



THE PLS GAZETTE

**PUBLISHED BY
THE PENNSYLVANIA LIVE STEAMERS, INC.**

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Steam is alive and well at PLS

Given the good turnout of steam and diesel locomotives it tells us we are off to another good operating season. The spring meet was especially successful despite the washout on Saturday. By Sunday noon the weather cleared and all ten steaming bays at building three were active with steam locomotives. There was steam activity in the turntable area.

Guage One saw a lot of interesting steam activity. Spirits were not dampened by Saturday's weather. I heard more than one comment that the conversations and camaraderie were a great benefit and equally as important to operations.

Thank you again to Gwen Forsythe and her grandchildren helpers for once again providing food keeping everyone in high spirits around the tables.

With the passing of our dear friend Rick Stoughton, we are reminded that we still need more members to pitch in and help maintain PLS. Rick was an exceptional worker, and we will miss him and the extraordinary tie replacement mission he championed. Many more ties need replacement.

Member Jim Adams is not able to be present with us at as many workdays as he used to be. We miss the "Getter R Done" worker we have known him to be. I think of Jim every time I use the freshly painted steaming bays he painted. Jim, we hope you feel better soon.

Thank you to all the people who tirelessly maintain PLS. Come out and join the effort to keep PLS's operation and fellowship alive and well.

Remember we have a mix of Saturday and Sunday run days instead of the traditional all Sunday runs this year.

The first Saturday run is June 20th. Check the schedule of events on the PLS website.

See you at the tracks.

John Forsythe
President PLS, Inc.

PLS Safety First



New Safety issue was found on the 1.5" Main near the foot bridge (several spots). Coal embers fell onto the new Plastic Ties and melted into them and after they cooled could not be removed. Not sure how or why this happened but this issue could be worse if this happens on the Wooden Trestle. Please this would be a good time to inspect all Ash Pans and their use.

2026 PLS Upcoming Events

- Sat, June 20 Run Day Members & Guest (Rain Date June 21)
- Sat, July 18 Annual Picnic – 12:00 PM (Noon) Train rides Noon until 3 PM Rain date Sun July 19
- Sun, July 26 Run Day Members & Guest (Rain Date Aug 2)
- Sat, May 30 Perkiomen Community Day for Township Residents
- Sat, Aug 22 Membership Meeting - 9:30 AM Run Day Members & Guest AM (Rain Date Aug 23)
- Fri, Sept 4 FALL MEET – Members & Guest
- Sat, Sept 5 Breakfast & Lunch, Pot Luck Dinner
- Sun, Sept 6 Breakfast & Lunch
- Sat, Sept 19 BOD Meeting 9:30 AM Membership Meeting 12:30 PM
- Sun, Sept 27 Run Day Members & Guest (Rain Date Oct 4)

Membership Gauge

As of April 15, PLS has:

- 93** Regular Members
- 10** Probationary
- 124** Associate Members
- 2** Honorary Members.



Club Membership News

PLS welcomes new Associate members: Kathy Tramontana, Nadia Abu-Baker, and William Scott.

Donation Acknowledgements

PLS wishes to thank the following for donations received during April and May: Jim Meadowcroft, Butch Kosmach, Heidi Vertrees, Mike Moore, Nate Heffner, Will Lindley, Scott and Carol McMullan, John Forsythe, and the Becker Family Foundation.

Pennsylvania Live Steamers, Inc.

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PLS Gazette Tribute

As we are in our 80th Year I am changing back to the original Gazette letterhead and adding our logo on the front page. All 6 issues this year will display the old letterhead as a tribute.

I am also republishing Gazette Number 3 inside this issue (see Pages 4-7). As created by our first editor the late Bob Thomas back in April 1970. Recently long time Member Bob Blackson provided to me pristine copies of Number 1,2 &3 (Thanks Bob).

Gazette Number 3 is a hard read. The quality is better in some areas than others of this 53-year-old document.

Articles include PLS Locomotive Roster, Status of Land Acquisition and Early Strasburg Railroad News and facts.

