



# The PLS GAZETTE

A newsletter of the Pennsylvania Live Steamers, Inc.

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## Green Signals Ahead

Maybe the title of this PLS Gazette Editorial should read Yellow Signals Ahead as most of 2020 has surely been under a Red Signal. As we get ready to say farewell to the year 2020 and move into 2021 we can only hope that the New Year will be better than the last. There is no question that for PLS the year 2020 was a terrible year as the pandemic put a halt to most activities at the railroad, but considering we canceled almost all scheduled events we did manage to have our March Annual Business/Regular Membership Meeting in July once the Pennsylvania Statewide Stay at Home Order was lifted. At the Annual meeting we approved a new budget, elected Officers and three members to the Board of Directors and reviewed both Old and New Business. I am very happy to report that our Annual meeting had an excellent turnout and for that I say thank you for your participation. This was followed by three more Regular Membership Meetings in August, September and October. All meetings were held out of doors with plenty of social distancing and members wearing masks. Despite the issues with COVID-19 we did manage to have the minimum number of meetings as prescribed in our By Laws. In a normal year we have eight scheduled Membership Meetings from March to November skipping the meeting in July and in its place we have our Annual Picnic, an event we canceled this year. Some of our members were able to work around the threat of the virus, stay safe and healthy and a few trains did manage to run around the railroad on unscheduled run

days, but for the most part PLS looked more like a ghost town than a railroad. In addition to a few trains running we also had a few members come out and look after the property, keeping the grass mowed and doing some maintenance and repair work. Bob Morris even managed to get the South side of the caboose covered with a coat of primer.

Looking forward to 2021 and what our schedule might look like is very difficult to predict at the present time. We are working on the 2021 calendar and being optimistic we are planning a normal schedule. Our Annual Business/Membership meeting will be held on the third Saturday in March (3/20/2021) at the normal time of 12:30 PM. The first scheduled run day will be on 4th Sunday in April (4/25/2021) with a normal starting time of 9:00 AM. Now being honest with ourselves and looking at the current level of virus in Pennsylvania and the United States it is looking very doubtful that we will be able to keep a normal schedule, but that does not stop us from being hopeful and optimistic about how events might turn out. Please understand any schedule we publish at this time will be "TENTATIVE". One item on our schedule will change. At our second Regular Membership Meeting a straw poll was taken to get input on how we should handle our 75<sup>th</sup> Anniversary Meet scheduled for the fall of 2021. By an overwhelming majority the membership voted to reschedule our 75<sup>th</sup> Anniversary celebration for the fall of 2022. This item was taken up by your Board of Directors and was approved. Looking at this decision today it looks like we have taken the best path for a success-

ful celebration. We are very hopeful that our 2021 Fall Meet will be a normal event and we as PLS can have our own celebration and in 2022 invite other live steamers and vendors to an event that can be celebrated by all.

I hate to use or mention the word COVID-19, but at this moment in December 2020 the virus is significantly worse than it was in April 2020, just eight months ago. I ask all of you to please use caution, stay well and healthy as we head towards the end of the year.

Going forward we will continue to use the PLS Email **BLAST** as a means to keep you informed about important PLS information and any schedule changes that might be taking place. For the few members that do not have email we will send a **BLAST** by USPS (United States Postal Service) or give you a phone call to let you know of any schedule changes.

I look forward to seeing you all at the railroad once again and as I said "please use caution, stay well and healthy" and let's hope for **GREEN SIGNALS AHEAD!**

Wishing you and your families a very Merry Christmas and a very Happy New Year in "2021"!

Frank Webb - President



## PLS Membership Renewals for 2021 Now Due

PLS renewal notices have been sent and are due by the end of December. Please complete the form in its entirety and return it with your payment in the envelope provided. Membership cards will be sent in early February to all those who renew. If you have not received your renewal notice, please email:

secretary@palivesteamers.org

Also, please consider completing the "ASSUMPTION OF THE RISK, RELEASE OF LIABILITY, AND INDEMNIFICATIONS" form for all family and guests. This will eliminate their having to do so at the gate each time they visit.

