

LALS ENGINE BOOSTER

"NEWS OF YOUR FRIENDS"

April 2005

www.lals.org

Vol. XL, No. IV

Small Scale Sunday Success

By Chris Mahony

The first Small Scale Sunday was a success, with four diesels and one steamer running on the Silver Rail one-inch track. The day was spectacular, with lots of action on all of the tracks. The Disney folks were busy at the crossing this day!



John DeRosa and his AT&SF F-7 cruises past the New Sherwood Station on the outside loop.

Ted and Ginny Berg highball past the Sutchville Station with their Union Pacific GP-9, with two riding gondolas.



(Continued on page 5)

Member Calendar

Apr. 4	Board Meeting
Apr. 16	Work Day General Meeting
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May 7	Change Directions
May 9	Board Meeting

Board/General Meetings begin at 7 pm.

Public Service Schedule

Apr. 3	Public Rides
Apr. 10	Public Rides
Apr. 17	Public Rides
	Disney Barn Open Steam Plant Open
Apr. 24	Public Rides
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May 1	Public Rides

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Roster Availability

The 2005 Roster will be available first to those members who pick it up at the Museum on April 10, 16, and 17. Afterwards, the remainder will be mailed out.

Splinters from the Board

March 7, 2005

By George Bass

The meeting was called to order at 7:06 pm by President Frozina. The minutes of the February board meeting were approved as submitted.

Steve Harris introduced new members Terry Rider, Tom Fidger, Bob Crone (returning), and James Dardirian. Steve also reported on the current membership status. The cut off date for inclusion in the roster is March 9.

The Secretary reported that there were several party requests and one email inquiry. Motions were made and seconded and all of the motions carried with the stipulated changes. The email inquiry will be answered, explaining any new regulations. There was a motion to accept the Secretary's report. The motion carried.

Eric Fields presented the Treasurer's report. The budget now contains line items for maintenance to engines, and three categories for the maintenance of cars. There was a motion to accept the report. The motion carried.

An FCR was submitted for a future pumpkin-planting project on the west end after the Spring Meet. LALSRLM will only have to pay for the water. The soil, seeds, and irrigation system will be donated by Todd Moore. Motion to accept. The motion carried.

Dave Johnson distributed copies of the proposed LALSRLM Safety Program to all Board members. He asked that we study and review this carefully for future discussion and approval. The items contained within are the result of multiple meetings with City and State officials, Rec. and Parks Dept, and our original safety committee.

The Kitchen Improvement Potluck raised \$319 on Sunday, February 20. Leni Goldberg had no report on the garden club future volunteers and project. Recent rains have left residue water in the Phil West Barn.

General Meeting Highlights

March 19, 2005

By George Bass

The meeting began with President Don Frozina giving a summary of the March 2005 Board Meeting (please see *Splinters from the Board*).

The members voted upon two FCR's. Both were a unanimous "yes" to accept. There was a motion at the Board meeting to purchase tie stock. This tie stock order has been modified because of additional information, which will result in a better purchase for the Museum.

Jan Bass reported on the *Society for the Preservation of Railroad Dining's* potluck luncheon, which will be held on March 20th. All are invited to attend and give generous donations for new kitchen refrigeration. Last month the luncheon raised \$319.

Leonard Evans reported on the "Member Orientation and Inclusion Program" which was held on March 19th. The meeting began with the showing of a video, followed by a walk around the facility, and lunch; later, another video was shown. There were many questions by those present, and members provided answers.

President Frozina presented a lengthy overview to the membership of the proposed LALSRLM Safety Program, which was presented and discussed at the March Board meeting. If any member is interested in the details of this proposed program, please contact any Board member.

There was a motion to purchase 7000 feet of urgently needed tie stock: at a cost of about \$10,000. The motion carried. Clear LED lenses are needed for signal equipment. Each unit costs \$12.05. Thirty are needed (\$404). There was a motion to purchase thirty. The motion carried. There

(Continued on page 5)

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 20th 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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Los Angeles Live Steamers Railroad Museum Board of Directors 2005

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George Bass
Eric Fields

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FROM THE **General Superintendent**

By Tom Crawford



A few members have been very busy doing repairs, maintenance and new installations this last month. As soon as we can get a break from the rains maybe we can get some more general landscape maintenance done (i. e., weed killing and leaf removal).

This last month's workday had poor attendance with only a hand full of members showing up. Maybe the threat of rain had something to do with it. Of course, it didn't start raining until about 2:30 in the afternoon. With only three more workdays until our Spring Meet, we're going to need all of the help we can get. Next scheduled workday is April 16th; hope to see you there.

A copy of the *Things to do Around This Place* punch list can be found inside the *Who's Been Working on The Railroad* binder next to the telephone that's under the gazebo. Any member that can't find a special project to do should find something on the list.

As always for those of you that come out and work 4 hours on the next workday, you will get a free lunch. New probation members: don't forget to fill out and turn in the yellow time cards for your time worked.

Remember When...

By Doug Alkire

Looking North. Walkways, for safety, have been added to the east end bridges at LALS. 1959.

**President's Message**

By Donald Frozina



We're closer to our goal for changing out our ancient refrigerator/freezers for a new commercial unit. The DWP has estimated that each of our four old units cost the Museum \$300/year to operate—that's \$1,200/year! Roger Bacon has priced out a

new commercial refrigerator at around \$2,600. Our last donation potluck garnered \$566—this added to the \$319 donated last month, brings our total to \$885—only a little over \$1,700 to go! Many thanks go to the *Society for the Preservation of Railway Dining* for putting on this potluck.

As part of our annual review of safety, at our March BOD meeting, your Board received the report of the special Safety Committee. Your Board is reviewing this report and will act upon it at our April BOD meeting. A lengthy overview of this report was presented at the March General Member Meeting. Most of the changes will be transparent to the membership—which I'm sure will be a relief! There are a couple of changes that will affect the members participating in our public operations.

- Starting July 17, 2005, working 2-way radios will be required for all crew members: engineers, conductors, station personnel, etc. Many of you already have an FRS (Family Radio Service) 14-channel radio with the 38 privacy codes. This is the type of radio that will be required. Brands like Audiovox, Cobra, Kenwood, Midland, Motorola, and Uniden are fine, as long as they have the 14-channels with the 38 privacy codes. (A quick search of the Internet showed that suitable radios could be obtained for as little as \$22.99 per pair.) In order to better serve the membership, we will stock AAA, AA and 9-volt batteries for purchase.
- Also required will be new and revised training for all engineers and conductors participating in public operations. This will entail watching a 20-minute video on safety aspects specific to our operations. This training must be taken prior to your participation in public operations on July 17, 2005.

Associated with these changes will be new responsibilities for the Station Master and the new position of Incident Coordinator. The Incident Coordinator will respond to any incident that might occur at the facility, including minor derailments, and direct any actions to be taken. The Incident Coordinator will have the final authority in this regard. Since the Incident Coordinator must be available at all times during public operations, this precludes him/her from working on a train crew, in the kitchen, etc. The Incident Coordinator will receive shed credit for his/her services. