



★ ★ ★ ★ ★ "NEWS OF YOUR FRIENDS" ★ ★ ★ ★ ★

March 2004

www.lals.org

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## President's Message

By Lew Soibelman



May I please take a few minutes of your time to give you a better understanding of the financial situation of the Los Angeles Live Steamers Railroad Museum faces with our recent increase in our liability insurance?

After an exhaustive search for this type of insurance by Rowland Fogarty, our organization was able to purchase coverage for \$25,000. Our previous annual premium for liability insurance was approximately \$1,300. The combined figure for the new insurance plus the other insurance we are required to have will be 30-33 thousand dollars.

It is difficult, but obvious, that we need to have a substantial increase in our annual membership dues for resident members. All our everyday costs of maintaining and operating our organization have continued to rise. Our utility bills (natural gas, electricity, and soon water) will be due and most likely the rates will grow higher. The costs of postage, paper, printing, maintenance also continue to rise. We must foresee these financial obligations and prepare for these changes. This unfortunately means raising our resident dues so we are not just "breaking even".

Our annual resident membership dues of \$50 have not changed for many, many years. For example, \$50.00 in 1977 dollars, counting for inflation, equates to \$151.65 in today's dollars. Various dues figures have been mentioned, but the final figure has not yet been decided by your Board of Directors. For example, if the resident dues were changed to, the weekly and monthly costs equate to:

Dues	Weekly	Monthly	Dues	Weekly	Monthly
\$150	\$2.88	\$12.50	\$200	\$3.85	\$16.67
\$175	\$3.37	\$14.58	\$240	\$4.62	\$20.00
\$180	\$3.46	\$15.00	\$250	\$4.81	\$20.83

To put this all in perspective, a subscription to the Los Angeles Times is \$21/month. The per person cost of a first-run movie with popcorn and soda is \$16; visiting the Long Beach Aquarium is \$18.95; an box seat at a Dodgers game is \$23; a seat at a Lakers game is \$32; visiting Knott's Berry Farm is \$43; and visiting Disneyland is \$47. I believe you now begin to see our financial situation.

(Continued on page 3)

## Member Calendar

Mar. 8 Board Meeting  
 Mar. 20 Work Day  
 General Meeting

Apr. 5 Board Meeting

Board/General Meetings begin at 7:00 pm.

## Public Service Schedule

Mar. 7 Public Rides  
 Mar. 14 Public Rides  
 Mar. 21 Public Rides  
 Disney Barn Open  
 Steam Plant Open

Mar. 28 Public Rides

Apr. 4 Public Rides

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## Splinters from the Board

### February 9, 2004

By George Bass

During the Board of Directors meeting, Rowland Fogarty gave a detailed report of the increased insurance cost, and its impact to all other clubs. The total cost of the insurance package for the current year is about \$33,000. The revised budget for 2003/2004 was accepted.

Two party requests were held until a new party request form is updated. The updated form will include provisions that any Museum sanctioned event needs to be approved by the Board prior to the event; that the party host is responsible for providing staffing for the entrance gate, parking and overall security for the Museum grounds; that only center bench cars are to be used; and that only certified Engineers and Conductors are to staff trains.

During the February workday, the spraying will be completed and the benches will be maintained. New members Alan and Susan Marion and Sam, Aidan and Denise Buckner were welcomed. The new "station" (barn) application was approved the Recreation and Parks Commission. The leases of track in the Phil West Barn were discussed and the remaining non-leased track will be placed into the general pool and shed credit will be required.

There was a discussion of a proposed dues increase for the financial survival of the Museum. A presentation for this increase will be made at the General Meeting on Feb. 21.

The operations moved well on Feb. 8. The line moved well and waiting time was short. The new locomotive has arrived; the brakes need adjusting for passenger running.

There was a discussion on the use of Pullman cars for Sunday use. It was decided that all Pullman cars be inspected by the Safety Committee and those that pass the inspection can be used on Sundays.

The vending machine status was discussed and the machines will be in operation soon.

## General Meeting Highlights

### February 21, 2004

By Donald Frozina

President Lew Soibelman convened the meeting at 7 pm. Approximately 30 persons attended. President Soibelman started by reviewing the minutes from the February 9, 2004 Board of Directors meeting.