Questions on completing this form may be directed to: secretary@palivesteamers.org

Please keep your membership current. We value your support. Thank you.

## Donation Acknowledgements

PLS wishes to thank the following members for donations received since January 2020: Kathryn Phillabaum, Alex Sluzas, Joseph Sabat, James Stapleton, Mary Mercer, William Shields, Paul Miller, Barry Shapin, Loretta Nonnemacher, David Taylor, Chris Rood, Deborah Walcott, Michael Moore, Don Maleta, Pete Brown, Steve Gilbert, Mayland Crosson, and the Win Becker Foundation.

Thank you also to Mark Cahill for arranging the donation of a late model Cub Cadet tractor. This donation was made by Paul Harrington of Perkasi, PA.

## PLS Upcoming Events 2021\*

Sat, January 16 Board of Directors Meeting - 9:30 AM

Sat, February 20 Board of Directors Meeting - 9:30 AM

Sat, March 20 Board of Directors Meeting - 9:30 AM  
Membership Meeting - 12:30 PM  
**Annual Elections**

Sat, April 17 Board of Directors Meeting - 9:30 AM  
**SPRING CLEAN-UP in AM**  
Membership Meeting - 12:30 PM

Sun, April 25 Run Day - 9:00 AM

**\*NOTE: ALL DATES ARE TENTATIVE**

## Pertinent Dates for the 2021 Election

The 2021 election of all officers and 3 non-officer directors will take place at the Annual Business Meeting on March 20, 2021. Pete Brown and Steve Leatherman have volunteered to be this year's Nominating Committee. They will contact all eligible members. Regular Members who attended at least half of the membership meetings in 2020 (two) are eligible to be nominated for election to a seat on the Board and to any office except president, which requires prior service of at least one term as an officer or non-officer director. Nominations close on January 17, 2021 with Final Ballot to be posted in the clubhouse by February 14, 2021. Absentee ballots must be requested by March 5, 2021

## Club Membership News

Since January, 2020, PLS welcomed new Associate members George Markert, David Haring, William Kauffman, Robert Kimmey, John Mitchell, Nelson Leid, and Steve Wysowski. Also, welcome to George Fitzgerald who has applied for Regular membership.

## Membership Gauge

As of November 30, 2020 PLS has:

**103 Regular Members**

**148 Associate Members**

**6 Honorary Members**

**The Complete 2021 Event  
Schedule will appear in the  
January- February Edition**

## Pennsylvania Live Steamers, Inc.

<b>President</b>	Frank Webb	77 Roundwood Circle, Collegeville, PA 19426	president@palivesteamers.org
<b>Secretary</b>	Mark Cahill	22 Tice Lane, Perkasi, PA 18944	mark.cahill@verizon.net
<b>Treasurer</b>	Robert Morris	3034 Black Swift Road, Norristown, PA 19403	rmorris1171@verizon.net
<b>Gazette Editor</b>	Lawrence Moss	815 Maplewood Drive, Harleysville, PA 19438	LarryMoss@outlook.com
<b>Board of Directors:</b>	Jim Salmons, jshay@verizon.net; Pat Murphy, patrickmurphy129@gmail.com; George Cooper, georgecoop@comcast.net Ross Magee, mrmagee@gmail.com; Jim Miller, jbmiller@msn.com; Paul Miller, pava77@comcast.net		

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# The Long and Short of It

By Bob Freer

It all started with an e-mail from an old friend from who questioned whether I knew the origin of the traditional Long-long-short-long whistle (or horn) signal at grade crossings. The question resulted in my calling fellow PLS member Bob Thomas, well known to readers of the PLS Gazette. Bob pointed out that the original signal was Long-long-short-short but that over time the last short was lengthened, possibly by engineers who prolonged it until the pilot was actually on the crossing, or possibly just to distinguish themselves from other "whistle artists".

Now my curiosity was really aroused so I got out my collection of old Books of Rules, and here's what I learned:

From: *Rules of the Transportation Department of the different Railways Throughout the U. S.*

International Railway Correspondence Institute, 1899

## **Rule 14 L - "Approaching public crossing at grade"**

-- -- o o (Long-long-short-short)

From: *Lehigh Valley Railroad Company Rules for the Government of the Operating Department, 1924*

## **Rule 14 L - "Approaching public crossing at grade"**

-- -- o o (Long-long-short-short)

From: *The Pennsylvania Railroad Book of Rules, 1941*

## **Rule 14 L**

**"Approaching public crossings at grade. To be prolonged or repeated until crossing is reached, unless otherwise provided; also when view is obscured by weather and other conditions, approaching interlocking, stations, yards, or other points where men may be at work"**

-- -- o --(Long-long-short-long)

From: *Reading Company Rules for the Government of the Operating Department, 1945*

## **Rule 14 L - "Approaching public crossing at grade. To be prolonged or repeated until crossing is reached."**

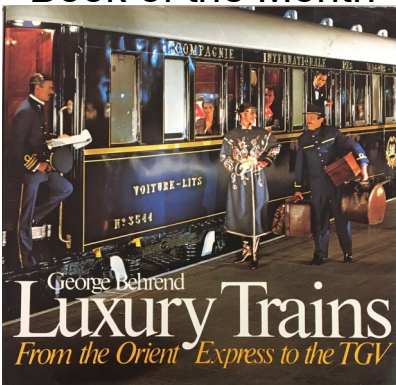
-- -- o -- (Long-long-short-long)



So, sometime in the period between 1924 and 1941, **Rule 14 L** was changed to the signal we use today.

I leave it to others with more extensive libraries to determine the exact date when the change was adopted.

## PLS Library Book of the Month



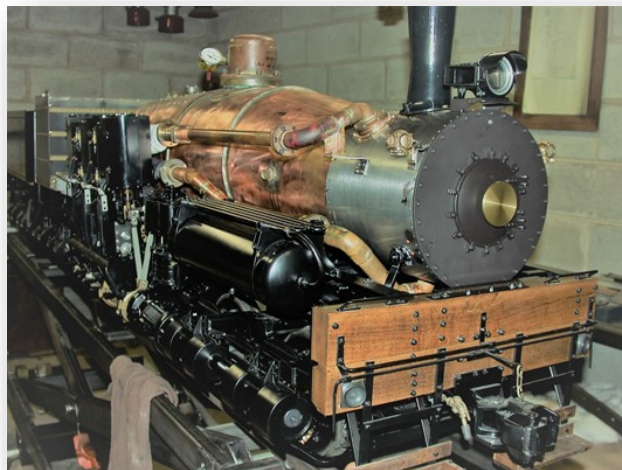
### **Book Review**

The most exhaustive data ever published on the hundreds of Trains de Luxe that formerly linked every major world city.

#### **For Information contact:**

Joe Gotlewski, Librarian

## Shay Locomotive Project Engine for Sale



- 7-1/4" Gauge • Museum Quality • 1-1/2" Scale
- Western Maryland #6 • Copper Boiler • Runs on Air
- Built to LIMA LOCOMOTIVE Drawings
- ♦ 18 Years in the Making (thousands of hours)

**For Details contact Jim at [jshay6@verizon.net](mailto:jshay6@verizon.net)**



# Arrival of the Prototype Caboose 30 Years Ago

On May 11, 1990, PLS accepted delivery of Union Pacific caboose #25001 which was donated by Mr. & Mrs. Drew Lewis who were local residents.

Mr. Lewis was the Secretary of Transportation under President Reagan and was later CEO of the Union Pacific Corporation and subsidiary Union Pacific Railroad.



Conrail brought the caboose from Pottstown to Oaks where it was transferred by crane to an awaiting low bed tractor trailer for the last leg of the trip.



Prior to delivery of the caboose, a section crew installed a section of rail which was placed in front of the club house.

The flatbed tractor trailer brought the caboose off Gravel Pike and onto the PLS property in preparation for unloading.



Photos Courtesy of PLS Library



Here is the newly installed caboose in its original color. It was soon repainted red and decorated for PLS. The interior was renovated in 1996 and included dry wall, carpeting, new ceiling, upper seats and shelving.



Currently the old caboose is undergoing a some exterior restoration. Team leader Bob Morris along with George Cooper did the prep work with assistance from Ross Magee who did the power washing.

Bob has spent countless hours sanding the metal surface, a project he began two years ago. He could use your help.

An artist's conception of the newly decorated caboose that will be the centerpiece of our 75th anniversary in the fall of 2022.



# Management of Small Live Steam Locomotives

## Part 1

By Bob Thomas

### PROLOGUE

From observations at the track and in conversations with newcomers to the live steam fraternity, it has become apparent that there might be a benefit in passing along some knowledge gained from many years of practical experience operating small locomotives. As we all find out sooner or later, there is more to successfully running a small live steamer than tossing a match into the firebox and opening the throttle! The difference between *satisfaction* and *frustration* with a newly completed or recently purchased small locomotive is related directly to how well the engine behaves on the track. And that behavior, in turn, is dependent both upon the mechanical integrity of the locomotive itself, i.e., the soundness of its basic design and construction, *and upon the way in which it is operated*. The second factor – *operating technique* – is the principal subject of these notes.

### ABOUT ADVICE

First, some disclaimers: There is no “one way” to operate a small locomotive; the views expressed here are simply “*a*” way of doing it, not necessarily “*the*” way. However, the advice offered here is based on experience with successful operation of ½”- and 1”-scale passenger hauling locomotives for a period extending over sixty years. If the explanations seem too detailed or rudimentary to some readers, please consider that a tip which is painfully obvious to an experienced engineman might be just what a neophyte needs to achieve success. Although many of the techniques cited here apply to all locomotives, including full-size prototypes, they are primarily intended for operation of ½-inch to 1-inch scale equipment and are not necessarily transferable to smaller or larger scales because of their different physical proportions and thermal effects. Only coal-firing will be considered here since alternative fuels such as alcohol, oil, and propane are used too seldom for locomotives in our size

range to justify special treatment. Finally, it is assumed here that your locomotive is of good design and in good operating condition, topics somewhat beyond the scope of this article, but which will nevertheless be touched upon later under “Locomotive Performance.”

### PREPARATION

Good engine management nominally begins with preparation for lighting-up, but even before that, there is an important consideration – ensuring that the firebox, flues and smokebox are free of ash from previous fires, for there is no use in attempting to start a new fire if the remains of an old one restrict free flow of air and combustion gasses. Ashes should have been removed at the conclusion of your previous running session. Suggestions for ash removal will be given later, but for now, verify that remains of old fires have been thoroughly cleaned out, using a flashlight if, necessary, to help inspect the grate and every flue. Fill the cylinder lubricator (after draining the tank of condensate if yours is a displacement type) with “steam oil” designed specifically for the application, such as Texaco 650T or comparable product from a reliable supplier. Avoid lubricants prone to break down in the presence of superheated steam and any that develop gummy, varnish-like deposits. Lubricate the valve gear, crosshead guides, rod bearings, eccentrics, and truck and main journals with plain non-detergent SAE 30 oil. Apply just enough oil to do the job, but not an excess, especially on multi-gauge tracks where locomotive droppings are liable to fall on the running rails of other scales.

Use the tender hand pump to fill the boiler about half-full. What is half-full? With an *ideal* water gauge it will be when the top of the water column is exactly at the center of the gauge glass, but in a less than ideal case, a half-full boiler might actually be indicated by a column three quarters of the way up the glass. The gauge glass indication depends on how the water gauge is

connected to the boiler, so it is important to be aware of the actual water level inside the boiler and how it is depicted by the gauge glass on your locomotive. Subsequent references to water level in this paper will be based on an ideal gauge. Thus, when a recommendation calls for a water level of ½-glass, it means the boiler is one-half full, ⅔-glass, two-thirds full, and so forth. Whatever the case with your locomotive, however; you will have to interpret water level recommendations given here in terms of the indication on your own locomotive’s water gauge. Finally, consider an alternative source of water if water at your track contains dispersed solids or dissolved minerals. That topic, along with water gauge performance and calibration are discussed further in a subsequent section titled “Water.”

Small pieces of charcoal saturated with kerosene provide an excellent base for starting a coal fire. Kerosene is the ideal starting fluid for our purpose because it can be stored reasonably safely, burns slowly, does not “flash” into ignition, yet is just volatile enough to ignite with a match. Begin with ordinary “grocery store” charcoal briquettes. Break individual briquettes into four or five pieces of roughly equal size. Try to avoid making small chips and discard any as they accumulate. Obtain a can with a tight fitting lid, put in as much charcoal as you think will be needed to fill the firebox, add a few more pieces “just in case,” then pour in enough kerosene to thoroughly wet the charcoal with a small puddle of excess fluid. Put the lid on the can, then slosh it around to completely soak the briquettes. It pays to prepare the charcoal the day before you plan to run to allow it to thoroughly absorb the kerosene.

### STARTING THE FIRE

Give the locomotive a once-over to verify that all water connections are tight, water is in the boiler, throttle, bypass valve, blower and blowdown valves are closed, and reverse lever is in mid-gear. Shovel prepared



charcoal into the firebox, starting at the tube sheet, working back toward the fire door. Distribute fuel over the entire width of the grate by vigorously shaking the shovel sideways as it is withdrawn through the fire hole. Always use a side-to-side shaking motion to distribute coal evenly, rather than turning the shovel upside-down, which is not only awkward to do, but will leave piles of coal, rather than a uniform bed. Try to build up two or more layers of charcoal nuggets (depending on your engine's firebox depth) with upper pieces covering gaps in the lower layer. Use your judgment for the quantity of charcoal to use, but under no circumstances allow it to interfere with the lowest flues.

Put your external blower in the smokestack with its air feed turned off (or motor turned off, in the case of an electric blower). As mentioned above, kerosene is not very volatile, so you might experience a problem igniting the charcoal with a single match, especially in windy weather. Alternatives include holding several matches together or igniting a piece of paper that has been stuffed into the firebox or using or commercial butane barbecue starter probe. None of those approaches is as inexpensive or effective as the homemade lighter wand described in the "Accessories" section at the end of this article. If a wand is used, dip it into kerosene and then set alight with a match. Have the blower ready to start, put the flaming lighter inside the firebox near the back head, then slowly start the external draft, gradually increasing its intensity to draw the lighter flame forward, but don't overdo it – you are looking for a steady flame, not a roaring inferno, at least for the moment. Move the lighter around inside the firebox until most of the saturated charcoal is burning well. Withdraw the lighter, shut the fire door immediately, and let the fire build up, thereafter only occasionally opening the door to *briefly* check on the status of the fire.

A few words here about the fire door: When the door is closed, air passes between the grate bars to combine with carbon in the fuel, which will burn efficiently to generate abundant heat if the draft is properly adjusted. However, when the fire door is open, cold air rushes over the fire, drastically cooling it, and will even extinguish it if the door is open too long. Therefore, *open the fire door only when absolutely necessary* to add coal or check on the condition of the fire, then close it immediately. The smaller the engine, the more this rule applies!

Getting back to our new fire, when the needle on the pressure gauge moves off the pin and a few traces of steam begin to appear, check the fire and, if necessary, rake the charcoal lightly to ensure that all the pieces are burning. If most of the charcoal is burning, add a few shovels full of your regular coal, using the sideways shaking motion to distribute it lightly over the entire fire, but avoid smothering the charcoal. Remember to open the fire door only for the minimum time required to tend the fire. A later section entitled "Coal" presents a detailed discussion of coal selection.

### BUILDING THE FIRE

As steam pressure begins to rise, check the water level, and use the hand pump, if necessary, to maintain a "half-glass." When the pressure gets to about 40-pounds, you can turn on the engine's own steam blower and remove the stack blower. Hot dog! – *the engine is on its own!!*

When the pressure has gone up a little more, use your poker to break-up remaining charcoal embers and press ashes through the grate. Add some more coal without smothering the fire; better to put on a little bit at a time than to extinguish the fire with an excess. Before long the safety valve should lift, but don't be concerned; the objective now is to establish a robust fire. Reduce the blower intensity and continue to maintain proper water lev-

el. From time-to-time check the fire and rake lightly, perhaps bringing some of the better burning coal at the tube sheet rearward toward the back head and pushing unburned coal forward. Gradually add water, temporarily raising the level to about two-thirds of a full-glass so you will have a nearly full boiler of hot water when you are ready to start running. When most of the charcoal has disappeared, give the fire a vigorous raking, and add a good layer of new coal. The pressure will drop, but you are now almost ready to move from the steaming bay onto the main line, so there will be time for the new coal to begin burning before getting underway. Keep the bypass valve closed and maintain water level at two-thirds glass.

Put the engine in motion back and forth over a few feet under its own power with the cylinder drain cocks open to warm the cylinders and clear accumulated condensate. The pressure should be rising again, as the fire recovers from the last load of coal. Reduce the blower some more to delay the safety valve from popping-off and keep the water level above  $\frac{2}{3}$  glass – this is important. Make required movements to couple onto your train and move to the main line. Check the fire once more; by now it should be glowing brightly all over (if not, the locomotive might have problem and should be returned to the steaming bay for investigation). Rake-down the fire once more, then sprinkle on a few shovels full of coal. Put the reverse lever in full forward gear, open the bypass valve, close the blower valve, a toot on the whistle and off you go!



"Next time, we start running!"

Author at speed behind his 2.5" gauge B&O Ten wheeler on the PLS multigauge track. That safety valve discharge, feathered by the locomotive's slipstream, says it all.



# Retaining Wall Rebuild Complete

By Mark Cahill

At long last, on Saturday November 28, 2020, the rebuild of the retaining wall adjacent to the handicap ramp was completed. The inertia for this long-planned project was finally broken in early October. Mark Cahill put the first shovel to the ground followed by help from Bob Morris, George Cooper, Paul Miller and Jim Salmon.



**DAMAGED WALL REMOVED**

The wall failure was primarily due to tree roots from an ash tree that was located next to the lower end of the wall. When the handicap ramp and retaining wall were originally constructed, this ash tree was a sapling and of little concern. However, over the years, the tree had grown quite large. When the wall was dismantled, several very large tree roots were found. These roots had to be severed in order to complete the dismantling of the wall. A secondary contributing factor to the wall failure may have been the omission of a drainage system during the wall's original construction.



**BLOCK BEING REINSTALLED**

Prior to the October Board of Directors meeting, the Board members had an opportunity to inspect the dismantled wall. The consensus was that the tree roots were the primary reason why the wall was leaning so badly. The Board of Directors then decided that to prevent a re-occurrence of wall failure after its reconstruction, the ash tree should be removed. Removal of the tree occurred following the October Regular Membership Meeting. Using chain saws, the tree removal was accomplished "in house" by Steve Leatherman, Jay Forsythe and Ross Magee.



**BACK SIDE OF FINISHED WALL**

Mark Cahill was lead during the subsequent wall reconstruction. He was assisted by Bob Morris, Pat Murphy, Paul Miller, George Cooper and Jim Salmons. For a very modest additional cost, 20 feet of perforated drainage pipe and accessories were installed behind the wall to mitigate any potential wall damage from ground water freezing behind the wall.

The last items to be accomplished on Saturday were to add some stone fill behind the finished wall to dress it up a bit and to remove the remaining excavated spoils from the driveway. Bob Morris fired up the tractor (he had to jump start it!) and delivered a bucket-full of small stone to the worksite. Using shovels, Mark Cahill and Jim Salmons spread the stone just behind the wall and lightly tamped it for a clean look. Bob then returned the stone remaining in the tractor bucket to the storage area. He returned to the worksite and work began on cleaning up the driveway. Using the tractor bucket, Bob scooped up what he could. Mark and Jim then shoveled the rest into the tractor bucket. The crew did this twice. After the 2<sup>nd</sup> time, the job was finally done and everything looks pretty good. Hopefully, the tree removal and drainage installation will prevent the need to ever have to service this wall again. Many thanks go to all who contributed to this project.



**THE COMPLETED WALL**



## A Final Whistle Blast

The year 2020 was a very difficult year for Pennsylvania Live Steamers. Not only did we have to manage the difficulties brought on by the Corona Virus, but we also lost two long time Regular Members of PLS.

