



The PLS GAZETTE

A Newsletter of the Pennsylvania Live Steamers, Inc.

MAY - JUNE TOPICS: Green Signals Ahead **1** Spring Meet Thanks **2** Membership News **2**
 Membership Gauge **2** Donations **2** June-September Events **2** PLS Projects List **3**
 WW&F Railway **4** Pot Luck Dinner Success **9** Obituary **9** PLS Annual Picnic **10**

Green Signals Ahead

It has been a while since I wrote about the PLS Signal and Switch System and I thought an update and explanation of what our signals tell us and a little about our electronically controlled switches might be a good refresher for all.



Photo 1

Standard 3 Lamp Signal Head

The signal system used at PLS is an Automatic Block System and requires no Switch Master Personnel to assist in making any changes to the visible signals. Let's start by looking at the most basic signals found on the PLS railroad starting with the most common type of signal head. See Photo 1. The basic head has a 10 inch round black painted disk with 3 electric lamps in a V configuration that when lit shows one of three colors. GREEN top left, YELLOW top right, and RED bottom. Each lamp has a lamp lenses and sun shade to make the lamp more visible especially when exposed to direct sun light. The sig-

nal head for a single track is located to the right side of the track and mounted on a mast at 3 – 4 feet above the track railhead to ensure easy visibility for the engineer that is operating a train. See Photo 2. Most of the mainline track on the PLS railroad has two tracks running side by side with a spacing of 3 ½ – 5 feet. These two tracks are the 4 ¾ and 7 ¼ inches gauge, the two most common on the railroad and both encircle the entire PLS railroad in a double loop configuration. When two tracks run side by side they each have a signal head that is mounted on what we referred to as a goalpost. See Photo 3.

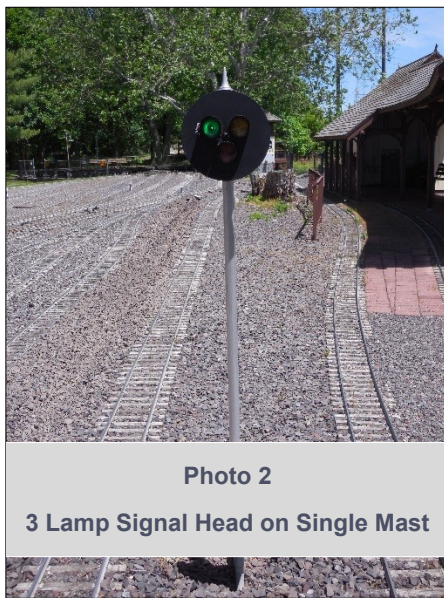


Photo 2

3 Lamp Signal Head on Single Mast

The basic signal system performs three functions, the first is to aid in the safe operation of the railroad, second to give indication of other train traffic on the railroad and the third to add visual interest to those that ride our trains. It is helpful to understand the basic signal indications and what they tell the train's engineer. Most of the



Photo 3

2 Signal Heads on Goalpost

railroad is covered by a single signal head for each mainline track that is mounted on a mast or goalpost to the right side of the track and as noted above contains three different colored lamps. The three colors are GREEN, YELLOW and RED. Each color represents a space or distance between signal masts or goalposts, this space is called a BLOCK. As a train proceeds along the track the following information can be derived from the signal that is being approached. When the signal is GREEN it indicates to the engineer that the next two BLOCKS on the railroad are un-occupied; no train present in the next two BLOCKS and the track is considered clear ahead and normal speed can be maintained. If the signal is RED it indicates to the engineer that the BLOCK directly ahead of the signal is occupied and speed must be reduced to slow in anticipation of stopping his or her train at a safe distance from the train ahead. In most cases the engineer will look

(continued on page 6)

Spring Meet Thank You

Despite the heat and lower overall attendance, the PLS kitchen experienced huge support during the Spring Meet. Rich Polletto and Gayle Keir started cleaning early the previous Wednesday. They tackled our kitchen, bathrooms, picnic tables and more. Not only were Rich and Gayle there early each day to complete a major part of the PLS kitchen preparations, but they also worked throughout the weekend. Special thanks to both!

