



The PLS GAZETTE

A newsletter of the Pennsylvania Live Steamers, Inc.

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The Wheel Report

Dear PLS Members,

In this issue of the Gazette I wish to report on three important topics.

First, I want to remind everybody of the upcoming Fall meet on September 1-3, less than 3 weeks away as I write.

Once again we are anticipating the excellent food service by the Forsythe family and club activity from all members as we wind down this running season. As always, the property is a priority. Once again I must give kudos to that small band of working regulars who show up on Saturdays and Wednesdays and work to keep the place looking ship shape. Great job everyone!!

As always, we will need sign ups for gate duty, clean up of the rest rooms, track & signal work and general property clean up.

Secondly, on a more somber note, we mourn the loss of longtime member Dave Sclavi who passed away on July 27. In honor of Dave, the club will hold a short service of remembrance on Saturday September 2, at 12 noon. At that time members of the Sclavi family will be in attendance and have asked to share words of remembrance of Dave. His K4 will be rolled out and placed on display.

Thirdly, I have been away all of last week attending the Buckeye Limited convention at the Mill Creek Central Railroad in Coshocton, Ohio. This event had originally been planned for 2021. However due to the pandemic, then scheduling conflicts with the Train Mountain Triennial, we had to wait until 2023 for this event to happen. This delay allowed the Mill Creek Central group of dedicated volunteers the chance to complete a very ambitious extension of their track. The railroad is impressive. With nearly 5 miles of track (7½") over 200 turnouts, fully signaled bi-directional operation, numerous passing sidings, a ruling grade of 2.5% grade that allows 100 feet of elevation change over the course of the route, 60 foot minimum radius, 3 classification yards, "Steam Friendly", it takes an hour to complete a full loop.

About two dozen steam locomotives, three dozen diesel and electric locomotives were on the property. About 200 people were in attendance to enjoy daily lectures, nearly a dozen vendors, food, and nighttime running. The exemplary condition of the track and property made this event a delight. Multiple double headed steam trains operated simultaneously. At a time when we worry about the future of the hobby, it is a joy to see how a large railroad within our hobby can be imagined, executed, and maintained with proper management and involved volunteers. Pay a visit to the Mill Creek Railroad.

Meanwhile...

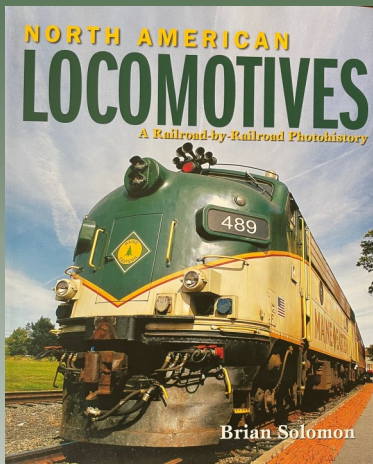
See you at the track!!

Pat Murphy



PLS Library

Book of the Month



Book Review

Profusely illustrated with rare historic and previously unpublished modern photography, this is the perfect book for every railfan.

For information contact:

Joe Gotlewski, Librarian
joegotlewski@gmail.com

Upcoming Events

Saturday, August 19 Board of Directors Meeting - 9:30 AM
Membership Meeting - 12:30 PM

Sunday, August 27 Run Day - Members & Guests (No Rain Date)

Friday, Sept. 1 **Fall Meet** - Members & Guests

Saturday, Sept. 2 **Fall Meet** - Members & Guests

Sunday, Sept. 3 **Fall Meet** - Members & Guests

Saturday, Sept. 16 Board of Directors Meeting - 9:30 AM
Membership Meeting - 12:30 PM

Sunday, Sept. 24 Run Day - Members & Guests (Rain Date 10/1)

Saturday, Oct. 21 Board of Directors Meeting - 9:30 AM
FALL CLEAN-UP in AM
Membership Meeting - 12:30 PM

Sunday, Oct. 22 Run Day - Members & Guests (Rain Date 10/29)

**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.*

Donation Acknowledgements

PLS wishes to thank the following for donations received during June and July: Daniel St Pedro, R. Scott Ziegler, the DelVal Triumph Club, Pat Murphy, Chris Becker, Samantha Armstrong and the Jerusalem Day Care.

Belated thanks also to Dan Siegle for his donation of a truck load of ½" stone, this past May.

