

LALS ENGINE BOOSTER



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

November 2004

www.lals.org

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Historic Railcars at the Museum Part 5 of 5

By Fred Lack
Photos by Donald Frozina



bered in June 1960 into its current yellow, red and gray paint scheme from its original freight car red paint and white lettering scheme. This caboose was retired in March 1979. Union Pacific was contacted in 1980 to donate a caboose to Museum. This donation was set on display November 1980. Today, this car is used as a meeting and training room.



Union 25064, is a steel CA-3 caboose built in June 1942 as UP 3764, part of a UP order of 100 cabooses numbered 3700-3799. This was the first all steel caboose series built for Union Pacific by the Mt. Vernon Car Co. All UP cabooses up to this time had been made of wood and reinforced with steel. UP 3764 was repainted and renu-

Member Calendar

Nov. 1	Begin Shed Year
Nov. 8	Board Meeting
Nov. 20	Work Day
	Annual General Meeting Election

Dec. 6	Board Meeting
Dec. 11	Holiday Banquet Officer Installation

Board/General Meetings begin at 7:00 pm.

Public Service Schedule

Nov. 7	Public Rides
Nov. 14	Public Rides
Nov. 21	Public Rides
	Disney Barn Open
	Steam Plant Open
Nov. 28	Public Rides

Dec. 5	Public Rides

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Don't Forget

The Annual General Meeting and Election on November 20th.
The Holiday Banquet and Officer Installation on December 11th; reservation form enclosed..

Splinters from the Board

October 4, 2004

By George Bass and Donald Frozina

President Lew Soibelman called the meeting to order at 7:04 pm. All Board members were present except Ron Bergmann. Sixteen persons were in the audience. The minutes of the previous meeting were approved as submitted.

Wolf Fengler reported on the 3100. He suggested a two-tier system, which would limit who does maintenance and who trains future engineers to operate the 3100. There was a motion (Johnson/Young) to accept the proposal for maintenance, training and evaluation of steam. The motion carried.

Wolf Fengler also reported on the heat-treating results of the wheels on the new riding car. An effort will be made to heat treat the wheels on the new riding cars. A motion was made to that effect (Johnson/Young). The motion carried.

Steve Harris reported on Membership stating that Anderson and Ganay have passed probation. New member Thaine Morris was introduced. Richard Hamilton is a new out of area member.

There was a lengthy discussion regarding a petition containing the signatures of 102 members submitted by Fred Lack for a proposed \$50 dues increase. There was a motion (Lack/Fields) to place a proposal for a \$50 dues increase on the November ballot. Yes: Lack, Fields, Johnson; No: Fogarty, Bass; Abstain: Young

Rowland Fogarty presented the Treasurer's Report, which was approved as submitted.

Steve Harris presented an update to P&P L-102, "Locomotive Shed Leasing Program" with the changes the Board asked for at its last meeting. Discussion followed. Rowland Fogarty moved and Doug Young seconded that the time and a half provision will be applied as follows: for every hour an engine is in service operated by the owner, the engine receives 1 hour of credit, while the owner receives 1/2 hour. The motion passed unanimously. Lease rates for next

General Meeting Highlights

October 16, 2004

By Donald Frozina

President Lew Soibelman called the meeting to order at 7:05 pm. Twenty persons were observed in the audience. Lew called upon Treasurer Rowland Fogarty to come to the podium and present the Treasurer's Report, along with answering any financial questions.

Rowland reported that the electric locomotive's final cost was \$15,500.00. The cost of the brakes for the center bench riding cars were as follows: vacuum, \$1,650.00; air/automatic air, \$618.00. It is important to note that these two projects are independent of each other. Rowland answered questions about the chart of accounts and the items that fall under "plant maintenance". Rowland also explained that the reason we're using a CPA, is to prepare our income taxes, file payroll taxes and worker comp fees. We are a 501(c)3 organization only as long as we are in compliance with the law, which the CPA helps us do.

Lew talked about the comparison of the electric locomotive to other manufacturer's products, stating that our cost was in the ballpark with similar locomotives. There was a spirited discussion on the design of the electric locomotive's riding car. Lew also mentioned that Wolf Fengler had problems with the VCR and asked the members present if we should replace it with a VCR/DVD combo unit. The majority of the members were in favor of this. Lew went on and reviewed parts of the last BOD meeting.

The meeting adjourned at 8:58 pm.

year were discussed. Eric Fields moved and Doug Young seconded that the lease rates for 2005 be \$10.00/foot without the rebate, and \$6.00/foot with the rebate. The motion passed unanimously.