Visitors once again enjoyed Barry Shapin's famous baked beans and the ever popular macaroni salad and pickled eggs made by Mary and Bruce Saylor.

Among the many others who donated time and baked goods were: Rose Ann Wagner, Sue Borders, Hank Riley, Walt Mensch, Jim Salmons, Greta Wagner, Savanna Wagner, Delaney Wagner, Hollye Wagner, Lee Nonnemacher, Fred Daddi, Cindy Smelser, Cathy Barker, Ross Magee, Pat Heller, Dawn Kendter, Fran Shirey, Jen Schoenly, George Cooper, Sue Webb, Mike Moore, Dave Laird, Bruce Barrett, Dick Moore, Carol Quirk and Terry Smelser.

PLS also wishes to acknowledge the continued support of Redner's Market and the Philly Pretzel Factory.

Again, thanks to everyone. Hope you will continue to volunteer at future PLS Meets.

Kathy Parris

Kitchen Coordinator

Upcoming Events

Sunday, June 26	Run Day - Members & Guests (Rain Date - July 3)
Saturday, July 16	Board of Directors Meeting - 9:30 AM Membership Meeting - 12:30 PM
Saturday, July 16	Annual PLS Picnic - 2:00 PM (Rain Date - July 17)
Sunday, July 24	Run Day - Members & Guests (Rain Date - July 31)
Saturday, August 20	Board of Directors Meeting - 9:30 AM Membership Meeting - 12:30 PM
Sunday, August 28	Run Day - Members & Guests (No Rain Date)
September 2,3,4	Fall Meet - Members & Guests
Saturday, September 17	Board of Directors Meeting - 9:30 AM Membership Meeting - 12:30 PM Afternoon/Evening Run
Sunday, September 25	Run Day - Members & Guests (Rain Date - October 2)

Donation Acknowledgements

PLS wishes to thank the following for donations received during April and May: Larry Lolli and the family of Al Mercer.

Club Membership News

PLS welcomes new Associate Members Elyse Hackman, Ronald B. Hunter, Michael Williams, Gary W. Zappacosta, Robert DeSantis, Jeffery Peal, and Nicholas DeSantis. Rob Kuhlman and Leslie Skeans have applied for Regular Membership.

Membership Gauge

As of May 31, 2016 PLS has:

103 Regular Members

190 Associate Members

10 Honorary Members

Pennsylvania Live Steamers, Inc.

President	Frank Webb	77 Roundwood Circle, Collegeville, PA 19426	president@palivesteamers.org
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PLS Projects List

1. **Core wall restack** – Status: Started, Completion: 60%, balance of work should be easier as wall now is only a few cores high. Skills: strong back, good with shovel, likes dirt: Lead: Frank Webb
2. **Porch Extension** – Status: Variance Approved, Completion: 0%, Skills: Woodwork, Lead: F. Webb
3. **PLS Main Bldg Roof repair** – Status: **COMPLETED** 100%, Skills: Woodwork, Lead: Paul Quirk
4. **Yard/Bldg 3 Switch** – Status: **COMPLETED**, Completion: 100% Skills: Various, Lead: Lee Nonnemacher
5. **7 ¼ Gauge Yard to Main Merge** – Status: Started, Completion 30% Skills: Many, Lead: Ron Henderson
6. **4 3/4" Gauge Switches & Signals at Brown Box** – Status: Started, Completion 50% Skills: Many, Lead: Ron Henderson
7. **Backhoe Lean-to** – Status: Not started, requires building permit, Skills: Woodwork, Concrete tube footings Lead: Paul Quirk
8. **Caboose paint restoration** – Status: Inspected, action required TBD: Skills: Paint rehab, Lead: Jim Salmons
9. **1" Scale Water Tank** – Status: Note Started, Skills: Concrete Footing Form, Tank Roof Weather Proofing, Lead TBD.
10. **East Rahns Project** – Status: Not Started, Skills, Surveying, Track Layout, Lead: Pat Murphy
11. **Foot Bridge** – Status: **COMPLETED**, Skills: Woodwork/Repair, Lead: Bob Hillenbrand
12. **Dwarf Signal 1" Siding North** – **COMPLETED**, Skills, Various, Lead: Ron Henderson