Treasurer Rowland Fogarty was present and gave a condensed review of the Treasurer's Report touching upon the increase in the liability insurance premium, policy limits and deductibles. Treasurer Fogarty also talked about establishing a reserve fund to carry the organization through lean times. Rowland also talked about ramping-up the souvenirs sales and investigating of a POS (Point Of Sale) system so that anyone could help selling souvenirs.

President Soibelman mentioned that Janice Bass would be making some orange covers to be placed over signals that are inoperative. If you come across a covered signal, assume "all stop"—stop and then continue. Secretary George "Smokey" Bass is in the process of revising the Party Request Form. The new form will have a place to designate who will be monitoring the entrance gate. Until further notice only the center bench cars are to be used to haul partygoers. Also, only qualified engineers and conductors are to operate trains for parties.

Dave Johnson came to the podium and told those present that the "station" (barn) project has been approved by the Recreation and Parks Commission and that fundraising will soon begin. Donations anyone?

President Soibelman reiterated that the tracks of the Phil West Barn leases that will expire that year would revert to the shed-credit pool. Willie Wilhelm talked about the bolsters of the center bench cars and of improving the track around Bugville. Willie also talked about a study that the

(Continued on page 3)

### Los Angeles Live Steamers Railroad Museum Engine Booster

The *Engine Booster* is the monthly publication of the Los Angeles Live Steamers Railroad Museum, a non-profit 501(c)(3) organization. Facility and track are located in Griffith Park, 5202 Zoo Dr., Los Angeles, CA. Mailing address: PO Box 2156 Toluca Lake, CA 91610.

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### Los Angeles Live Steamers Railroad Museum Board of Directors 2004

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Lew Soibelman

**Vice President**

Ron Bergmann

**Secretary**

George Bass

**Treasurer**

Rowland Fogarty

**Board Members**

Eric Fields

Dave Johnson

Fred Lack

Doug Young

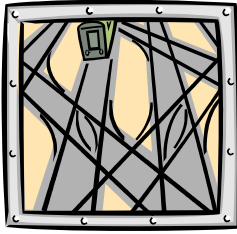


Phone 323/661-8958

LALS insurer: Hamman-Miller-Beauchamp-Deeble, Inc., 800/272-4594

## Ramble to OCME

By Mel Bresee



One day last month I was thinking about a springtime ramble to somewhere and thought about a weekend trip to the Orange County Model Engineers. They operate on the third weekend of each month, which makes April 17<sup>th</sup> and 18<sup>th</sup> a great target. Now who can I talk into going on such a run? Both Dick Brennan and Rory Hawkins have trailers and are always ready for a trip. They said, “yes” without a second thought. A quick call to Ridgecrest found the Sagebrush Short Line RR group ready to warm up after a cold winter on the high desert. George Pruitt found other desert rat railroad fans ready to also warm up their steam engines and join us; such as Neil Lundwall, Ed Bueltmann, Lenny Deangelis and Del Braun. Lee and Scotty Horgan are a very definite maybe depending on Lee’s health. This makes seven engines that will show up.

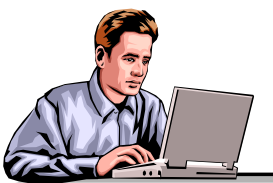
Someone told me the club now has build out 24,000 feet of track. This must include their new Mountain Division. With 40 acres to work with, they have the space for a very large facility. The club is located in Fairview Park, Costa Mesa and driving directions can be found on their web site: <http://www.livesteamclubs.com/Ocme/Ocme.html>.

The Orange County guys said yes come on down. They got a permit for us for RV and tent camping beginning Friday night April 16<sup>th</sup> through the weekend. Some weekend runs they also have hot cooked meals (burgers and dogs) for sale and we are hoping for the cooks to return. If not, there are many fast food places close by to grab a bite.

Any one having an interest in joining us is welcome! If you cannot spend the weekend, drive down for the day. If you are interested, give me a call at 310/553-2039, or e-mail me at [mabii@aol.com](mailto:mabii@aol.com), so we can tell OCME how many will show up.

## Electronic Engine Booster

By Donald Frozina



For those of you who said “Yes” to receiving the *Engine Booster* electronically via e-mail and the web on your membership renewal form, the April 2004 issue will be the start. Some of the advantages of receiving the *Engine Booster* electronically: getting it a week earlier; pictures and graphics in full color; and no wasted paper!

