

# LALS ENGINE BOOSTER



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

December 2005

www.lals.org

Vol. XL, No. XII

## Election Results

By Donald Frozina

On Saturday, November 19, 2005, the Museum held an election for directors and bylaws changes. The Election Committee consisted of Dick Brennan, Rowland Fogarty, Rory Hawkins, Robert Lamont, with Dan O'Brien chairing. The Election Committee was approved by the members attending the General Membership Meeting prior to them opening the 187 envelopes. The results of the election were as follows. Congratulations all!

<u>Directors</u>	<u>Vote Total</u>	<u>Rank</u>	<u>Status</u>
Peter Fuad	118	1	Elected
Wolf Fengler	112	2	Elected
Todd Moore	107	3	Elected
John DePhillip Jr.	92	4	Elected
Christopher Mahony	80	5	
David Holman	76	6	
Mike Capolupo	65	7	
Joe Hayes	33	8	
Michael Romanucci	31	9	
Greg Häff	10	10	
Andrew Held	5	11	

<u>Bylaws Changes</u> (2/3 to pass)	<u>Yes</u>	<u>% Yes</u>	<u>No</u>	<u>% No</u>	<u>Status</u>
Change Annual Dues to \$100 for Resident Members	125	66.8%	62	33.2%	Passed
Simplify Date of Meeting of the Board of Directors	159	85.5%	27	14.5%	Passed
All Board Members have a Right to Vote	138	75%	46	25%	Passed
Clarify FCR Ratification Vote at a Gen. Membership Meeting	136	74.3%	47	25.7%	Passed

### Holiday Banquet & Officer Installation

Join us for our annual holiday banquet and officer installation on **Friday, Dec. 9** at *Le Petit Chateau* in No. Hollywood. Contact John Friend, 818/767-3780.

### Museum Closed Christmas and New Year's

At the November BOD meeting, the BOD decided that since Christmas and New Year's fall on a Sunday, we will be closed to the public.

### Member Calendar

Dec. 5	Board Meeting
Dec. 9	<b>Holiday Banquet Officer Installation</b>
Dec. 17	Work day
<hr/>	
Jan. 9	<b>Board Meeting</b>

*Board/General Meetings begin at 7 pm.*

### Public Service Schedule

Dec. 4	Public Rides
Dec. 11	Public Rides
Dec. 18	Public Rides
	Disney Barn Open
	Steam Plant Open
Dec. 25	<b>Closed</b>
<hr/>	
Jan. 1	<b>Closed</b>

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## Splinters from the Board

November 7, 2005

By George Bass

The November 7, 2005 Board Meeting was called to order at 7:10 pm by President Don Frozina. New members Raul Barille, a machinist, and Bill Gomez, a welder, were presented, interviewed and accepted.

Party requests were approved for Todd Moore, Dave Lazarus, Gary Burdorf and Larry Sack. (Larry's is for a disabled preschool group, which will take place mid-week. Center bench cars are to be used with one chaperone per car.) The Treasurer's Report was presented and accepted.

There was a general discussion of the Halloween Runs. Gary Baker and Eric Fields were thanked, along with the other principals, for the fantastic job they did in getting it all together. Improved station operations and possibly sign-ups are needed in the future.

The Survey results are as follows: 136 envelopes returned; 4 were previous surveys; 1 stating that he was no longer a resident. Not all envelopes contain both surveys.

### *Phil West Barn Two-Year Lease*

125 surveys returned. Yes 89 or 71.2%, No 36 or 28.8%.

### *Shed Credit System*

*On-site maintenance shed credit for Saturday workdays*  
130 surveys returned. Yes 112 or 86.2%, No 18 or 13.8%.

*On-site maintenance shed credit for work done on any day*  
130 surveys returned. Yes 102 or 78.5%, No 28 or 21.5%.

*Off-site maintenance shed credit done at home or at work*  
130 surveys returned. Yes 88 or 67.7%, No 42 or 32.3%.

Both the Phil West Barn 2-Year Leases and all three of the

(Continued on page 7)

## General Meeting Highlights

November 19, 2005

By George Bass

The meeting began with President Don Frozina accepting a motion (Johnson/Bass), which appointed the Election Committee consisting of Chairman Dan O'Brien, Rowland Fogarty, Dick Brennan, Rob Lamont and Doug Young. The motion carried. Don then asked for any last-minute ballots; there were none. The meeting continued with a review of the minutes of the November 7 Board of Directors meeting.

Tom Downing reported on the accomplishments of the workday, namely that benches had been painted a matching color.

Dave Johnson reported that the Gauge 1 group has withdrawn their proposal. However, a few LALSRLM members who have an interest in Gauge 1 may renew the project at a later date. Dave also reported that there had been major changes in the Recreation and Parks Department personnel. The steel rail is in San Pedro and should arrive in the area after Thanksgiving. There should be no work done on the Sutchville Track Reconfiguration Project until all aspects of the project are ready to install, which will be at least until January. There is a possibility of the Museum obtaining liability insurance for member's equipment when traveling. More discussion to follow.

Starting January, the kitchen will be open *only if members volunteer to operate it*. It usually takes three persons to do so. A sign-up sheet is located in the kitchen. The kitchen will be stocked, so you will not need to worry about getting supplies or food.

Wolf Fengler reported on the progress of the 3100 boiler and refurbishing. The commitment to renew the Phil West Barn leases will be due back to the Board by December 31. Payment on the new leases will be due by March 1, 2006.

There was a short break, followed by videos, then the election results were reported.

### 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.

The *Engine Booster* is edited and laid out by Donald Frozina and is produced on a PC using Microsoft® Publisher 2000 software. Articles and photos are always welcomed, although the right is reserved to edit all copy. Deadline is the 20<sup>th</sup> of the month prior to publication. Input can be dropped into the "Booster" mailbox in the UP caboose, mailed, e-mailed or faxed as follows:

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E-mail: booster@lals.org Fax: 310/302-4111

### Los Angeles Live Steamers Railroad Museum Board of Directors 2005

**President**  
**Vice President**  
**Secretary**  
**Treasurer**



Donald Frozina  
David Johnson  
George Bass  
Eric Fields

**Directors**

Gary Baker  
Roger Bacon  
Fred Lack  
John Smith

Phone 323/661-8958

FROM THE **General Superintendent**

By Tom Downing



The November workday got off to a cool and slow start, but it turned out to be a nice day with lots of maintenance getting done. The air compressors got some attention along with plumbing and lighting systems. As it is now Fall, a lot of leaf raking was done. As of late, a

few members have been painting benches and picnic tables. I think it's starting to look good, but there still a lot to do and I would also like to get the steaming bays painted before the Spring Meet, as this is our 50<sup>th</sup> year; a little paint can make our Museum really shine.

Probationary members, please make it out to workdays! This is a great way to learn about the Museum and meet and work along with some of our multi-talented members. I'm looking forward to the new shed credit system. Hopefully, this will help some members get credit and also get some of the much needed maintenance issues taken care of.

At this time, I would like to wish all our members and their families Happy Holidays.

## New Phil West Barn Leases

By Donald Frozina

Important dates to remember for existing lease holders having first right of refusal on the new leases:

- December 31, 2005: commitment letters due.
- March 1, 2006: leases must be paid-in-full.

## Remember When...

By Doug Alkire

Norris Abowitz talks to Hutch Cooper, (on the turntable with his 1½" scale vertical boiler locomotive) while Harry Harper, at right, works on his 4-6-2 at LALS Spring Meet. 1968.



## President's Message

By Donald Frozina



As the year 2005 draws to a close, I want to thank each member who came out on the Saturday workdays and on the Sunday and Special run days for their hard work and support in keeping the Museum functioning.

Starting in December, maintenance work performed on Saturdays, or any day at the Museum, will receive maintenance shed credit. Also, those of you who have received prior authorization from the Board of Directors or a Subordinate Officer (i.e., General Superintendent, Membership, Program, Facilities, Publicity, Safety, Standards or Operations chairs) will also receive maintenance shed credit. All hours submitted for maintenance shed credit must be signed-off by one of the officers of the Corporation.

We will also be leasing out the tracks and lockers in the Phil West Barn for a 2-year term, with existing lease holders having first right of refusal. The monies generated from these leases will support our efforts in preparing the Museum for our 50<sup>th</sup> Anniversary, which will be celebrated at the 2006 Spring Meet.