Paul Miller
Secretary PLS, Inc.
PLS Gazette Editor

Paver Project Update

Recently, Pat Murphy proposed a Paver Project to enhance the appearance of the area around the clubhouse pavilion and to establish a memorial section of pavers to honor past PLS Regular members who made significant contributions to the welfare of PLS.

A Paver Project pledge period has just concluded. The response to the pledge period was very encouraging. As of this Gazette printing, the following 21 members have pledged a total of \$19,750: Pat Murphy, Jared Schoenly, Daniel Siegle, Ross Magee, Paul Miller, John Forsythe, Erich Boldt Sr., Tom & Haley Laconis, Roy Nelson, Bill Shields, Mark Cahill, Wayne Baldwin, Fred Daddi, Kathy Parris, James Stapleton, Frank Webb, Jim Meadowcroft, Vincent D'Amico, Mayland Crosson, Jim Salmons, Harry Quirk Jr.

The total pledged amount should be sufficient to complete the basic project and to subsidize the memorial paver engraving costs of the following 31 members as recommended by the Board of Directors: Brittany Grimm, Ron Henderson, Jim Sullivan, John Tepper, Robert Thomas, Henry Blanco-White, Ed Abate, George Cooper, Dan Crabtree, Thomas Tucker, Hank Riley, Bill Love, Paul Quirk, Al Mercer, Jim Gotlewski, Lee Nonnemacher, Bill Manley, Harry Quirk, J. Warren McKinley, Rick Stoughton, Hank Beck, Walter Mensch, Frank Watson, Lou Bullock, Bill Normart, Ron Shupard, Bob Goepel, George Lord, Ken Souter, J. Harold Geissel, Bill Morwood.

The project is scheduled to begin the week of July 27 and should take approximately 2 weeks to complete (weather permitting). For their own safety, members attending workdays during these 2 weeks are encouraged to remain clear of the work area.

Although the pledge period has officially ended, additional donations to this project will be greatly accepted and appreciated.

PLS Gazette Tribute

THE PLS GAZETTE

PUBLISHED BY
THE PENNSYLVANIA LIVE STEAMERS, INC.

EDITOR: ROBERT G. THOMAS 216 SUNRISE LANE PHILADELPHIA, PA. 19118

NUMBER 3

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** MEETING NOTICE **

THE APRIL REGULAR MEETING WILL BE HELD ON FRIDAY, APRIL 24
AT 8 PM IN THE HOME OF DOUG SPEAR. SEE MAP IN THIS ISSUE.

PLS LOCOMOTIVE ROSTER

We are attempting to compile a list of all the locomotives now owned or under construction by PLS members. A good start was made at the March meeting, when some sheets passed around yielded a list of 27 engines, 13 of which are completed. This comes nowhere near representing the complete roster however, so if you missed the meeting please contact Ernie Anastasi either in person or by card. The roster will be published in the June GAZETTE, and will be brought up to date as required. The following information is required: Scale, Prototype RR, Class, Wheel Arrangement, Locomotive Name (if named), Year Completed (or if under construction), Builder's Name, and Owner's Name. You can help make this list interesting and complete by supplying the pertinent information to Ernie.

JACK WEST ADDRESS CORRECTION

The address to which to write for a reservation at Jack West's open days on June 26, 27 and 28 was listed incorrectly here last month. Do not use the P. O. Box number, but write to Jack at "Creek House", Oxford, Maryland.

PLS SOCIAL EVENING

Forty-two members and guests gathered for one of the pleasantest functions sponsored by PLS that we have ever attended. Tom Willis and his wife are to be commended for their careful planning, their effort in handling the 1002 details on the big evening, the Easter basket favors, and the organization of the Live Steamer's version of Bingo. Thank goodness George Hoopes won the first prize; he probably couldn't have withstood the second game without some relief from the tension! Even at that, George let Frank Moore talk him out of one of the pieces of brass rod he had won. Guy Obrecht won the injector, but it just doesn't have enough capacity for the prototype he has been running lately. And Ernie Anastasi, caught up in the spirit of his new office, was right at the door to greet guests as they arrived. The size of the room was just right, the food was good, and it didn't cost the club a cent - in fact, we made \$3.58 by rounding off the restaurant tab on the "high" side.