## FROM THE General Superintendent

By Sam Calderwood

I would like to thank all that showed up for the workday. It was kind of damp this month but we still got a lot of work done. We got the work car clean thanks to Mel Bresee and his small band of workers, they also cleaned up over at the new steaming bays. I know if we all try hard, we can keep these areas clean. Plain and simple: if you make a mess please pick it up—leave the area cleaner than you found it!

Next month I hope to get back to weed control and do some general clean up. Our PVC pipe sorters are almost done; this has turned into quite a project and they are doing a great job. It’s also good to see so many new members out working. It makes the day and the job go by faster when there are more people to help out. Let’s all try to come out and help next month—even if it’s for only 4 hours.

Next workday is in March 20<sup>th</sup>. Lunch is free for all of those who come out and work for 4 or more hours.

### President’s Message (Continued from page 1)

There is also a plan to offer a new “Family Membership”. This will allow spouses and children to pay one set of dues. For members currently paying dues for spouses and/or children, this new family plan may actually be cheaper. If you want your children to be members, you can use the new family plan.

Without a dues increase, we cannot afford to continue to operate the Los Angeles Live Steamers Railroad Museum. If we are not healthy financially, we will soon be in trouble. To keep us a happy and functioning organization, we as members have to be willing to pay the “freight”.

### General Meeting Highlights (Continued from page 2)

Operations Committee is performing on improving the stability of the gondolas. Patty Fogarty displayed tee shirts, featuring the new Los Angeles Live Steamers Railroad Museum logo, and black baseball-style caps for souvenirs.

President Soibelman went into a lengthy discourse on the need to increase resident member dues. This is in part due to inflation, increased insurance premiums, having to pay for our electricity, natural gas, and soon water. A lively discussion followed. President Soibelman put in perspective the relative costs of everyday items: newspaper subscriptions, and local attractions. A letter and ballot, with a proposed Bylaw amendments, will go out to the regular members right after the March BOD meeting to be voted upon at the April 2004 General Membership Meeting.

President Soibelman adjourned the meeting at 9:24 pm.

## Engineers and Conductors January 2004

<u>Date/Passengers</u>	<u>Engineer</u>	<u>Conductor</u>	<u>Engine Owner</u>	
01/04/2004 652 passengers	Mel Bresee	William Rose	Bresee	
	Peter Fuad	George Bass	Fuad	
	Rowland Fogarty	Roberto Lopez	Fogarty	
	Larry Mitchell	Joe Hayes	Mitchell	
	Roger Bacon	Leonard Evans	LALS	
	Don Frozina	Tom Crawford	Frozina	
	Opening Station Manager: Eric Fields/Fred Lack			
	Opening Site Manager: Eric Fields/Fred Lack			
	01/11/2004 693 passengers	Ron Tarjany	Pat Miller	Tarjany
		Peter Fuad	Roberto Lopez	Fuad
Gary Baker		Todd Moore	Rowsell	
Leni Goldberg		Robert Grzesiak	LALS	
Larry Mitchell		Joe Hayes	Mitchell	
Opening Station Master: Fred Lack				
Opening Site Manager: Fred Lack				
01/18/2004 847 passengers	Ron Tarjany	Pat Miller	Tarjany	
	Roger Bacon	D. Ward/M. Bruce	LALS	
	Peter Fuad	Roberto Lopez	Fuad	
	Rory Hawkins	Skowronski	Hawkins	
	Larry Mitchell	Joe Hayes	Mitchell	
	Leni Goldberg	Michael Bruce	LALS	
	Opening Station Master: Willie Wilhelm/Fred Lack			
Opening Site Manager: Fred Lack				
01/25/2004 885 passengers	Ron Tarjany	Pat Miller	Tarjany	
	Al Way	Don Frozina	Way	
	Sam Calderwood	Tracy Beattie	Calderwood	
	Peter Fuad	George Bass	Fuad	
	Steven Harris	Shira Bush	Harris	
	Chuck Mohr	Ray Secara	Mohr	
	Mike Bruce	Len Bruce	M. Bruce	
	Leni Goldberg	Jerry Albus	LALS	
	Opening Station Master: Eric Fields/Fred Lack			
	Opening Site Manager: Eric Fields/Fred Lack			