In addition, I want to thank the voting members who had the courage to raise the annual dues to \$100 for resident members. While not the complete solution to our fiscal issues, we should be able to breath a little easier.

I wish you all the most joyous holiday season, and hope that 2006 will be a great year for all!

## Don't Get Left Out

By Wilbur Dong



Renewal forms will soon be mailed out. If later you cannot find your renewal form, write your name and the words "2006 Renewal" on a 8½" x 11" sheet of paper with your payment. Doing so helps us credit your renewal. Why is this? It is because your renewal involves three different people, so a paper trail is important. Thanks for helping in this matter.

## Pictures Please

By Donald Frozina



Do you have photos of LALS from the 1980s on? We're trying to get a CD together of photos from our beginning through our 50<sup>th</sup> Anniversary. If you have any you'd like to share, please contact Donald Frozina, 661/949-6107.

## Engineers and Conductors October 2005

<u>Date/Pass.</u>	<u>Engineer</u>	<u>Conductor</u>	<u>Owner</u>	<u>Date/Pass.</u>	<u>Engineer</u>	<u>Conductor</u>	<u>Owner</u>
10/02/2005	<i>Fall Meet</i>			10/28/2005	Steve Harris	S. Bush & R. Secara	Harris
10/09/2005	Mike Romanucci	Ron Nelson	LALSRM	718 pass.	Rory Hawkins	J. Dederian & R. Lamont	Hawkins
1,235 pass.	Chuck Mohr	Ray Secara	Mohr	( <i>night</i> )	Roger Bacon	D. Ward & T. Morris	
	Steve Harris	S. Bush/G. Heiman	Harris		Steve Pike	B. Kaufman & <i>unknown</i>	LALSRM
	Peter Fuad	Bob Quinn	Fuad		Rowland Fogarty	J. Hayes & <i>unknown</i>	Fogarty
	Bob Crone	Chris Solak	Murphy		Michael Murphy	C. Solak & B. Crone	Murphy
	Larry Mitchell	Bonnie Kaufman	Mitchell		Donald Frozina	T. Fidger & R. Nelson	Frozina
	Sam Calderwood	Tracey Beattie	Calderwood		Station Assistant: Lucille Secara		
	Andy Blake	Bart Sissons	Sissons	10/29/2005	Steve Pike	Mitch Pike	LALSRM
	Station Assistants: Pat Miller, John DePhillip Sr. and Rowland Fogarty			805 pass.	Steve Harris	S. Bush & R. Secara	Harris
				( <i>night</i> )	Michael Murphy	B. Crone & R. Nelson	Murphy
10/16/2005	Chuck Mohr	Ray Secara	Mohr		Roger Bacon	F. Lack & B. Kaufman	LALSRM
813 pass.	Gary Burdorf	Ron Nelson	Burdorf		Jon Newbill	L. Kovacs & <i>unknown</i>	Newbill
	Mike Romanucci	Roberto Lopez	LALSRM		Todd Moore	L. Evans & <i>unknown</i>	Moore
	Sam Calderwood	Tracey Beattie	Calderwood		Peter Nott	<i>unknown &amp; unknown</i>	Nott
	Bonnie Kaufman	Monica Gibson	Kaufman		Station Assistant: Lucille Secara		
	Peter Nott	Joe Hayes	Nott	10/30/2005	Chuck Mohr	Ray Secara	Mohr
	Steve Harris	Monica Gibson	Harris	1,151 pass.	Peter Fuad	<i>unknown</i>	Fuad
	Station Assistant: Pat Miller				Michael Murphy	Ron Nelson	Murphy
10/22/2005	Gary Baker	T. Morris & R. Nelson	LALSRM		Bob Crone	Chris Solak	Murphy
452 pass.	Peter Fuad	Roberto Lopez	Fuad		Leni Goldberg	Roberto Lopez	LALSRM
( <i>night</i> )	Rory Hawkins	Ray Secara	Hawkins		Steve Harris	Shira Bush	Harris
	Michael Murphy	B. Crone & M. Finch	Murphy		Bonnie Kaufman	Ron Nelson	Kaufman
	Jon Newbill	Chris Solak	Newbill		Sam Calderwood	Tracey Beattie	Calderwood
	Fred Lack	B. Barbe & T. Morris	LALSRM		Peter Nott	<i>unknown</i>	Nott
	Station Assistants: Rowland Fogarty and Lucille Secara				Steve Pike	Mitch Pike	LALSRM
10/23/2005	Chuck Mohr	Ray Secara	Mohr		Al Way	Tom Downing	Way
1,139 pass.	Gary Burdorf	Ron Nelson	Burdorf		Station Assistants: Pat Miller and Lucille Secara		
	Al Way	Steve Harris	Way	10/20/2005	Steve Harris	S. Bush & R. Secara	Harris
	Peter Fuad	Bob Quinn	Fuad	1,099 pass.	Rory Hawkins	R. Lamont & J. Dederian	Hawkins
	Sam Calderwood	Tracey Beattie	Calderwood	( <i>night</i> )	Michael Murphy	M. Finch & B. Crone	Murphy
	Bob Crone	Doug Ward	Murphy		Jon Newbill	D. Newbill & M. Newbill	J. Newbill
	Ron Bergmann	Roberto Lopez	Bergmann		Al Way	A. Way & S. Smith	Way
	Steve Pike	John DePhillip	LALSRM		Gary Burdorf	B. Beard & <i>unknown</i>	Burdorf
	Bonnie Kaufman	John Kitchens	Kaufman		Peter Nott	<i>unknown &amp; unknown</i>	Nott
	Peter Nott	Doug Ward	Nott		Station Assistants: Mike Romanucci and Rowland Fogarty		
	Steve Harris	Shira Bush	Harris	10/31/2005	Steve Harris	S. Bush & R. Nelson	Harris
	Michael Murphy	Chris Solak	Murphy	461 pass.	Bonnie Kaufman	T. Morris & M. Bresee	LALSRM
	Station Assistant: Lucille Secara			( <i>night</i> )	Jon Newbill	S. Waller & <i>unknown</i>	Newbill
10/23/2005	Steve Harris	S. Bush & R. Secara	Harris		Peter Fuad	R. Lopez & B. Quinn	Fuad
485 pass.	Steve Pike	M. Romanucci & R. Nelson	LALSRM		Todd Moore	D. Finnegan	Moore
( <i>night</i> )	Al Way	J. Kitchens & B. Kaufman	Way		Station Assistants: Rowland Fogarty and Fred Lack		
	Michael Murphy	B. Crone & M. Finch	Murphy	8,358	Total passengers for month		
	Station Assistant: Lucille Secara			42,106	Total passengers to date		