If there is enough interest, we can do it again without waiting a whole year. In any case, try to make our next get-together.

PLS Gazette Tribute

STATUS OF LAND ACQUISITION

Our presentation for use of the Wentz Farm, to the Montgomery County Commissioners, went just about as described here last month. The thorough planning and polished delivery by Buck Slayton resulted in a very warm reception by the County representatives. It so happened that the Chairman of the Commissioners, Mr. Parkhouse, is an ex-HO fan and has the interests of model railroaders at heart. However, the County has only recently completed formalities in acquiring the Wentz Farm and so far have not given much thought to its ultimate use. We were promised consideration in their planning, but were also informed that this will necessarily be a lengthy process, and that there are many competing uses to be considered. The Park Board will meet on June 3. Representing PLS in addition to Buck were Bill Normart, who projected his specially-edited film, Malcolm Pierson who brought his locomotive "Ginny" for display, George Thomas and Bob Thomas.

Several other possible sites for our railroad are being investigated, but there are too many to list in detail. Therefore, only the general location of each site will be listed here along with the name of the person principally involved in following-up. If you know of the availability of any suitable land, please tell someone on the Board so we can look into it.

<u>LOCATION</u>	<u>INDIVIDUAL</u>
Exton	Doug Spear
Spring City	Doug Spear
Dresher	Paul Jones
Reading RR	Bob Thomas/Paul Jones
Kimberton	Jim Develin
Quakertown	Bill Scott
Collegeville	Malcolm Pierson
North Wales	Buck Slayton
Elwyn Institute (Media area)	Carl Dougherty

SPRING MAINTENANCE

Because of the efforts of twenty-seven of our members, the railroad property is in better condition than it has been in for the past ten years. Contrary to prototype practice, which seems to be to let property (and train service) slated for abandonment to just deteriorate into oblivion, the fellows approached this year's maintenance requirements with steady determination and thoroughness. It began with George Thomas touring the property and making a list of all work to be done. This was translated into accomplishment on the following two weekends by 19 Regular and 8 Associate members - a much better showing than the traditional turnout - who signed-in and indicated the type of job they wanted. Work included realignment of track, removing and cleaning ballast where necessary, re-gauging some sections, cleaning and adjusting switches, removal of vandalized signal system (we operate with a flag this year), air compressor maintenance, electrical repair, weed cutting and spreading of weed killer, removing fallen branches, painting outhouse inside, thorough cleaning of club car, installation of padlocks, and burial of trash in a big hole. Whew! That's a lotta work! And as a result, we can be proud of the condition of the railroad and anticipate the construction of a new one with no trepidation about the physical support it will receive.

The following members participated on both work days: Ernie Anastasi, Binney Beale, Doc Buyse, Dick English, Arthur Hacker, Harold Lytle & family, John McPheron, Doug McPhevon, Frank Moore, Buck Slayton, George Thomas, Lou Tuma, Frank Watson and Linda Watson. Those who worked one day were: Bob Brown, Dan Crabtree, Jim Develin, Carl Dougherty, Rickie Dougherty, George Hoopes, Bill Normart, Malcolm Pierson, Ken Rankin, Bill Scott, Doug Spear, Bob Thomas, Attila Varady, Tom Willis and Jim Ziegler. The editor apologizes for any names that might have been missed.

PLS Gazette Tribute

STRASBURG, ETC. by Harold Geissel

Now that better weather is on its way (I hope) my thoughts are turning to the great outdoors, and, it occurs to me that it might be a good service to our members if the PLS Gazette could be used to spread the news of the galaxy of steam locomotives that are now at Strasburg, Pa.

While awaiting completion of the Museum buildings these engines are stored in the open and readily accessible to anyone armed with a rule and notebook. And, best of all, Strasburg is not too many miles away from most of us.

In addition to the engines, there are cars and cars. Passenger cars range from the baggage-passenger combine of the Cumberland Valley built in 1857 to an air conditioned P70 Pennsy coach. And the gift shop has an extensive collection of the popular railroad books on sale at 10% discount. Don't be discouraged by the display of bandannas and Amish dolls on display in the front--just keep on going to the book section. Next door is the cafeteria--where the things are good; and best of all, the fresh-baked Lancaster soft pretzels are out of this world. If one gets thirsty (during the week), the Strasburg Hotel is willing and able to help out. Here, a side order of french fries almost fills a derby hat. I am hoping to get to Strasburg, sometime during the Easter weekend and to check up on things, such as, their plan to have half-hour train service, etc.