Over the winter and into spring the work teams at PLS were able to complete a number of projects as noted in the list above. Thank you to those that supported these projects and those that lead these projects to completion.

Several project have been started, but there are yet to be completed. **Project 1.** The core wall restack has gone well and the balance consist of taking down the existing wall and restacking with a tilt back and securing the ~ 20 pound cores with concrete construction adhesive. This is an important project, please see Frank Webb if interested in working on this project. **Project 2.** The Porch Extension project is the largest project on the list and will start with a request for a building permit followed by ground preparation, backhoe work and 6 holes for the concrete column supports. The holes must be inspected by the Townships license and inspection people. This will be followed by forming for the 20 x 30 foot concrete slab, a ¾ inch stone bed, 6 x 6 inch wire cloth, re-bar and then the pouring of the concrete for the slab. We are looking for those with concrete skills and able to help float this slab. If you have these skills or know someone who does please have them see Frank Webb. **Project 5,** 7 ¼" gauge Yard to Main Merge. The automatic electric switch is in place and some conduit has be buried for wiring. George Cooper has been busy burying more conduit. Concrete forms (sonotubes) and conduit for two new pushbutton stands remains to be completed. Ron Henderson has made a new RED signal head and Frank Webb has made new signal and switch boards. Electronics wiring and power supply is yet to be added to an existing signal box and wire pulling will be completed once all the conduit is in the ground. We hope to have this project completed before are Fall Meet in September. If you are interested in this project please see Ron Henderson. **Project 6.** 4 3/4" Gauge Switches & Signals at Brown Box. This signal projects requires the insulation of ~ 6 existing switches and the burying of conduit and wiring pulling. Most of the electronics is already in place. Please see Ron Shupard or Frank Webb if you are interested in supporting this project. **Project 7.** Backhoe Lean-to project is a simple lean-to that will be added on the east side of Building 3. The work consist of making a building sketch, updating the building materials required and submitting for a building permit. Once a permit is received holes for sono-tubes will be dug

and concrete footing will be poured after the holes are inspection by the township license and inspection. The erection of the structure is not too difficult and will be led by Paul Quirk. Please see Paul if you would like to be involved in this project. **Project 8.** Caboose paint restoration, it looks like we will need to do at least a partial repaint on the Caboose's south side. If you have or know anyone that has industrial metal paint work experience please have them see us at PLS. Project lead is Jim Salmons. **Project 9.** 1" Scale Water Tank; PLS has a very nice 1" scale water tank that will go nicely next to the 4 ¾ inch gauge track near the walkway at the east end of Building 9. The project has two parts, the first is to make the roof of the water tank weather proof, a standing seam metal roof addition has been suggested, and the second it to form up a small concrete form to sit the tank on. This project does not have a lead and if you are interested please see Frank Webb. **Project 10.** East Rahns Project is off to a slow start. Much work is still needed to get this project up and going. If you are interested in this project please see Pat Murphy. The Projects List at PLS is very dynamic as projects are added and completed every month. Please stop by and talk with me if you have a project of interest or would like to help with an existing project.