## Who's Been Workin' on the RR Oct. 16—Nov. 19

Baker, Gary	Crowner, Eugene	Nelson, Ron x15
Baker, Jim x2	DePhillip Jr., John	O'Brien, Daniel
Barille, Raul	Downing, Tom x3	Quinn, Bob x2
Bass, Janice x2	Emmer, Aaron x6	Secara, Ray
Bass, Smokey x2	Fields, Eric	Smith, Dani
Bresee, Mel x2	Frozina, Don x2	Smith, John
Cammarata, James	Gomez, Bill x4	Soibelman, Ber-
Casey, Kory	Lamont, Robert	nice
Casey, Kyle	Mahony, Chris	Soibelman, Lew
Casey, Michael	Moore, Todd, Lisa	x2
Clark, Dave	& Sons	Ward, Doug

## Training Classes

**Conductor:** Want to learn to be a conductor? Call Roger Bacon at 818/887-0898 or Eric Fields at 818/205-1653 or Steve Harris at 818/842-2296 to schedule a class. There is an excellent DVD available to either borrow or own (\$5). The conductor class typically meets on a Saturday.

**Diesel Engineer:** Want to learn to operate the organization's diesel locomotives? Call Roger Bacon at 818/887-0898 or Gary Burdorf at 310/573-2019 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.

## The Air Compressor Saga

By Dave Clark, Larry Sack and Willie Wilhelm  
Photos by Larry Sack

Several months ago two of our four compressors failed. The large Schramm unit was said to have a bad water pump and the comment was that it might have to be scrapped. One of the 5 HP units stopped pumping air, the cause was not known. We decided to determine what would be required to repair the system and get our air supply working up to capacity for the Museum's needs.