Membership Gauge

As of July 31, 2023 PLS has:

102 Regular Members

137 Associate Members

4 Honorary Members

Club Membership News

PLS welcomes new Associate members: Carrie Bonekemper, Frederick Bowman Jr, Vincent D'Amico III, Daniel St Pedro, R. Scott Ziegler, Gregory Badger, William Bower, Carol Westbrook, Theodore Flood, Nicholas Wolf, and Sharleen Sensenig.

Welcome also to Regular probationary member, Jonathan Moore, who is upgrading from Associate member.

Pennsylvania Live Steamers, Inc.

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Ross Magee, mrrmagww@gmail.com - Term Expires 3/24
Paul Miller, pava77@comcast.net - Term Expires 3/24

Paul Rice, ricepaul@verizon.net - Term Expires 3/25
Peter Brown, peteprivate@yahoo.com - Term Expires 3/25
Jim Salmons, jjjshay6@gmail.com - Term Expires 3/24



MESSAGE FROM THE PRESIDENT

PLS CORP.

FRIDAY JULY 10, 1970

Gentlemen:

This PLS Corp. Stockholders meeting has been called to explore the costs and advisability of purchasing land to lease to PLS Inc. for the purpose of relocating our railroad.

Our by-laws state clearly that this business and no other may be discussed at this meeting.

Prior to formally opening this meeting to transact the business at hand, I wish to make a statement as President of PLS Corp. and as a member of the PLS Inc. Board of Directors. I did not choose to be President of PLS Corp. I was elected to the Board of Directors by the Stockholders present at the last Stockholders meeting along with Malcom Pierson and Buck Slayton. Malcom Pierson and Buck Slayton elected me to serve as President.

Malcom, Buck and I then asked George Thomas to accept the position of Treasurer and Bill Scott to accept the position of Secretary. We are all fortunate that they both accepted these positions and have already shown their sincere interest and have devoted much time to their tasks.

I believe we all owe a sincere vote of thanks to Malcom for the tremendous job he did in establishing the PLS Corp. for the purpose of trying to hold PLS Inc. together and to provide a means with which to purchase land, for the sole purpose of rebuilding our R.R. He sacrificed much for all of us.

We also owe a vote of thanks to many of our PLS members, especially our current President, Bob Thomas, and many others too numerous to mention, which now serve and who did serve on previous Boards of PLS Inc., and many others who spent long hours of their time unselfishly to promote the best interest of PLS Inc.

I do not believe that any member of either group wants to see PLS Inc. relocate to a piece of purchased ground for the purpose of rebuilding our R.R. more than I personally do. In fact, I tried to move PLS Inc. to consider the purchase of ground approximately twelve years ago, without success.

I do, however, feel the time has come to face some very basic facts, which I think must be recognized and dealt with if PLS Inc. is to survive and prosper.

In my opinion, we must all forget our petty differences of opinion and pull together for our common good and progress.

We must all realize that we will probably never be able to find someone to take Ken Souser's place, to whom we all owe so very much, who will permit us to use a few acres of choice real estate, so conveniently located, for a dollar a year.

Our days of free-loading and coasting are rapidly coming to an end. A new site will require a financial burden and a hardship on all of our serious members. It has been quite a few years since we had a large project at our club, which required a lot of man-hours of hard work and a sizeable assessment.

The acquisition of land is the first step to having a new railroad. To build the railroad we must commit ourselves to our most important priority, manpower to actually build the railroad or the financial burden, equally shared, to pay for the necessary labor, we must expect every regular member to do his share, which in my estimation will require at least three (3) full work days per month per member during a minimum of a six month period, to have a nice railroad in operation.

I believe that the survival of PLS Inc. is now in the balance and that only a concerted and united effort can prevent the ultimate dissolution of our fine club.

I hope to point out at this meeting some of the basic facts, as they appear to me, especially with regard to projected membership and to the costs which must be passed on to PLS Inc. to have land purchased by PLS Corp.

The figures that will be presented to all Stockholders are accurate to the best of my knowledge and ability, and are presented not to deter the purchase of land, but to be a factual guide to the problems which we must face up to, and which I trust will unite all of our members.

Thank you for permitting me to present my views in this matter.

Respectfully submitted,

PLS Corp.

Carl R. Dougherty, President 1970

This historic memo came from the archives of Bob Thomas and was forwarded to Bob Blackson.
It was transcribed from the mimeographed original by Larry Moss

July Run Day Scenes...



The Company Train rolls into the yard.

William Bower Photo



Beautiful day for a scenic ride through the woods.

Robert DeLucia Photo



PLS played host to the DelVal Triumph Club. These are some of the sports cars they arrived in.