Doug Young moved and Fred Lack seconded to adjourn the meeting. The motion passed unanimously. The meeting adjourned at 10:03 pm.

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. Museum/tracks 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

President
Vice President
Secretary
Treasurer



Board Members

Lew Soibelman
Ron Bergmann
George Bass
Rowland Fogarty

Eric Fields
Dave Johnson
Fred Lack
Doug Young

Phone 323/661-8958

FROM THE **General Superintendent***By Sam Calderwood*

Thanks to all that showed up for the workday. We had a small but mighty crew this weekend. The track gang was hard at work again.

The Boy Scouts have been out helping again. This time Troop 50 is putting a new walkway at the ticket booth with a short retaining wall—looks good, now we can look up and see where we are going.

We got a lot of cleaning done and we will work again this weekend. The Fall Meet was great and every one that showed up and that helped had a good time, especially the ones that were dancing, go Willie. We were paid a visit by the LAPD and one of our young members had a small problem. It is still pending but if you want more info you will have ask the person who is having the problem, he is asking for bail money and food baskets be sent to him. Then we need to get ready for Halloween. If you would like to help, please talk to Gary Baker.

I have one complaint. Someone is turning off sprinkler and bubbler heads. This needs to stop—it is costing us money when you do this. If you need to have the water turned off, talk to me (Sam), John Smith, or Tom Akins, and we will help.

Next workday is the 20th of November. Lunch is free for all of those who come out and work for 4 hours.

All new members make sure that you fill out your time cards so you will get credit for your probation. I don't want to see people kicked out because they forgot to fill out a time card.

"I still find each day too short for all the thoughts I want to think, all the walks I want to take, all the books I want to read, and all the friends I want to see."

—*John Burroughs*

In Memoriam

By Donald Frozina

Dell "Skinhead" Jenkins, a resident of Alpine, California, passed away on August 22, 2004. Skinhead was an LALSRM member for 22 years. Skinhead's trains will be donated to the Chula Vista Live Steamers.

President's Message

By Lew Soibelman



It sure moves swiftly! I am referring to this entire year of 2004 that will soon pass into history. In reflecting backwards, I am reminded of the many accomplishments that have been produced at this facility for the enjoyment of all. To identify just a few items,

let me list them:

1. Completion of our Santa Fe electric engine (GP-60M) and the control car, a wonderful asset to our stable of locomotives.
2. The construction of the Souvenir Stand, built to be a temporary movable building, located at the Sherwood Station area.
3. The new addition of the propane cage and the metal gasoline storage cabinet that will allow a greater capacity for a variety of inflammable materials.
4. Newly landscaped areas that will enhance the beauty and enjoyment of all riding passengers at LALSRM and others who just walk our grounds.
5. There has been great activity throughout the 1" scale railroad. New additions of track, switches and signage. The trestle bridge now has not only handrails but also a walkway so that you may disembark from a car while still on the trestle.
6. A preventive device attached to a "trigger post" that will not allow a switch to be changed. This allows the Sunday public riders to traverse either the Highline or the Smith Valley line.
7. The many signals throughout our tracks are being converted to LED's instead of colored bulbs. LED's are brighter, use less electricity and last over 100,000 hours.
8. The 1½", "over and under trestle" now has all new ties and steel rail resulting in a smooth and enjoyable ride.
9. A great new structure is the "ice machine" that will allow us to always have a plentiful supply at hand.
10. A new brochure that describes LALSRM to our readers has been compiled and is about to hit the presses. This will help educate the members and the public with pertinent information about us.

This is just a small sample of the great strides that we (LALSRM) have taken during this year. However, many tasks still need to be completed in the future years.

Soon you will have a chance to elect four (4) new members to the 2005 Board of Directors. We have a large number of potential candidates for these positions—the talent is tremendous—so study their qualifications well and vote. Remember, the four (4) new BOD members and those who carry over on the Board, will have the responsibility to represent you and conduct the business of LALSRM for the

(Continued on page 4)