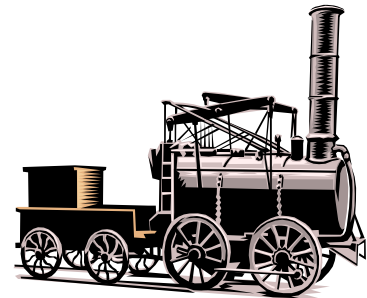
3,077 total for month  
3,077 total year 2004 to date

## Who's Been Workin' on the RR

Jan. 18 — Feb. 21

Alderman, Mitch	Frozina, Don
Altmayer, Steve	Harris, Bernard x2
Baker, Gary	Heiman, Gene
Baker, Jim	Mahony, Chris x2
Berg, Ginny x2	Marion, Allan
Berg, Ted x2	Marion, Susan
Bresee, Mel	McGinley, Mike
Buckner, Aidan	Romanucci, Mike
Buckner, Sam	Romer, Andy
Conway, Dave	Rowsell, Al
Corr, Adam	Ward, Doug
Corr, Paul	Young Emily
DeRosa, John x2	Young, Cindy
Fowler, Jean	Young, Doug
Fowler, Pete	Young, Sarah

*Remember, if you've been workin' on the railroad, Monday thru Saturday, be sure to add your name to the red "Who's Been Workin' on the RR" book located in the Gazebo below the phone.*



### Bylaws Copies

*By Donald Frozina*

For those of you who said "Yes" to receiving a copy of the current By-laws on your membership renewal form, those copies will be distributed or mailed out after the April 2004 General Membership Meeting.

### P&Ps Copies

*By Donald Frozina*

For those of you who said "Yes" to receiving a copy of the current P&Ps on your membership renewal form, those copies will be distributed or mailed out after the latest revisions have been approved and processed.

## Training Classes

**Conductor:** Want to learn to be a conductor? Call Gary Burdorf at 310/573-2019, or Kevin O'Neill at 661/259-6586 to schedule a class. There is an excellent video available to either borrow or own (\$5). The conductor class typically meets on a Sunday.

**Diesel Engineer:** Want to learn to operate the organization's diesel locomotives? Call Gary Burdorf at 310/573-2019, or Kevin O'Neill at 661/259-6586 to schedule a class. The diesel class typically meets on a Saturday with the Check Ride on the following Sunday. Note: You must have completed all your conductor requirements to attend this class.

**Steam Engineer:** Want to learn to operate the organization's steam locomotive? Call Kevin O'Neill at 661/259-6586 to schedule a class. Note: You must have completed all your diesel engineer requirements to attend this class.

## The Firebox

By John Smith



I have been asked to return to locking the tunnel gates after the Sunday run. If you come out and plan to take your train to the west end, you may find the tunnels gates locked. I will have the signals go red when they are closed. Until I do that, be careful. Also, if you unlock them, you will need to lock

them after your done. We need to keep them locked for the security of the facility.

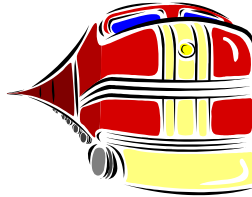
Some people seem to have a problem with keeping the workshop car door locked, and also the pump house. I don't think it can be too difficult to remember to turn off the lights either. So many times, I come in at night and find the doors wide open and the lights on. We all need to conserve electricity and water.

We are not allowed to leave our automobiles here at night or over the weekend. If you need to leave it for some reason, let me know. It would be best to park in the driveway and not in the lot so it won't take much needed space on Sunday.

Thanks again. We all continue to make this the best organization I have ever seen.

## Electric Locomotive Status

By Willie Wilhelm



The locomotive has been run at the Museum and worked well. There are some additional things we want to do, so the locomotive has been returned Dave Clark's shop where he has the tools to do the work. The cab has been painted red. The lettering and the front label has

been ordered from a sign shop and a sample yellow color the sign shop will use has been sent to Dave so he can match the yellow stripe on the locomotive with it. In about two weeks as of this writing, the locomotive should be back at the Museum. Also, air brakes are being installed on the cars that will be used with the locomotive.