First, a description of the compressor setup is in order. The Museum has four air compressors; there are two 5 HP two cylinder-reciprocating units that put out about 16 CFM each, a 7½ HP Kaeser screw compressor with an output of 30 CFM at 110 PSI maximum, and a 25 HP, electric motor driven, Schramm four-cylinder compressor with an output of 105 CFM. The Kaeser and Schramm units are designed to operate with an un-loader system wherein the compressor stops pumping when the pressure reaches the cut-off pressure, but the motor keeps running thus avoiding starting the motor under load. The Schramm un-loader system had been disconnected. All compressors were operated from a common pressure switch. The receivers (tanks) on the two 5 HP units are used for compressed air storage for the entire system.

The Schramm compressor could only pump to about 60 PSI. We did not have any manual and did not know just how the compressor functioned. Dan O'Brien contacted an employee at a compressor dealer who had experience with Schramm compressors. He said the discharge valves were one of the main areas to check. In the meantime, Dave Clark found two sources on the Internet that might have Schramm parts. Larry Sack checked these out and found an individual in Texas who had the manuals and spare parts for our model of compressor and he also said the discharge valves were the most likely problem. The discharge valve in reality is cartridge made up of seven parts.

In removing the discharge valve cartridges we found that one had failed and



pieces had fallen into the cylinder. Figs. 1 and 2 show a new valve cartridge and the failed one with the spring removed. This failure explained the low pressure since the discharge air by-passed through the failed valve back to the inlet; hence the three functioning cylinders could not keep up. The head was removed and it was found to be cracked in the area where the valve had failed. The piston had dents from the loose valve piece. The valve springs were found to have yielded and were of various lengths. A small valve

inside the cylinder block that is a part of the un-loader system was found faulty, otherwise the compressor was in excellent shape.

Dave Clark took the cylinder head home and repaired the crack by bronze welding and machining in the repaired area. He had all of the intake poppet valves and seats resurfaced at an automotive engine machine shop. Replacement rocker-arm bearings were not available so replacements were machined from bronze bar stock. A new discharge valve cartridge was installed and new springs were installed on the remaining discharge valve cartridges. All gaskets and the small un-loader system valve were replaced. The oil bath air cleaner was found clogged so it was cleaned and new oil was added.



Fig. 3



Fig. 4

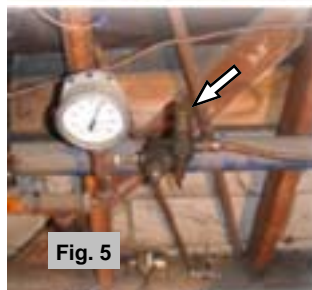


Fig. 5

Fig. 3 shows the intake valve springs. The triangular plates on the cylinder head are the covers for the discharge valve cartridges. The inlet valves are in the cylinder head and are operated by a camshaft through push rods and rocker arms. Fig. 4 shows the compressor after it was cleaned up. The copper tube goes to the un-loader valve shown in Fig. 5.

The compressor now works fine except that subsequent to running the Schramm for a while we found evidence of a water leak; the water pump was leaking. New water pump seals and bearings are available and it will be repaired.

A 500 CFM safety valve has been installed to provide an adequate margin should an un-loader valve fail and the compressor run continuously.

For normal operation the Kaeser screw compressor should be adequate for our needs and will be the primary unit used. Pushing the red outdoor button on the outside of the compressor building will start it. If it will not bring the pressure up to 110 PSI, the Schramm should be started by closing the master switch inside the compressor building.

The two 5 HP compressors will not be used, but their receivers will remain in the system. It is not recommended that we repair the failed 5 HP unit at this time.

Thanks to Sam Calderwood for helping us install the repaired Schramm compressor head.

We now have the manual for the Kaeser screw compressor that now provides maintenance information for us.

# Halloween Pictures

Photos by Dani Smith



## Halloween Run "A Spooktacular Success"

By Gary Baker



This year's Halloween Ghost Train Rides for the public were the most successful ever due to the participation of many dedicated LALS RM volunteer members. Compared to last year, we provided more than double the rides and brought in more than double the donations from a huge crowd of very appreciative public and club riders.

