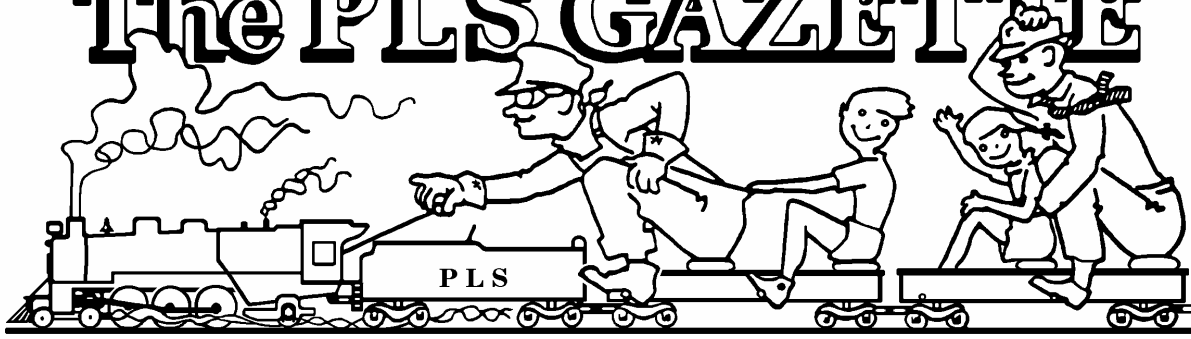


The PLS GAZETTE



PENNSYLVANIA LIVE STEAMERS, INC.
P.O. BOX 26202, COLLEGEVILLE, PA. 19426-0202

July, August -2007



The July Picnic
Prez Sez

This column is, generally, about the past. We celebrate the past technology of railroad motive power, and, as Hans Bethe (Nobel Prize in Physics 1967) famously said, "It is difficult to predict, especially about the future." This month, I want to talk about the future of PLS, with just a few remarks about the past. The new format for our annual picnic seems to have been well received, and our permanent Gauge 1 track is now ten years old (time flies).

Now, I'd like to look forward to the year 2029 in May. This future is my imagined future, your future may vary. We have just finished repairing the damage from the 500 year flood in March, with the exception of the replacement for Mercer Bridge which will take several more months. Membership renewals were good with 102 Regular Members and 507 Associate Memberships. on the list.

The new electronic dispatch center is scheduled for operation at the Fall Meet, and the last of the scan cameras has been added to the site. The Real Estate Fund (to purchase a new site) is now at \$147,098. Regular Dues are now \$300.00/year, Associate Dues are \$60.00/year. The club license from the Federal government to burn coal has been renewed but is limited to one ton per year. The restriction on fuel use is inconvenient but other provisions of the Transportation Emissions Reduction and Restriction Act (TERRA) of 2016 have brought about the renaissance in passenger rail service due to the much higher energy efficiency of trains when compared with airplanes.

Planning for the Universal Scan Project to digitally archive all available steam locomotive drawings and distribute them on DVD to interested parties, is in the final stages. This project is to be undertaken by a consortium of clubs, historical societies, the National Park Service and the Smithsonian Institution and will preserve the engineering history of steam railroading into the future.

The club now has its first fifth-generation member, up from three generations back in the first decade of the 21st century.

(Continued on Page 2)

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CALENDAR OF EVENTS – 2007

August, August 18
Sunday, August 26

NO MEETING – Afternoon/Evening Run Members & Guests Only
Run Day – Open to Public – No Rain Date

Saturday, September 1
Sunday, September 2
Saturday, September 8
Saturday, September 15
Sunday, September 23

Autumn Meet - Glenn McCaulley Catering Evening Meal
Autumn Meet
Board of Directors Meeting - 12:30 PM
Membership Meeting – Afternoon/Evening Run Members & Guests Only
Run Day - Members and Guests Only – Rain Date Sept. 30

Saturday, October 13
Saturday, October 20

Board of Directors Meeting - 12:30 PM
Membership Meeting - 12:30 PM

The PLS *Gazette* is published 6 times a year starting in February. Deadline is BOD Meeting
Membership cards will be mailed to all paid up Members with the April Gazette

Prez Sez (from page1)

Courses to be offered to new members this year will be; Beginning Machining, CNC Machining, Boiler Design, and (in conjunction with a local college) Stress Analysis. A web-based Digital Electronics course will also be offered.

