive Company. The engine was used for about 30 years by the CNJ to move railroad cars around the yard but never hauled passengers, although it could have according to project volunteer Russ Horoschak.

It was bought by the Philadelphia & Reading Coal & Iron Co., now Reading Anthracite Co., circa 1953, and stored in Locust Summit, PA outside of Ashland, from 1953 until the 1980's when Robert E. Kimmel, Sr. bought it and moved it to Minersville. Kimmel said the restoration began as a full-time endeavor in 1999 and took 10 years to get it to steam. The project cost over \$600,000 and involved over 60,000 volunteer hours by project members.



Photos courtesy of Joe Gotlewski



## CREDITS

I want to thank PLS member Steve Mallon and his friends at Railway Restoration Project 113 for sharing their time with me during the Schuylkill Haven Borough Day to facilitate writing this article.

For more information on Railway Restoration Project 113 you can visit their website at [www.rproject113.org](http://www.rproject113.org) or their Facebook page.

# Scenes from the Fall Meet...



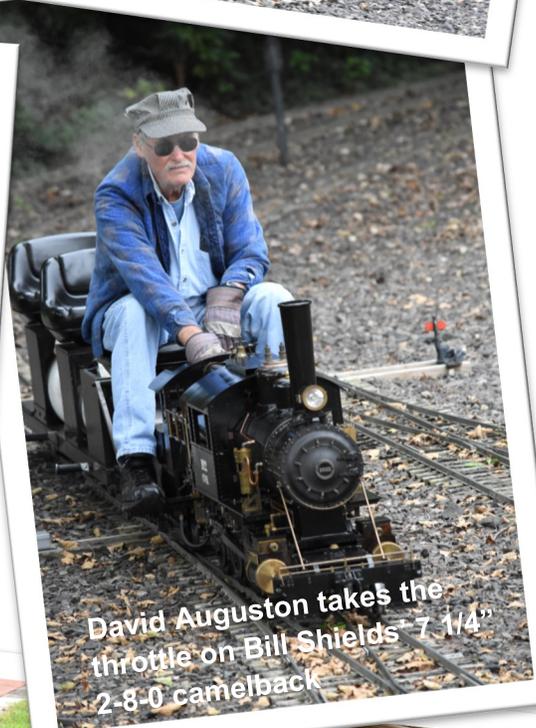
"Big John" Geib at the transfer table



A Wayne Godschall built LIRR Consolidation being hand switched in the yard



Ken Chermack and passengers on his 7 1/4" Southern Railway Pacific running alongside Ron Shupard's 4 3/4" Hudson



David Auguston takes the throttle on Bill Shields' 7 1/4" 2-8-0 camelback



Don Maleta and son on their 7 1/4" PRR GP9



Sleeping Car?

Photos by Allen Underkoffer



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## FIRST CLASS



Attending the Schuylkill Haven Borough Day celebration are PLS Members Joe Gotlewski (front left) and Steve Mallon (front right) along with friends of Steve. See story on page 4.