Robert DeLucia Photo



Jim Salmons returns to the engine house after a long run.

Robert DeLucia Photo



The yard beginning to fill with freight cars for the day's runs.

William Bower Photo

David Sclavi

2023



Dear members of PLS,

It is with deep sorrow that I must share the sudden passing of David Sclavi on Thursday evening July 27th.

Dave was a long time member of PLS and was one of the most experienced and knowledgeable steam locomotive builders within the hobby. His firm of Mercer Locomotive Works produced thousands of trucks, couplers, many steam locomotive kits as well as numerous detail parts related to the hobby.

His knowledge and more importantly his quick willingness to share his knowledge assisted and inspired generations of Live Steamers.

His splendid Pennsylvania K4 locomotive was a regular reminder of his skill and love of the hobby.

Dozens and dozens of "how to" YouTube videos can be found at [trainman4602](https://www.youtube.com/channel/UC1m4602) that will serve as a lasting legacy of his willingness to mentor within the hobby (as well as his love of Italian cooking).

On behalf of everyone at the Pennsylvania Live Steamers I send deepest sympathy and condolences to his entire family.

Pat Murphy

Reading Blue Mountain & Northern Iron Horse Ramble

By Joe Gotlewski

On July 1st my Dad and I took a train ride to Jim Thorpe. The train was operated by the Reading Blue Mountain and Northern (RBMN) railroad. We originally planned to ride in the “King Coal” Observation Lounge Car. Shortly after I purchased the tickets the railroad unexpectedly added their newly refurbished Pullman Parlor Car to the consist. I was contacted by the railroad’s office with an offer to exchange our tickets and upgrade to the Parlor Car. I was really excited to be offered this unique opportunity.

The Iron Horse Ramble featured the T1 steam locomotive, 2102, pulling 15 cars. These consisted of a baggage car, several standard coaches, a dining car, a crown class coach, a Pullman sleeper car, 2 lounge cars, and the parlor car. There were also two (2) private cars belonging to the RBMN owner that were coupled to each end of the Parlor Car at the rear of the train.

The trip began at the Reading Outer Station. We boarded a car in the middle of the train and walked through several coaches to reach the Parlor Car. I was overwhelmed by the luxurious beauty of the Parlor Car. The seating was divided into two distinct sections that featured a fireplace on each end. The front half from which we entered had two love chairs and a coffee table with four dining chairs. We chose to sit in the second section that featured Victorian armchairs which rotated 360 degrees. The remaining décor featured a copper plated ceiling, embroidered ceiling fans, wood paneled walls with extended windows adorned with cream color soft dip style valances with a hanging crystal border, custom brass wall sconces, and red/gold carpeting.

Riding in this car was a very enjoyable experience. It was further enhanced by the friendliness and attentiveness of the crew. Our car host, John Rizzo, frequently interacted with the passengers, sharing information about the railroad and points of interest along the way.

Number 2102 Reading T1 arrives at the station



A fully restored Pullman Lounge Car is part of the 15 car consist





Space for a game of chance



Jim Gottlewski at rest



Relaxing in the Victorian armchairs



Opulent ceilings add to the decor

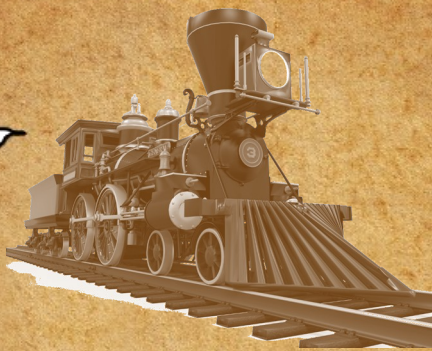




**The
PLS GAZETTE**

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

FIRST CLASS



Fall Meet Bill of Fare

September 1 -3, 2023

Will be Yummy



So Come Hungry!

Saturday, September 2nd - All-You-Can-Eat Breakfast	9 AM until 11 AM
Lunch - Hot Dogs, Meatball Sandwiches and more	12 PM until 2 PM
Potluck Dinner - Please bring your favorite side or dessert to share	
Sunday, September 3rd - Breakfast Sandwiches	8 AM to 11 AM
Lunch - Hot Dogs and more	12 PM to 2 PM

*The Forsythe's will be preparing food for the Fall Meet weekend. Many hands make light work. If you are interested in serving food, please contact Gwen Forsythe at jgforsythe123@gmail.com or text 267-733-3314. Please be sure to leave your name and the times you are available to help.