Four Members are currently building steam locomotives and seven are building diesel pattern locomotives, including the first club fuel-cell powered locomotive. Cars are being built in great numbers, and PLS will purchase its fourth club locomotive this year. All three rolling stock storage buildings (#3, #6 and #14) are completely full but the proposal to create a fourth seems to have little chance of member approval.

Due to the recent advances in medicine, the number of centenarians in the club has increased to six, but a move to waive dues for members over 105 was defeated at the annual meeting.

All eyes are on the skies as Apophis (2004 MN) makes a close approach to the earth this month, and NASA revises its calculation of the probability of a civilization ending impact in April 2036.

I am just sorry that I'm no longer around to watch developments.

Bill Love

2007 Fall Meet

As always, the success of our meets depends on our volunteers. Please consider donating some time toward gate duty, yard duty, station duty, kitchen sales, etc., either Sat, Sept 1 or Sun, Sept 2. Kitchen volunteers can sign up for a shift when they arrive for the Meet. Donations of baked goods, store bought or home made, are welcome for Fri, Sat, or Sun.

Kathy Parris

Gauge1 Track Is 10 years Old

In the summer of 1985, George Hoopes invited Harry and Paul Quirk to bring their portable Gauge 1 track to the PLS Fall Meet. The offer was accepted and the track displayed. It was also set up at every Spring and fall meet until 1997. By 1995, discussion began about building a permanent track. Construction was delayed until 1997 because of the 50th Anniversary in 1996. Work began in March 1997, and was completed by the Fall Meet. Interest has grown to where we need Mike Moore's portable track to handle the overflow at these events. Hopefully, interest will continue for many years to come.

Harry Quirk

WILLIAM H. MOREWOOD

Bill Morewood, renowned designer of the *Raritan* live steam locomotive, passed away August 6. Bill joined PLS in the early years of the club. At the first meeting he attended, on a Sunday evening at a member's home, he brought his remarkable alcohol-fired 3.5" gauge 4-4-0 of typical 19th Century Pennsylvania Railroad practice. He had first become interested in building a live steamer completely on his own while still in high school. After saving enough money to buy a lathe, he rode his bicycle to the Sears and Roebuck Store, purchased a Craftsman 6" lathe, and then pedaled all the way home with the lathe balanced across the handlebars! Bill entered Cornell University not long after that, but he continued to work on the engine as time permitted while studying for a degree in Mechanical Engineering. The American was just about finished by the time he graduated, and it was not long after that he became a member of our club.

While the Pennsy 4-4-0 was well made it was, by its basic nature, a somewhat fragile locomotive for day-to-day track operations, so Bill decided to design a simple and more rugged free lance locomotive to supplement it. At that time the avalanche toward ever-larger scale had yet to begin and $\frac{3}{4}$ " scale was dominant, so Bill chose that scale for his new engine. He decided on a 2-4-0 wheel arrangement for its simplicity of construction while providing good tracking characteristics compared to an unguided 0-4-0 or 0-6-0. In a nod toward simple construction, the new engine would use slip eccentric Stephenson valve gear that does not require machining of complex expansion links typical of most other gears. All of this was wrapped up in a charming outline on a simple basic chassis, a Disneyesque wide cab for accessibility to controls, attractive boiler components, a large pilot out front, a tall stack (often the "handle" by which owners merrily carried their beloved engine) and a relatively simple two-truck tender. As the new locomotive was taking shape Bill and his family lived near Princeton, New Jersey, where he was a research engineer at the RCA David Sarnoff Laboratories, so it is not surprising that he named his new creation *Raritan*, after a prominent nearby river.