## Women in Railroading

By Janice Bass



The February meeting of Women in Railroading has been postponed until Sunday, March 7 at approximately 3 pm.

All members and friends are invited to discuss Museum history and proposed historic displays. We need all of your input, Guys and well as Gals!

## Kountry Kitchen

By Bonnie Kaufman



On the third Sunday of the month, March 21, there will be a special lunch offered for the day.

Please come and join us for Spaghetti and other great food items!

“Going to work for a large company is like getting on a train. Are you going sixty miles an hour or is the train going sixty miles an hour and you're just sitting still?”

—J. Paul Getty

## Safety Lockout for Diesels

By Donald Frozina  
Photos by Donald Frozina

Dan O'Brien came up with a simple safety device for diesel locomotives with a directional control lever. This is perfect when idling in the station, as its use prevents the accidental movement of the direction lever that can cause your train to move unexpectedly. Drawing on his army experience, where many of the big trucks had a mechanical lockout on the gearshift, Dan developed a lockout for his SW1500 locomotive. Being impressed with this safety feature, I asked Dan to make one for my SW7.



Use a 5" stainless steel flat hinge, one that has a removable pin and does not have screw holes. These hinges are available at full-service hardware stores,

McMaster-Carr, or Industrial Metals. Place the side with the outer barrels is set against the rear deck plate of the locomotive. Draw the layout lines. The most critical lines are for the notch that will restrict the movement of the direction lever. You want the notch to slip over the directional level with a little room to spare when the hinge is flipped. Remember to center the direction lever so that the neutral starting switch is engaged. The remaining layout lines are to reduce the rectangular profile of the hinge.

After the layout lines are finalized, remove the hinge pin. Cut and file the outer barrels enough so that that when the hinge pin is replaced, there is enough room to drill a hole and insert a cotter pin in the pin's end—to hold the hinge together after assembly. Cut and file to the other layout lines. Drill two #9 clearance holes to mount the fixed side with the outer barrels to the locomotive's rear deck. Go back and test fit the assembly. Determine what, if any, modifications to the notch are needed, and make those



modifications. When satisfied with the fit, disassemble the hinge and polish the two halves to a gleaming finish.

Reassemble the hinge and

position it on the locomotive, remembering to center the direction lever so that the neutral starting switch is engaged. Use a transfer punch to mark the location of the two holes on the rear deck of the locomotive. Drill two #21 holes and tap them with a 10-32 tap for two socket head cap screws with lock washers. Bolt the assembly to the locomotive and test. Make adjustments as necessary.

On locomotives that do not have an adequately large rear deck, such as an SW1500, Dan uses a different system for mounting the hinge. Use a short piece of 1½" angle iron and mount the angle iron to the back of the locomotive frame and mount the hinge to the top of the angle iron.

There you have it, a simple safety device that can be constructed in a few hours with a few simple tools that vastly improves the safety of your locomotive.

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## Thanks for Doing a Good Job

Pam Dong

Boy! Are we lucky! We at LALS are very fortunate to have an outstanding group of members who support the Museum. One of the great things about LALS is the fact that we have many resourceful members who come from all walks of life. This was certainly evident during our recent involvement with Cal-OSHA. Without the hard work of the five members of the Task Force: Peter, Rowland, Dave, Ron, and Jay we would not be operational today.

Volumes of time and energy and personal sacrifice went into developing a strategy, answering questions, researching our options, and coming up with a response. As members, we owe a great thanks to these men. We also owe a vote of appreciation to the Board of Directors. It's easy to be critical of their actions, but surprisingly it is also easy for us to say "thanks" to them for taking on the many difficult issues facing the organization today.

Some may not like the decisions being made, but having been on that side of the table, we can either move forward or become fossilized and lose sight of the future. To the Board, let us say "thanks for doing a good job" and for your leadership.

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## For Sale

**Bridgeport type mill** w/power feed, collets, clamps and 6" vise, \$1200.00; 12" Grizzly lathe, Collets and closer, plus set of quick change tool holders, \$1200.00; Boring head with set of carbide boring bars, \$60.00; 6" rotary table, \$100.00; Tender for Allen mogul or ten wheeler built from Loco Parts kit, \$1150.00; Contact Roger Schenck, 562/425-7996.

*Wanted and For Sale ads are limited to current LALS members and are printed on a space-available basis.*