This year featured more than 30 displays including many new displays such as: a new pirate themed area (the pirate chest was built by Les Kovacs), the Mummy's tomb, monsters in the attic trunks, junk yard dogs, the floating ghost lantern built by Sam Calderwood, and the animated laughing skeleton built by Jon Newbill, etc.

Thanks to Lenny and Jason, there was even a real hearse with coffin parked in the front cue area! The morphing portraits this year had a new frame built by Dick Brennan and Al Rowsell. Special thanks goes out to my special effects committee for all their ideas and creativity: Thane Morris, Ron Nelson, Sam Calderwood, Les Kovacs, Jon Newbill, John Smith, Eric Fields, Aaron Emmer and his friend Jeremiah.

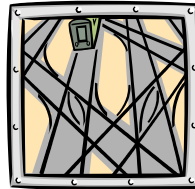
A special thanks also goes out to Aaron Emmer who every year spends allot of his own money to bring us many themed props. Special thanks also goes to Patty Fogarty and Liz Calderwood for running the information booth, Lucille and Ray Secara for running the station, Eric Fields for handling all the publicity including 4000 fliers hand delivered to the Burbank Schools, and Dinner supplied each night by Steve Harris and Shira Bush.

The tear down ran like clockwork this year under Eric Fields direction, with the help of Rodger Bacon supplying us with four additional workers generously paid for by David Johnson and Smokey Bass, and the help of many dedicated LALS RM volunteers. I really want to thank all of you at LALS RM who participated on this event.

I really enjoy seeing all of us come together for a common goal of staging a fun event where we also provide a great service to the community for Halloween. I hope you all enjoyed it and I look forward to helping you create another positive experience with this coming year's 50<sup>th</sup> Anniversary.

## Walking on the 4<sup>3</sup>/<sub>4</sub>" Ga. Tracks

By John DeRosa & Christopher Mahony



Please use common sense when walking, standing or sitting when near the 4<sup>3</sup>/<sub>4</sub>" gauge track. This track is made of aluminum, which, unlike the steel track of the 7<sup>1</sup>/<sub>2</sub>" gauge, can and will bend. This leads to a maintenance headache for the members who use the 4<sup>3</sup>/<sub>4</sub>" gauge track. This occurs mostly at two locations: 1) east of the meeting car, and 2) north of the Webb Yard puzzle switch, the "gathering place". The track east of the meeting car is not a path, and is marked with signs indicating this. At the two mainlines near the "gathering place", people either stand and rock back and forth, and even place chairs over or on the track. One time a member on the 4<sup>3</sup>/<sub>4</sub>" gauge came around the corner, west of the "gathering" place", and was surprised by a group of people on top of the track, which made it hard for him to stop. This caused some panic movements by the members who were not paying attention. We would not like to see a locomotive get hurt...

So, please do not stand or walk on the 4<sup>3</sup>/<sub>4</sub>" gauge track.

### Splinters from the Board (Continued from page 2)

Shed Credit System modifications will be implemented. At the beginning in the 2007 Board year, any prior lease held by the Secretary and Treasurer that might end during their term will automatically be extended until the end of their term.

The Sutchville Track Reconfiguration Project will begin early next year. There will be an announced time when the main line next to Sutchville will be out of service during the reconfiguration. Preparations and materials are currently being assembled. The project leaders will be Roger Bacon for preparation and John DePhillip Jr. for track.

The Ballot Committee will consist of the following: Dan O'Brien, Chairman, Rowland Fogarty, Dick Brennan, Rory Hawkins and Rob Lamont.

Since both Christmas and New Year's are on Sunday this year, the Museum will be closed on those two Sundays.

An illustrated presentation was made by Saul "Sonny" Wizeman representing the Southern California Gauge 1 Live Steam Community.

The Recreation and Parks Department has made many personnel changes. Vicki Israel has become Superintendent of Griffith Park.