At some point early in its conceptual stages Bill must have realized that his *Raritan* possessed fundamental elements that would be attractive to others, especially newcomers to the hobby. He saw that a kit of simple high quality castings, clear easily understood drawings, and detailed machining instructions would enable those first-timers to build their own live steam engine, even if they had little or no practical machine shop experience. Then, through serendipity that could only arise in an active live steam club, fellow member Bill Scott had become one of those interested in making a *Raritan* for himself! The two Bills established an arrangement where Morewood would hand over castings made from his patterns along with sketches or drawings of the parts to Scott, who would make the first piece, and then return an OK or recommend improvements or corrections to designer Morewood. Thus, Bill Scott became builder of the very first *Raritan*, with the designer's a close second, for what was now a thoroughly proven product ready for marketing.

How successful were sales of *Raritan* drawing and casting sets? In a word: *VERY!* And Bill didn't just supply his customers with a basic means to build a live steam locomotive; he was always available for assistance to builders by telephone or correspondence. In addition, he continued to refine his copious construction notes which he eventually compiled in an illustrated book, *Building the Raritan*, published in 1977. Bill sold more than 360 sets of *Raritan* castings and drawings before 1996 when Joe Tanski took over the business, and since then Joe has sold about another 120 kits.

Perhaps there is no greater commendation for Bill Morewood and his *Raritan* than these words from Kozo Hiraoka:*

"Without his RARITAN, all live steam engines of my design had not appeared in the present form. More or less, the basic concept and every part of my engines were developed on his excellent design. The firebox dimensions, the safety valves and the boiler backhead arrangement are only a few examples." "RARITAN is the mother of my geared locomotives, so to speak." "His work will be alive as long as live steam hobby is alive." (signed) Kozo Hiraoka

A facet of Bill Morewood's character that many of his live steam friends might not have been aware of was his boundless reverence for humanity. This came to the fore as he contemplated the plight of individuals so handicapped they are unable to feed themselves. Loss of upper limbs or paralyzing neurological diseases deprive thousands of people of their independence and hence, to a great extent, their personal pride. Determined to do something about that, he began using all his leisure time to investigate methods to enable the handicapped to eat and drink on their own. Little by little he developed some of his basic concepts and began turning them into practical mechanisms, but he eventually decided that to achieve the goal he envisioned, he would have to work on the problems full time. So after decades of successful employment at RCA, Bill Morewood took early retirement – and a leap of faith – so he could devote his engineering talents exclusively to development of a practical automated feeding machine. Then followed thousands of hours translating numerous conceptual approaches into mechanisms, trials with real users, further perfection, and finally a practical feeding machine and U.S. patents to protect a commercial product. He then embarked on hand making the entire first production run of machines by himself before relinquishing rights to his invention to a commercial manufacturer who continues today to produce Bill's product.

Bill Morewood was without doubt a man of accomplishment. He was also a good friend, ever eager to help others with their problems. His familiar lanky frame was always a welcome sight at Paoli and Rahns, as was his nearly perpetual gentle smile. He spoke in a voice that commanded respect despite its softness. He was indeed a gentle man. Our thoughts at this sad time are with his wife Ruth, his son, two daughters, and two grandchildren. Far off in the future whenever we hear the toot of *Raritan's* high pitched whistle, something of Bill Morewood will still be with us. It was great knowing you, old friend!

B.T

* Excerpt of Kozo's comments to Ed Hume in an email posted on the Home Machinist Live Steam Forum, 8-8-07.

New Members

New Members are Gaitree Conley and Robert Small. Welcome to both.