Frank Webb - President



A Brief History of the WW&F RAILWAY

Edited by Larry Moss

Maine's Wiscasset, Waterville, and Farmington (WW&F) Railway was conceived and later operated as a two foot narrow gauge railroad from 1894 to 1933 under six different names although all six contained the town name of Wiscasset. The line ran from Wiscasset in the south to Albion and Winslow in the north. It never made it to either Waterville or Farmington. After a long series of bankruptcies and mergers, the railroad was finally scraped during the Great Depression in 1937.



WW&F Conductor ready to board at the Alna Center Depot

Today, the road operates under the control of the WW&F Railway Museum, founded in 1989 to restore and rebuild the original railroad. The trains run on 2.5 miles of straight track on a section of the original right of way. Several of the original cars have been rebuilt and a steam locomotive is currently being restored.

The narrow gauge's roots date back to the 1830's when the townspeople of Wiscasset wished to revive their dying seaport and the state legislature was interested in establishing a connection with Quebec. The Kennebec and Wiscasset Railroad was chartered in 1854 to Build Wiscasset's connection to other railroads. Little action was taken until the 1890's when a few wealthy locals revived the dream and the Wiscasset and Quebec was formed. To save on construction costs, the W&Q would be a two foot gauge road.

Construction began in June 1894. Operations to Weeks Mills, 28 miles north of

Wiscasset began in February 1895. By November they had reached Albion, the first leg to Quebec. Several years later the second leg was started but halted by Maine Central tracks at Burnham Junction. The railroad never did reach Quebec.

Operations were profitable enough to provide income to keep going but the W&Q had already accumulated a lot of debt during construction. After several periods in receivership, it was bought out by Leonard Atwood who reorganized the railroad into the WW&F Railroad in 1901. The W&Q was dead for now.

After 10 years of operation and on and off expansion, the railroad deteriorated from lack of funds for maintenance. Business was decent while they were hauling lumber from the forests and coal to the American Woolen Company in Vassalboro. They also held the mail contract and hauled passengers and a variety of other goods for the valley. Still they went into receivership in 1907.

Help arrived in the form of Carson C. Peck, Vice President of F.W. Woolworth Company, who paid \$93,000 at auction. He reorganized the WW&F Railroad into the WW&F Railway along with paying off all its debts and setting up a capital improvement account in the bargain.



Prototypical water tower on the WW&F mainline

Business continued for the next 20 years. At its peak, the railroad owned some 90

freight cars and 6 passenger cars, along with engines 1 through 7. The railroad never made big money but managed to stay in the black. Agriculture was the primary business of the WW&F. Potatoes became big business as did poultry and lumber. The railroad also had the mail contract.



A new Model T Railcar swivels on its own built in turntable

Carson Peck died in 1915, passing the presidency to his wife Clara and the actual management to the Peck family attorney, Samuel Child. By the early 1920's the railroad was beginning to feel the pinch caused by cars and trucks chipping away at their freight and passenger business. The railroad continued to make a profit but at the expense of lowered maintenance.

In 1930, the WW&F was again forced into receivership because of truck competition and poor maintenance. It was saved once more by Mr. Frank Winter, a lumberman with interests in Palermo. He purchased the entire railroad but things continued to fall apart. Engines 6 and 7 burned and boiler inspectors said engines 2, 3 and 4 would be condemned the next year. To solve this, Frank Winter bought the Entire Kennebec Central Railroad just for their two engines.

The mail contract was honored until October. The railroad, however, sat for the next three years until Frank Winters gave up on the idea of selling and decided to scrap it. Over the years everything was scrapped except a few cars and Engine 9. That was kept in a shed on the farm of Frank Ramsdell of West Thompson, CT while the few remaining cars sat there outdoors. The plan was to build an amusement park but it never happened. Frank's daughter,

Alice Ramsdell, inherited the farm after her father's death and held onto the WW&F pieces, especially Engine 9.