### Steam Engine Jumble Solutions

Mikado, Mastodon, American, Prairie, Hudson, Pacific, Challenger, Atlantic, Adriatic, Northern, Garratt, Jubilee, Mogul, Mountain

## Metrolink Holiday Toy Express Train Schedule

By Donald Frozina  
Photo Courtesy of Metrolink



Come out and view the fabulous Holiday Toy Express. Several LALS RM members have worked on the train this year: Gary Baker, Sam Calderwood and Les Kovacs. All usually ride on the train, although Gary is the man behind the curtains working the buttons and levers. Be sure to bring a new, unwrapped toy to donate for the disadvantaged.

### Saturday, December 3

Pedley	6001 Pedley Road	5:20 pm
East Ontario	3330 E. Francis St	6:10 pm
Downtown Pomona	101 W. 1st St	6:50 pm
Industry	600 S. Brea Canyon Rd	7:40 pm
Montebello/Commerce	2000 West Fltilla St	8:30 pm

### Sunday, December 4

Anaheim	2150 E. Katella Ave	5:15 pm
Orange	194 N. Atchinson St	6:00 pm
Santa Ana	1000 E. Santa Ana Blvd	6:45 pm
Fullerton	120 E. Santa Fe Ave	7:45 pm

### Saturday, December 10

Lancaster	44812 N. Sierra Hwy	5:00 pm
Palmdale	39000 Clock Tower Plaza	5:45 pm
Vincent Grade/Acton	730 W. Sierra Hwy	6:30 pm
Via Princessa	19201 Via Princessa	8:10 pm

### Sunday, December 11

Riverside - Downtown	4066 Vine Street	5:15 pm
Riverside - La Sierra	10901 Indiana Ave	6:05 pm
North Main Corona	250 E. Blaine	6:55 pm
Norwalk/Santa Fe Springs	12700 Imperial Highway	8:15 pm

### Saturday, December 17

Rancho Cucamonga	11208 Azusa Court	5:05 pm
Fontana	16777 Orange Way	5:45 pm
San Bernardino	1204 W. 3rd St	6:30 pm
Rialto	261 S. Palm Ave	7:15 pm
Upland	300 East A St	8:15 pm

### Sunday, December 18

El Monte	10925 Railroad St	5:15 pm
Baldwin Park	3825 Downing Ave	6:10 pm
Covina	600 N. Citrus Ave	6:55 pm
Montclair	5091 Richton St	8:00 pm
Claremont	200 W. 1st Street	8:30 pm

## For Sale

**Allen 4-6-0 Mached Kit.** Main Frame, Tender Frame, Driving Wheel Sets and Lead Truck Frame assembled. All machine work done by John Darby of Inland Machine and is complete. Comes with finished boiler and fiberglass tender tank. Some filing and drilling required during assembly. Asking \$11,500.00 or make an offer. Contact Bill Barbe, 818/325-9227.

## SCSRA eBay Auction

By Sue Kientz, SCSRA



On December 3-10 an auction of rail-related items will be held on eBay to benefit the So. California Scenic Railway Association (SCSRA) and its efforts to move their AT&SF Cupola Caboose and SP Bay-Window Caboose from Griffith Park's Travel Town to Fullerton where they will be on display in time for Fullerton Railroad Days 2006, May 6-7.

The cabooses will permanently reside on the siding at the Fullerton Metrolink Station and represent the first two artifacts associated with the upcoming rail museum planned for that site—the Southern California Railroad Experience.

SCSRA is collecting funds via donations, t-shirt sales, and upcoming dinners in order to move the cabooses by Spring 2006. Buy a t-shirt or donate online at <http://www.scsra.org/caboose-move/> and be sure to bid in the auction on eBay (link to the list of eBay items can be accessed via that URL during December 3-10). Bookmark that page to learn of the other events planned, like our all-you-can-eat Italian feast on March 25, 2006.

## Steam Engine Jumble

By Donald Frozina  
Solution on Page 7

aimokd	— — — — —
aostmond	— — — — —
arimance	— — — — —
erriapr	— — — — —
hdunos	— — — — —
icfiapc	— — — — —
lcnealegrh	— — — — —
nalticat	— — — — —
riditaac	— — — — —
rthernon	— — — — —
tagatrr	— — — — —
ulibjee	— — — — —
umolg	— — — — —
utmonina	— — — — —