The Banjo Speaks

HAVE ANY OF YOU VISITED OTHER LIVE STEAM CLUBS WHERE THEIR ONLY WATER SUPPLY WAS UNTREATED RAIN WATER FROM A CATCH TANK OR POND? EVEN TRACKSIDE FIRES FROM EXHAUST CINDERS DEPENDED ON OPEN RAIN CATCHING BUCKETS! THINK ABOUT IT – NO FRESH COOL WELL WATER IN THE STEAMING BAY HOSES – AND YOU DIDN'T WANT TO WASH YOUR FACE ANYWAY...BUY ICE & DRINKS EVERY DAY BEFORE YOU GO TO THE CLUB OR GO THIRSTY FOR 8 HOURS OR MORE ! YES THERE IS A MORAL TO THIS STORY – AND OF COURSE PLS HAS OUR WELL BUTAS THIS YEAR GOT DRIER SINCE MEMORIAL DAY, I WAS AT PLS 4 OR 5 TIMES, AND EACH TIME I FOUND AT LEAST 2 SPIGOTS IN THE BLDG 3 BAYS LEAKING BECAUSE THEY WERE NOT TURNED OFF COMPLETELY.THE LAST TIME AT PLS 1 FOUND ONE IN THE OLD STEAMING BAY (NEEDED A NEW WASHER-REPORTED & FIXED) LET'S DON'T WASTE THE RESOURCE WE HAVE. WE WOULD MISS IT A LOT! SIGNED: THE BANJO

PLS Library

We currently have around 300 train related books and booklets. Most of these are either descriptions of prototypes or are how-to-do books on topics related to building larger miniature trains (e.g., books on machining). A number of us are currently cataloging and organizing these so that they can be more available to all our membership.

Bob Blackson has carefully typed up a bibliography of our holdings. Bill Love has typed this information into the computer. By mid-Fall I hope to have both a catalog and the books available using typical library rules.

If you have borrowed any of these PLS books could you please return them to Lynn Hammond at the Clubhouse on a Wed or Sat workday so that we can catalog them and make them available on a rotating basis.

Emails

We are currently working on our ability to send mass e-mails to our regular members concerning timely club events. By Oct we will have send out a test e-mail to all our regular members for whom we have e-mails. If you have an e-mail address and have not heard from us by then, please e-mail me (Lynn Hammond) at treasurer@Palivesteamers.Org. so that I can correct or add your current e-mail address.

Later on we will be doing the same for our much more extensive associate members and there will be a similar announcement in the Gazette at that time.

Editor's Notes

I have not received a list of donations for the last 2 months. Don't forget that Glenn McCaulley will be at the Saturday night Fall Meet to cater the evening meal. Glenn did a superb job last year in trying conditions. Remember the deluge? Better to remember the delicious food Glenn and his crew served. The new HP printer is on line at the club. The quality and speed of the printouts is superb. The apparent high cost of this printer will be made up in lower operating costs. The old inkjet printer did a decent job, but the ink cartridges were expensive. We will be able to do our own forms easily and quickly. At the present time, doing the *Gazette* at **PLS** is not a good idea do to the large number of Gazettes we have to make and binding issues that we can not handle very well at the club. Binding in the printing world is answering the question of how do we hold all these pages together in booklet form. Should we get the majority of members to accept getting the *Gazette* via email or from our web site, doing the *Gazette* in house would then be practical.

Bob Thomas is an excellent writer and his well written obituary for Bill Morewood is worth reading. There has been a lot of work done on the upper level storage area in Building 6 . This editor is concerned about safety issues of being able to move cars up and down those ramps without car runaways.

The Gauge-1 track will have been in operation for 10 years at the Fall Meet. The atmosphere at the Gauge-1 track is normally quite laid back and is a pleasant place to prop up your weary feet and relax a bit, even if your main interests lie elsewhere. I do plan on dusting off the old Sandy River # 24 and running a bit during the Meet weekend.

Don't forget to pay for your PLS jacket if you ordered one. They will be delivered in time for the Fall Meet..



Jay Shupard during the picnic



Great Turnout at the Picnic



Club Picnic

The PLS Gazette
P.O. Box 26202
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FIRST CLASS



Think Fall Meet
September 1 and 2