Excursion train returns to Sheepscot



Two foot gauge Plymouth Diesel was definitely not part of the original equipment

Meanwhile, back in Maine, WW&F owner, Frank Winter, still owned the right of way and station buildings. The towns along the roadbed continued to tax him for these properties. To avoid the annoying taxes, Mr. Winter established the Winter Scientific Institute to sell all the properties most of which were purchased by Harry Percival of Alna, Maine where the museum is now located.



Car barn currently under construction

Mr. Percival had been working for years to restore the road and had an acquaintance with Alice Ramsdell. Once he had purchased the right of way, he applied for a charter to start a corporation called the Wiscasset and Quebec Railroad. The state notified him that the W&Q had never been declared abandoned and if he held a stockholder's meeting he could get the old corporation back in business. So the original W&Q was back and in 1989 the Museum was formed. The WW&F story still continues as museum volunteers and others work to help restore the road to its glory days.



Principal Reference

Content was collected from the WW&F website and is reprinted here in a condensed format with the permission of the WW&F Railway Museum. See the website at wwfry.org for detailed information on ownership history, equipment lists, and many more photographs.

All photographs shown in this article are by Larry Moss.

LOCOMOTIVE 10



Photo courtesy of Larry Moss

Number 10 was built in 1904 by Vulcan Ironworks in Wilkes-Bare, Pennsylvania as a 30" gauge forney locomotive for use at least three southern Louisiana sugar plantations. In 1958 it was sold to the Edaville Railroad in South Carver, Massachusetts.

Edaville gave it the number 5 and overhauled it to include a new large boiler and re-gauged it to 24". It was put into service at the Pleasure Island amusement park in Wakefield, Massachusetts. It returned to Edaville after the park closed in the late 1960's. Because of its small size and inability to haul Edaville size trains, it was put into storage.

Resurrection came in 1998 by a group hoping to restart the dormant Edaville attraction. After getting it to operational status, the group put the locomotive up for sale the following year. After some generous donations by Museum members, the engine arrived at the WW&F.

Following the tradition of railroads everywhere, the locomotive was quickly re-lettered and given #10 on the WW&F. The first steam-up was December 18, 1999. It now sees frequent service.

Since then the original Engine #9 has been fully restored and returned to the line and a new forney is currently being built in the shop based on the design of the original #7 which was destroyed by fire.

(continued from page 1)

at the track ahead and can see another train that is being approached and slows or stops as needed. It is not necessary for the engineer to come to a complete stop for a RED signal, the engineer only needs to slow and be able to come to a full stop as required by the train traffic being approached. The YELLOW signal indicates that the next BLOCK is clear but the following BLOCK is occupied. The YELLOW signal is called an approach signal and warns the operating engineer that speed should be reduced in anticipation of coming up on a train in that is only two BLOCKS away. When the PLS railroad is busy with many trains running on the same track the signal system can help with the flow of traffic allowing each engineers to maintain a slower and smoother speed around the entire railroad avoiding stopping and starting.

The above text describes the basic function of the single head signal with GREEN, YELLOW and RED indications and works well because the train engineer has good forward visibility for most of the PLS railroad and the single signal head is a good advisory tool to control speeds rather than absolute actions such as STOP for every



Photo 4
2 Signal Heads on Goalpost

RED.

However, there are locations on the PLS railroad that do have signals that are **ABSOLUTE** and this is where two or more signal heads are stacked one on top of the other on the same mast. See Photo 4. The

second signal head is always RED and when this appears with the primary RED signal it is **ABSOLUTE** and means **STOP** and wait for a less restrictive signal. An example of this type of signal is at the entrance to the tunnel before Mercer Bridge. When this signal displays RED over RED it is **ABSOLUTE** and the engineer must stop and wait for a less restrictive signal either YELLOW or GREEN. The **ABSOLUTE STOP** is required because there is no visibility beyond the tunnel entrance and a train could be stopped inside the dark tunnel or just outside the tunnel. In addition there is a switched siding just beyond the exit of the tunnel that an engineer can select and when this siding is being entered the signal at the tunnel entrance will remain RED over RED until the siding switch is cleared. All multi-headed signals are more restrictive and even when these signals are YELLOW over RED a slower approach speed is man-



Photo 5a
2 Signal Heads on Goalpost

datory.