Engineers and Conductors September 2004

<u>Date/Passengers</u>	<u>Engineer</u>	<u>Conductor</u>	<u>Engine Owner</u>
09/05/2004 1,249 passengers	Donald Frozina Jim Lesovsky Roger Bacon Al Way Tom Wulf Peter Fuad Bonnie Kaufman Andy Skowronski Steve Harris Opening Station Master/Site Manager: Dick Brennan Station Assistant: Pat Miller and John Kitchens	L. Sack and D. Ward Gail Woodward Tom Wulf/Fred Lack Roberto Lopez DJ Sandler Don Emmer Andy Skowronski Bonnie Kaufman Bernie Harris	LALS Lesovsky Fogarty Way Wulf Fuad Kaufman Kaufman S. Harris
09/12/2004 942 passengers	Jim Lesovsky Peter Fuad Al Way Roger Bacon Peter Fowler Bonnie Kaufman Andy Skowronski Larry Mitchell Andy Blake Opening Station Master/Site Manager: Eric Fields Station Assistant: Pat Miller	Gail Woodward Don Emmer Donald Frozina DJ Sandler John Kitchens Andy Skowronski Bonnie Kaufman Joe Hayes Bart Sissons	Lesovsky Fuad Way LALS LALS Kaufman Kaufman Mitchell Sissons
09/19/2004 890 passengers	Jim Lesovsky Peter Fuad Donald Frozina Bonnie Kaufman Michael Murphy Roger Bacon Michael Murphy Bart Sissons Mel Bresee Opening Station Master/Site Manager: Peter Fowler	Gail Woodward Don Emmer Ken and Virginia Hobbs Andy Skowronski Bonnie Kaufman Roberto Lopez Andy Skowronski Andy Blake Joe Hayes	Lesovsky Fuad LALS Kaufman Kaufman Fogarty Kaufman Sissons Bresee
09/26/2004 1,384 passengers	Peter Fuad Jim Lesovsky Al Way Roger Bacon Bonnie Kaufman Andy Skowronski Ron Bergmann Andy Blake Opening Station Master/Site Manager: Fred Lack Station Assistant: Pat Miller	Don Emmer Gail Woodward F. Lack/J. Kitchens P. Fowler and Allan Marion Andy Skowronski Bonnie Kaufman Eugene Heiman Bart Sissons	Fuad Lesovsky Way LALS Kaufman Kaufman Bergmann Sissons

4,465 Total passenger for month
35,228 Total passengers for year to date

Training Classes

Conductor: Want to learn to be a conductor? Call Roger Bacon at 818/887-0898 or Steve Harris at 818/842-2296 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 Roger Bacon at 818/887-0898 or Eric Fields at 818/205-1653 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 Wolf Fengler at 310/328-7283 to schedule a class. Note: You must have completed all your diesel engineer requirements to attend this class.

Webb–Stutson Run Review

By Roger Bacon

On Saturday October 9th, the Los Angeles Live Steamers Railroad Museum hosted the 33rd annual Bill Webb–Bob Stutson memorial handicapped picnic fun day. The picnic was a total success thanks to all the members that helped. Chris Mahony was my Co-Chairperson for the event.

Chris headed the great kitchen crew with the help of his wife Amy, Don Frozina, Susan Marion, Bernice Soibelman, Eric Fields and Allen Marion (who donated all of the chips for the event). The kitchen served 550 hot dogs with all the fixings in just over 1½ hours! Lew Soibelman was cooking popcorn all day, and made 348 bags!

The Stationmaster, Gene Heiman loaded trains. The train crews were: Ron Bergman/Rowland Fogarty, Robert Beard/Allen Marion, Eric Fields/Allen Marion, Dan O'Brien/Ken & Virginia Hobbs, Jim Lesovsky/Gail Woodward, and Rory Hawkins/Robert Lamont. Jim Baker followed behind everyone taking care of the trash and recycling.

I would like to give my thanks to all the members who helped make this a super day for all those special people who attended.

President *(Continued from page 3)*

next year. Your choices are extremely important, so do not take this task lightly. Please vote!!

We have so much to be thankful for; not only in our personal lives but also at the place we call LALS RM. When you celebrate the next holiday, "Thanksgiving Day", take a few minutes from your busy schedule and examine your own life and I believe that you will see for yourselves all the wonderful things that we have to be thankful for.

I wish you all a happy and thoughtful "Thanksgiving Day".



2004 FALL MEET



Here are a few photos from our 2004 Fall Meet. You can see more pictures in color on our website, www.lals.org

Photos by Bruce Ward & Donald Frozina



Where Were the Smaller Ones

By Ted and Ginny Berg

The Fall Meet was blessed with great weather and the 4¾" and 3½" gauge tracks were in the best shape ever. But few 1" and ¾" scales trains came. Steam outnumbered "diesels" including several ¾" scale steam locos. Gary Raymond again brought his radio controlled, gun firing, and Jules Verne style rail locomotive. The rebuilt Lower Lake Trestle with deck and safety side rails is super smooth and a great complement to the Rocky River Bridge. The Cooper Yard stub switch has been replaced with a dual gauge spring-type switch to eliminate running off the track. Chris Mahony and John DeRosa have been upgrading track with a combination of tie replacement and all new track panels. So, please dust off all those fine trains (25 at the *Spring Meet*) and come out, anytime, any day.