The Strasburg group is a great bunch, I think. Huber Leath, Supt. of Motive Power is a model railroader at heart, especially interested now in traction models-- Ben Kline, Supt. of Cars, is an old timer at model building and they are all sympathetic to the activities of the live steamers. Best of all, they seem to have the right touch--where so many of the amateur railroaders have fallen by the wayside, the Strasburg is better than ever, with no signs of slowing down.

I am enclosing a list of the engines on display, and I send my everlasting thanks to Gov. Bill Scranton for giving this project his support. Huber Leath tells me there are now 96 pieces of equipment on the premises. Outdoors, construction is under way on the new turntable pit for the museum building, although work on the new building itself is still in the blueprint stage.

On the Strasburg R.R., a new passing siding is being built, about half way along the line, and this will enable them to operate a train every half hour, when the summer schedule goes into effect - the latter part of June. On an adjoining farm, private enterprise is at work on an unusual form of motel. This consists of 10 Class N5 steel cabin cars (P.R.R.) and a P70 passenger coach, the cabooses to be used for sleeping quarters - the coach is being fixed over for food service, lounge, etc. This may sound touristy, but, so far, the work has been done in a very railroad-like manner - the C. cars have been reconditioned in the company shops, using authentic R.R. colors, and there is nothing jazzy anywhere. The R.R. business seems to be good - about 600 passengers were hauled on a five-car train - making three trips - not bad for so early in the season.

We took a run down thru South Jersey and landed at Bivalve, home of the famous Maurice Cove oysters. Things were rather quiet, as the oyster season is drawing to a close, but we did some peeking around the boats and came away loaded with raw oysters, both shucked and in the shell. That night, after two rides on the Chester-Bridgeport ferry we had a half shell party at home and wound up the day feeling very good. Now-a-days oysters are shipped in refrigerated trucks, so the railroad tracks have been taken up, and this is the only sad news I have to tell.

PLS Gazette Tribute

STRASBURG, ETC. by Harold Geissel (cont'd)

I hope the Easter bunny treated you well. Someday, perhaps, we can get together for a visit, railroading, tobacco growing and all, and have some fun.

Harold

ENGINES AT STRASBURG

P.R.R.	0-4-0	Class A5
"	0-6-0	" B6
"	2-8-0	" R
"	2-8-0	" H6
"	2-8-0	" H10
"	4-6-0	" G5
"	4-4-2	" E5
"	4-6-2	" K4
"	4-8-2	" M1
"	4-4-0	" DDI electric (2 engines)

Virginia & Truckee 2-6-0 "TANOE" is now in the shop having an overhaul. This includes a new wrought iron pilot, shortening the smokebox to make it agree with original work (Baldwin-1875) and a new wooden cab. This cab is made of poplar and finished natural (varnished). It is an excellent example of fine woodwork and a joy to behold.

Nickle Plate Berkshire
 Logging Engine - Climax
 " " - Heisler
 " " - Shay

In Working Order:

Reading 0-4-0 - formerly #1187

P.R.R. 4-4-0 Class D16

Great Western 2-10-0

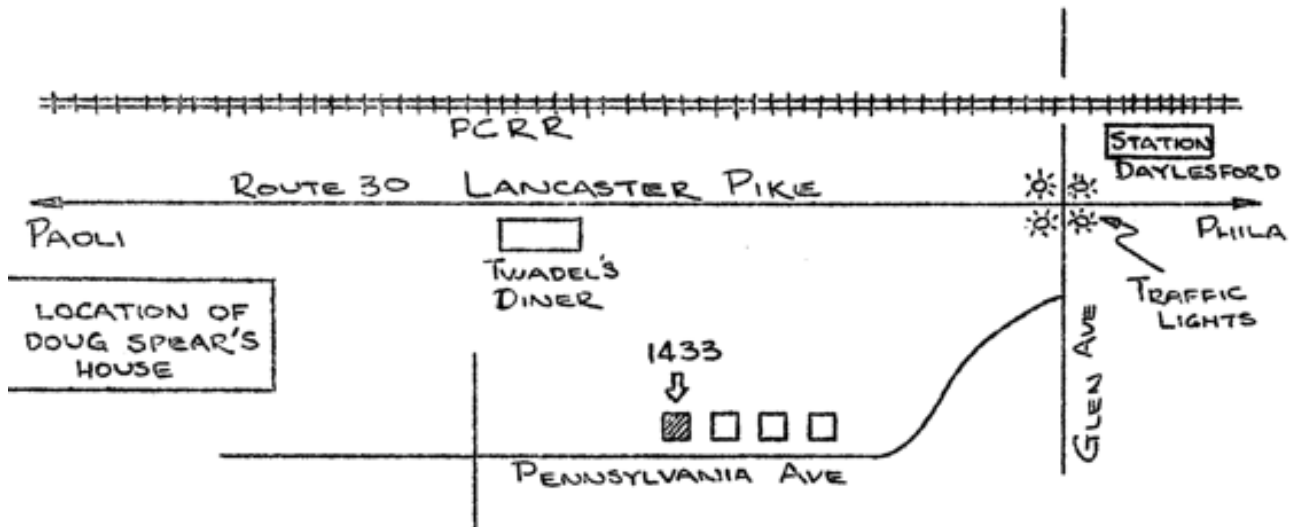
Canadian National 0-6-0

Strasburg - GE 44 Tonner-Diesel

P. & R. 0-6-0 Tank Engine - formerly the shop engine at Reading, now owned by George Hart who has been appointed curator of the museum.

0-8-0 Tank Engine from the Penna. Power & Light Co. (#4094), also one of their 55 ton steel hopper cars.

0-6-0 Tank Engine #13 from the Brooklyn Eastern District Terminal.



Tales From a Retired Engineer: “Air Brakes”

Author: Mark Cahill

When I began my training to become a locomotive engineer, there were many individual subjects that needed to be fully comprehended if you were to operate a train with maximum safety.

Of these subjects (e.g. physical characteristics, general rules, signals, electric/diesel propulsion, etc), the bane of all that we needed to know was the subject of air brakes.

We spent an inordinate amount of time learning how the air brake system worked. After the initial 3 months of classroom work which was dominated by air brakes theory, we were all absolutely sick of talking about it let alone taking quizzes about it.

Of course, there would be no safety at all without them.

The very first method of stopping trains was by train crew members called brakeman literally riding on the tops of cars in all types of weather and applying a handbrake (usually a wheel) upon receiving a whistle signal from the engineer. Needless to say, this was one (but not the only one) of the most dangerous jobs on a railroad.

The first application of using air to stop a train appeared around 1869. George Westinghouse patented what he called the Straight Air Brake System. Locomotives were equipped with an air compressor, reservoir tanks and a control valve. Train cars were equipped with a brake pipe (a continuous piece of pipe running the length of the car), a “glad” hand for connecting each car’s brake pipe to the adjacent car(s) and brake cylinders.

When the engineer wanted to slow down, he operated a brake valve in the locomotive which introduced compressed air into the brake pipe. As the compressed air travelled through the brake pipe, the brake cylinders would receive the compressed air and push a brake shoe against the car’s wheels thus slowing the train. The brakes would remain applied until the engineer moved the brake valve to “release” in which case all of the compressed air would be vented back through the engineer’s brake valve and exhausted to atmosphere.

While a marked improvement over the handbrake only method, this design had two major defects. The primary defect with this system was a total loss of braking should the train break apart while moving. A secondary defect was poor slack control which in and of itself could lead to a “break-in-two”.

Three years later, in 1872, George Westinghouse solved this problem by re-engineering the system into the Automatic Air Brake System. Two major components were added to the Straight Air Brake System. A triple valve and an auxiliary air reservoir were added to each car.