There is a three headed signals at the exit of the west side tunnel that passes under the road to the PLS infield and a two headed goalpost signal just before you enter this short tunnel, both are **ABSOLUTE** signals and when RED over RED the engineer must stop and wait for a less restrictive signal. The tunnel entrance signal is self-explanatory because of the lack of visibility beyond the tunnel entrance. This is also important because of the very short BLOCK; the distance to the next signal

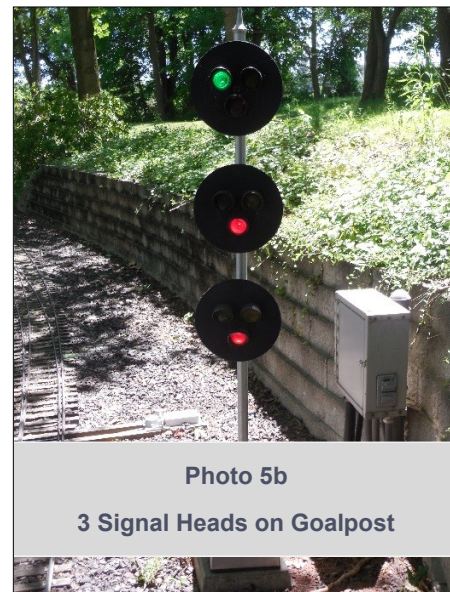


Photo 5b
3 Signal Heads on Goalpost

with three heads. Why three (3) heads? The top head indicates the mainline track and when the indication is GREEN over RED over RED it indicates a clear main and RED over RED over RED indicates a train in the next mainline block and the engineer must stop and wait for a less restrictive signal. See Photos 5a and 5b. YELLOW over RED over RED indicates **APPROACH SPEED** as there is a train two BLOCKS ahead. Just outside the exit of the tunnel to the right side of the track is



Photo 6
Route Selections Buttons 7 1/4 Track

a **PUSH BUTTON** stand. See Photo 6. The top button is for the mainline track and is the normal default with all switches automatically resetting to the main once a train has cleared the switches. The second button from the top is to select the **STATION**



Photo 7

Middle Head indicates Station Selected



Photo 9a

Yard to 7 1/4 Main Merge



Photo 9b

Main to 7 1/4 Yard Merge

SWITCH. Assuming no train in the block ahead the top signal will change from GREEN to RED and the middle signal head will change from RED to YELLOW, (see Photo 7) and when the signal has changed the train engineer can proceed at approach speed and when his or her train has cleared the station switch it will auto-return to the main. The bottom button is to select the yard. The top head top signal will change from GREEN to RED or YELLOW to RED and the middle signal head will be RED and the bottom signal head will change from RED to YELLOW, when the signal has changed the train engineer can proceed at approach speed and when his or her train has cleared the yard switch

it will auto-return to the main. See Photo 8. If a following train engineer does not stop for this signal and or rolls past the signal mast they will then be committed to taking the route of the train in front of them. If the train in front has selected the yard, then the following train will be committed to the yard because once past the signal mast they have held the yard block open and the switch will not auto-return as long as a train is in that block. This is why this is an ABSOLUTE SIGNAL.

Trains on the 7 1/4 inch gauge yard track and the mainline track just north of RAHNS STATION have an ABSOLUTE signal. The mainline signal is on an over-

head signal bridge and the yard signal located on a low mast to the right side of the yard track, both of which are ABSOLUTE STOP signals when displaying RED over RED.

See Photos 9a and 9b. The ABSOLUTE STOP is driven by two merging tracks.