If you need compressed air, turn on the compressors with the red button on the compressor/clock tower building. You may need to open a blue airline valve or two at the inside lift and the east side of the 1½" scale turntable. Water is getting into the airline, so you may need to bleed it out at the lift valve. When done packing up your trains, please lower the lift all the way down. The track awaits only you! Come out for a good time, any time!

Lower Lake Trestle Opens

Christopher Mahony & John DeRosa



The Lower Lake Trestle on the 1" line is now opened. The new trestle now has a railing for added safety, new metal bents, and a faux wood look. We would personally

like to thank David Markowski for the design and fabrication of the new bents/railings. He did an outstanding job, and without his suggestions, comments, and knowledge, this trestle would not have been finished.

We would also like to thank the Board for recommending the changes be done.

Let all 1" lovers try out the trestle and the rest of the line. More track improvements are on the way!

The Firebox

By John Smith



It is almost time to vote for the new BOD replacements. There is no reason why an eligible member doesn't vote. Nothing related to the Museum could be more important. Talk to the candidates and get their opinions, then choose the ones you think will do the best job. There are more than enough

good choices.

Sorry about last month, the Fire Box did not get to the editor in time. My computer was having some growing pains and I lost the whole letter. By the time I got it running again it was too late.

Thanks to Gary, Les, Sam, Eric, Aaron, Don, Jon and some others, for the Halloween setup. The show gets bigger and better every year. I can't believe the amount of work and time this takes to put together, and then take back down. Gary contributed much of his own props and paid for a lot of the other items needed. Also, most all of the lighting belongs to Gary, what a guy!

Any member can contact me for any reason regarding anything—especially new members. One man, new to us, asked me how to turn on the signals. A good question. He could not have known that they are automatic.

Sunday is the day I work on the signals. Let me know if you see a problem.

If your not playing trains, your not having fun.

Stay Alive in '05

By Fred Lack

When the last ballot for a dues increase of \$100 was defeated, the majority of the BOD decided not to place a smaller dues increase on the November ballot. Meanwhile, members approached me, realizing that the Museum needed to increase dues and that a \$50 increase would be the way to go.

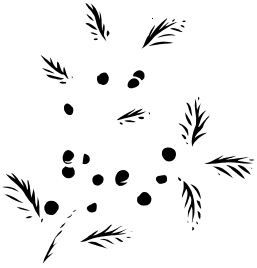
I brought the \$50 dues increase up at the September BOD meeting. I said that several members had approached me about the dues increase of \$50 and that they did not want the Museum to run out of money and realized the Museum was facing increased costs coming next year. I brought up a motion for the dues increase saying that the Museum needed it—the members requested it. The members running for the BOD should have a say in the matter and that it was our responsibility to do this. This would not cost the Museum a penny because we were already sending out a ballot. Eric Fields seconded the motion. The BOD then voted to a 2-2 tie, with Lew voting "no" on the motion. Dave Johnson said if I could show him the members wanted it, he would change his vote next time.

I contacted Don Frozina, Gary Baker and Eric Fields to help me come up with a member's petition for the proposed \$50 dues increase. I approached members at the Fall Meet with the help of Don, Gary and Eric. In three days, we were able to collect over 100 signatures—from founding members to ones that have been members only a year. The majority of these members are aware of increased insurance costs since last November, the electric bill, and water meters being installed by the city next year. (We water 11 acres every week—and that we have no money for tie stock or rails.) The members said if the BOD won't vote for it, put it on the ballot through a member's petition.

I brought up the dues increase again at the October BOD meeting with the member's petition before the BOD. Dave Johnson saw that the members wanted to vote on a \$50 dues increase. Eric Fields raised the motion, I seconded it and Dave Johnson voted for it. The motion passed 3-2.

This is the opportunity for the members to vote for the amendment that they wanted to keep the Museum solvent in the near future. It will be up to the new BOD to make the hard financial decisions to keep the Museum going, but they will now have some extra resources to do it.

Vote for the BOD members that will represent you and have the ability to make the hard decisions that lay ahead for the Museum. Vote YES on the dues increase so we'll "Stay Alive in '05".



Fill out member name:

Member Name _____

Total the number of dinners and complete the following:

_____ chicken dinners @ \$30/dinner = \$ _____ total

_____ beef dinners @ \$37/dinner = \$ _____ total

\$ _____ grand total



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