The auxiliary reservoir stored a supply of compressed air of sufficient volume to operate the brakes on that car. The triple valve was connected to the brake pipe, the auxiliary reservoir and brake cylinders by piping. The valve providing three functions, apply the brakes, release the brakes, charge the auxiliary reservoir.

Tales From a Retired Engineer: “Air Brakes”

When the brake valve in the locomotive is in “release”, compressed air from the locomotive is delivered to the brake pipe. As the brake pipe pressure rises on its way to 90psi (freight) or 110psi (passenger), the triple valve on each car senses the rise in pressure and moves to the release position causing 1) any brake cylinder pressure to be exhausted to atmosphere 2) the brake pipe to be connected to the auxiliary reservoir in order to fully charge the reservoir. When this cycle is completed, all cars have full auxiliary reservoirs and the brake pipe pressure stabilizes at 90psi or 110psi.

When the position of the brake valve in the locomotive is moved to “apply”, brake pipe pressure is reduced by exhausting it to atmosphere through the brake valve. The triple valve on each car senses the drop in brake pipe pressure and moves to the “apply” position causing the auxiliary reservoir on the car to be connected to the brake cylinders which push brake shoes against the wheels of the car.

The genius of this design is that if a train were to “break-in-two”, the brakes on BOTH halves of the train would apply AUTOMATICALLY! The brake pipe pressure goes to 0psi very quickly at the separation point. The triple valves on the cars sense this dramatic drop in brake pipe pressure and move to the apply (emergency) position. The valve does not need to know why the pressure is dropping, only that it IS dropping. No input from the engineer is needed.

Although numerous improvements have been made to this system, this basic design is still in use today.

At New Jersey Transit, the locomotive fleet has this basic air brake design. Most of the new locomotive equipment have an electronic brake valve (EPIC; Electro-Pneumatic Integrated Control) instead of a pure air driven brake valve.

One really nice add-on feature that all locomotives had was “electric hold”. This was a brake valve position between “release” and “lap”. For a station stop, the engineer would move the brake valve to the “apply” position, reduce the brake pipe pressure by about 10psi then move the brake valve to “lap”. The triple valves on the cars sense the drop in pressure and move to the “apply” position. As the train slowed, the engineer might need a little more braking effort to make his station “spot”. If so, he would again move the brake valve to “apply” then back to “lap” again. If after all of that, he determines that he is now going to be short of his spot, he can momentarily move the brake valve to “release” then quickly to “electric hold”.

“Electric hold” is essentially equivalent to “release” with one exception. While in “electric hold” a solenoid-controlled valve in the brake cylinder piping between the triple valve and the brake cylinder is energized. This results in the “bottling” of the air in the brake cylinder while the triple valve is in its release position. In essence, by cycling the brake valve between “release” and “electric hold”, you can “feather” the brakes like you would in a car approaching a red light. This technique would smooth out the stop and help spot the train exactly where you want it.

The above use of “electric hold” was really the secondary use of this feature. The primary use of this feature to be able to recharge the auxiliary reservoirs on the cars but keep the brakes applied while stopped at a station. It was an extremely useful feature, one I used all the time.

Tales From a Retired Engineer: “Air Brakes”

As a student, during my train-handling, I had an instructor engineer who challenged me to operate a train with the “electric hold” feature disabled. He said one day you’ll be running and that system will fail and it would not be a failure that prevented you from continuing the trip. So, as I am running without electric hold, I’m coming into Rahway station with too much brake on to make my spot. So, to extend a little way down the platform I move the brake valve to release, only to realize I just threw away ALL of my brake cylinder pressure! Now I’m going to be long and I am fighting to get the brakes back on. Turns out I was long but still made the platform. The instructor engineer just laughed at me. I wasn’t too offended. Rather I was grateful that he showed me the effect of not having electric hold.

I remember too riding with a very senior engineer who ran during a time when there was no electric hold. He said to make a station stop, you would wait until passing an exact spot on the railroad, then take out about 10psi of brake pipe, lap the valve, wait until you just approach the station platform, then take out another few pounds and watch the train just slowly drift to the spot. Most impressive. Electric hold made life a whole lot easier.

One last air brake story. While returning down the mountain from High Bridge, NJ to Raritan Yard, I was doing track speed (70mph). Now I am in a control car, not a locomotive. It had been raining lightly and the rail was wet. The distant signal to the yard interlocking is displaying an “approach medium”. When I pass it, my cab signal drops from clear to approach medium (cab signal conforming speed is 45mph). I am now in an overspeed condition. I have 6 seconds to achieve “suppression” (which satisfies the cab signal system). I do achieve suppression, but I have so much brake cylinder pressure that the wheels on the control car lock up. I am now sliding down the track. I cannot release the brakes to stop the sliding because if I do, I will get an overspeed penalty brake application from which there is nothing I can do until the train slows to 45mph. When I finally reach 45mph, I release the brakes and then hear “tic-a-tic-a-tic-a-tic-a”. I just put a whole bunch of flat spots on the wheels. It wasn’t terrible so I said nothing to management. I never got in any trouble for that incident, but I learned a very valuable lesson that night.

Wildlife at PLS



Reservist private first-class Casey Forsythe, son of President Forsythe, discovered a snapping turtle stuck in the turntable area while cleaning and weeding before the spring meet. The turtle was placed closer to the Perkiomen Creek in the hope that it would have a full life there. Casey reports to Fort Indiantown Gap, PA, where he is trained in Avionics to work on helicopters there.

Remembrance

Of Richard (Rick) Stoughton
written by John Forsythe
and Paul Miller



Photo by Dan Siegle

Rick Stoughton, October 23rd, 1951 - May 26th, 2026.

We first met Rick during workdays at PLS. Rick jumped all in once he started coming to PLS. From his very first days at PLS, Rick gravitated toward track maintenance.

Rick was involved in installing and replacing plastic tie track panels. He was big contributor to the 2 new 1" Passing Sidings on the North side of the property. He also helped create what we call the Remove & Replace process with Plastic Ties.

As the process evolved, he experimented with replacing ties in place instead of by panels. This proved to be a good option because it does not disturb the sub-roadbed, thereby reducing realignment, preserves the rail joints and track bonding in place and it does not take the track out of service. He then perfected the process. He also renewed several mainline track turnouts with this process.

We will miss the tremendous amount of work that Rick accomplished at PLS. Since Rick's diagnosis, we never heard him complain or seek pity. He always remained positive anchored by his faith in God. We will miss his contagious smile and his kind, friendly demeanor. We will miss Zoe, Rick's dog, who was usually with him on workdays.

PLS was well represented at Rick's funeral service. Five PLS board members were present, along with a number of other PLS members and their wives. Rick's family appreciated that, it showed appreciation for what he meant to PLS.

Workdays at PLS



And so, Arbor Day at PLS begins. President Forsythe getting ready to deliver the new trees to their planting locations with help from Tim McMullan.



The process begins, Caroll McMullan is installing one of the new trees.



Scott McMullan is placing mulch to help keep the roots moist.



Installation complete picture was taken before the protective cages were placed

Perkiomen Community Day at PLS



Judy Braddick (in the Conductor Hat) was on point all day supervising the loading the trains. She staged the seating before each new train arrived. She also gave the Safety Briefing before each train got under way.



President Forsythe is having a conversation with associate member Mayland Crosson during Perkiomen Days on May 30th. Mayland was the postal worker who processed the PLS application for a PO Box in Collegeville in the early seventies. She has been a member and good friend to PLS ever since. She retired after 32 years of service at the post office.

PLS Advertisements



For Sale

For sale: ten-inch Logan metal work lathe. It comes with a quick-change tool post, three and four-jaw chucks and some tooling.

Heavy duty welded steel frame with storage drawers. Price \$1200. See John Forsythe, 215-872-9782 john@tcsdcc.com.





The PLS GAZETTE

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

FIRST CLASS



The McMullan family (left to right: Tim, Carol and Scott) with President Forsythe on the left. Thank you very much to long time regular member Carol McMullan, her husband Scott and probationary member Tim McMullan for sponsoring the purchase and planting of five Autumn Blaze maple trees and Mulch. Autumn Blaze maple shade trees are known for their beautiful fall foliage colors of crimson red and orange. We look forward to seeing how the trees will add bold colors to our fall runs!