Trains on the 7 1/4 mainline and Station tracks have another unique set of signal BLOCKS ahead as they head east down the steep grade and round the left turn south of the turntable and under the multi-gauge bridge. The first signal that the engineer sees is a goalpost that is either displaying YELLOW over RED or RED over RED depending on the traffic in the next



Photo 8

Bottom Head indicates Yard Selected



Photo 10a

Left Signal - Main Line Past Station

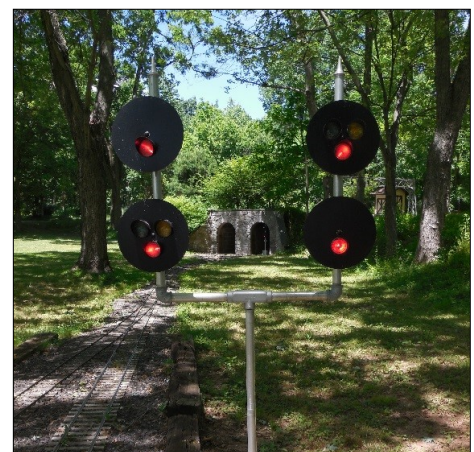


Photo 10b

Merge Signal - Red over Red

(continued on page 8)



Photo 10c

Green Shows next 2 Blocks Clear

two BLOCKS. See Photo 10a. These signals never go above the restricted approach, YELLOW over RED. The reason is that the next goalpost will always sit at RED over RED for both the mainline and station tracks as both these tracks merge just beyond this goalpost. See Photo 10b. If two trains are headed down grade the train that reaches the goalpost first will enter an interlock block and provided the track ahead is clear or at approach the signal on the goalpost for the train that passes the goalpost first will get either YELLOW over RED or GREEN over RED depending on the traffic in the next blocks. See Photo 10c. If there is a train in the BLOCK just ahead of the goalpost signal than the signal will remain RED over RED. Because this is a merge situation the RED over RED signals at the merge are an **ABSOLUTE STOP**.



Photo 11a

PLS has another unique signal head that it uses on the 4 3/4 and 7 1/4 inch gauge mainline tracks. These signal head are referred

to as Semaphores. See Photo 11a. These signals have a moving arm along with a GREEN – ARM STRAIGHT UP, YELLOW – ARM AT 45 DEGREES UP or RED – ARM HORIZONTAL; lamp and arm indication. As a history note the three aspect Semaphore was first used in 1903. PLS has three signal bridges that use Semaphores. The large bridge that sits on top of the eastern tunnel has 4 Semaphores, two are double headed and are ABSOLUTE STOP when showing RED over RED. The two tracks 4 3/4 and 7 1/4 inch gauge that comes off the trestle are ABSOLUTE STOP because the 7 1/4 inch track has the option to select and crossover the 4 3/4 inch track at a point in the track where a

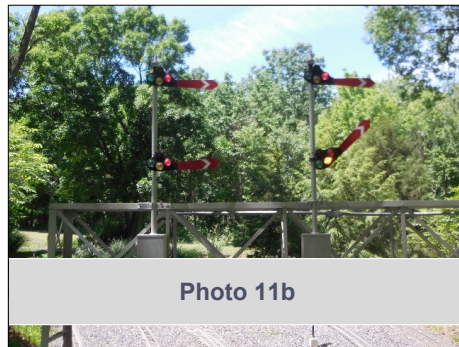


Photo 11b

left hand curve makes it difficult to see the crossover. See Photo 11b.

PLS also has a few less conventional Signal one being ABSOLUTE. As mentioned above just outside the east side tunnel there



Photo 12

is a siding switch that takes enters a siding, a ground mounted dwarf signal is used to indicate the position of the siding switch. See Photo 12. This siding enters back onto the 7 1/4 inch gauge mainline track just before the entrance to Mercer Bridge. Most yard and siding tracks are not signaled, but this siding is an exception. The mainline and the siding both have ABSOLUTE

RED over RED signals. When a train is ready to leave the siding it pulls forward at a sign that indicates where a request to take the main is located. If the track is clear back to the signal bridge just past the exit to the tunnel the main line signal on the bridge will stay at YELLOW and the signal on the left side mast of the offset goal post for the mainline will go to RED over RED and the RED over RED signal on the low off-set right side mast on the goalpost will go to the condition of the railroad ahead. If a train on the mainline has pasted the signal bridge the request from the train on the siding will be held RED over RED until the track behind and



Photo 13

Siding Switch onto Main at Mercer

ahead is clear. See Photo 13. This ABSOLUTE signal is due to the merge on what is often a very busy mainline

All of the electric switches on the PLS railroad are selected by push-button. All but one of these switches has a micro-processor control board that senses when a train has cleared the fouling point of the switch and then will auto-reset to the default switch position. One yard switch is selected by toggle switch and is a simple left or right selection with no auto-reset

In summary, PLS uses an Automatic Block System. The majority of the railroad is signaled by a three lamp signal head with GREEN, YELLOW, and RED. These are advisory signals for safe operation and primarily for speed control. Five mainline blocks and one siding block on

the railroad has ABSOLUTE signals where RED over RED signaling is a must stop and wait for a less restrictive signal.

Currently we are working on several signal changes and hopefully improvements that will increase safety and help the flow of traffic on the railroad. We are also working to add an additional signal to the 4 ¾ inch mainline near the 4 ¾ inch station that will give us signaling around the 4 ¾ inch main. You can find these projects listed on the projects report elsewhere in this copy of your Gazette.

See you on the mainline,

Frank Webb - President



Another Successful Pot Luck Dinner

Again we owe a very big THANK YOU to Jay Shupard for cooking at the Spring Meets Pot Luck Dinner. PLS would also like to THANK all that provided goodies for the dinner and to all those that help with the set up and take down of items needed to make this dinner possible. It is with your support that events like the Spring and Fall Meets are so successful. THANK YOU ALL.



Dave Knowles

PLS Honorary Member Dave Knowles Passed away on Sunday, June 5, 2016 after a long illness. The following is a tribute to Dave provided by Chuck Bauer of the Adirondack Live Steamers, an old friend of Dave's.

Dave Knowles was a hero of the Live Steam Hobby. He had untold numbers of locomotives in every scale over the years - even one I'm currently restoring. If you knew Dave, I'd expect you would have had a favorite - if not several. Dave enjoyed this hobby, perhaps more than most of us. He especially loved steam, and we loved him (I have a lot of his collection of photographs - of visits to many roundhouses, a lot of Pennsy, from when he was known as "Mr. Dirt", and worked in "large-scale plumbing and related supporting systems" ... every one of those pics came in now-treasured meticulously-inventoried shoeboxes). He showed us all how to enjoy this hobby, with little interest in the debates surrounding any of the political issues that are inherent in any organization. As long as he could light a fire, make some steam, and share his sheer joy in "playing trains", especially with the younger folks, he was a happy guy. He loved giving rides to everyone, and would often hand his locomotive off to any wistful-looking victim. I hope that at least a few old-timers in NJ remember Dave's "exploding caboose". We sure did have some fun, and isn't that why we do this?

Those few items that I have from his many years of building and collecting - those memories of sharing time in the steaming bays making repairs (nuts and bolts are easy to figure, but I still have no idea where an entire roll of electrical tape went) - all are suddenly so much more precious to me now. If only I could have had one more visit ... to reminisce and share what we collectively enjoyed in this singular hobby ...

God bless you, Dave - we miss you already.



The PLS GAZETTE

P.O. Box 26202

Collegeville, PA 19426-0202

FIRST CLASS



Annual PLS Picnic

Saturday, July 16th, 2-4 PM

Rain Date, July 17th



We supply the
Hotdogs, Burgers
and Ice Cream...
You bring a Favorite
Dish and Beverage.