**Ronald S. Shupard “Ron”** passed away on September 2<sup>nd</sup>, 2020 at the age of 75. Ron became an Associate Member of PLS September 1<sup>st</sup>, 1973 and moved up to Regular Membership on May 24<sup>th</sup>, 1987. Ron was a master of the 4 ¾” Gauge railroad. Ron, a big man, could be seen at every run day and at every meet running one of his steam engines or his electric. He kept his equipment running and ran it hard all the time. For those you that have been at PLS for a number of years you might remember Ron’s wife Bonnie (Veronica) who passed away on November 15<sup>th</sup>, 2016 at the age of 72. For many years Bonnie was an active participant at many PLS events. Ron was a very active member of PLS and served as Gazette Editor for 9 years, from 1975 – 1983. He also served on the Board of Directors for 5 terms a total of 10 years, 1993 – 1998, 1999 – 2000, 2002 – 2003, 2011 – 2012. Ron will be missed by all at PLS.



**Henry C. Riley, IV “Hank”** passed away on September 18<sup>th</sup>, 2020 at the age of 73. Hank became an Associate Member of PLS on September 12<sup>th</sup>, 1978 and moved up to Regular Membership on September 2<sup>nd</sup>, 1999. Hank could be found every run day and every meet running one of his 4 ¾ gauge electric engines, sometimes in the wrong direction giving him the name of Wrong-Way Hank. When not running trains you would see him tending the PLS flowerbeds and other greenery on the property - he was our resident landscaper. Another service Hank provided to PLS was rodent control by doing his best to keep our ever present groundhog population in check. Hank will be missed by all at PLS. Note in one of the photos below Hank is giving a speeding ticket to fellow member Pat M.





# Garland Landmark Museum

By Jim Gotlewski



My daughter Emily has been living in Garland, Texas for about two-years. I recently visited her there for the first time. During my time there she took me to several points of interest. One of these was the Garland Landmark Museum.

The museum is housed in a former Santa Fe rail depot. It is located along a rail line on which the local DART commuter train now operates. We were not able to go inside the museum. However, the outside area includes informational plaques along a pathway parallel to the tracks. The most prominent outdoor exhibit is a Pullman car.

The historical plaques document the development of Garland out of three small frontier communities. Initially it was an agriculturally focused community. With the two world wars it transitioned to an industrial area. This ranged from food processing to aviation. A unique distinction of that industry included the initial development of a flying car.

Today Garland continues to be a significant and complementary suburb of the Dallas-Fort Worth area.



## New Arrival on PLS Track



Regular Member Roy Nelson finally took delivery on his brand new GP9 from the Backyard Train Company in Denver, Colorado (left)

Roy and his son David make the final inspection before this Erie Railroad diesel gets to work hauling freight and a few passengers around the PLS track. (above)

Photos by Pete Brown



# MULTI-GAUGE TRACK REPAIRS

When Henry Blanco-White became the official Multi-Gauge Liaison for the forthcoming PLS 75th Anniversary in 2022, he really took it to heart. Henry has been working on restoring the multi-gauge track all year and he is doing it right.

Not satisfied with just replacing rotted ties and leveling roadbed, Henry has been replacing entire sections that he has remade and then carefully leveled.

Assisting Henry is George Fitzgerald who has equal skills in operating a transit and regauging track. The multi-gauge will be in its best shape ever for next year and the big fall anniversary meet in 2022.



Gauging just two rails is hard enough but four rails is whole new challenge.

Photos by Pete Brown



Taking it down to the underlayment and rebuilding from the ground up.





# The PLS GAZETTE

P.O. Box 26202

Collegeville, PA 19426-0202

## FIRST CLASS

# 30 Years Ago



Three decades ago a full size prototypical caboose was delivered to the grounds of the Pennsylvania Live Steamers where it remains today.

Read the history and see more photos of the actual installation on pages 4 & 5.

Also learn the future plans for the car as it pertains to our 75th Anniversary.



Photo Courtesy of PLS Library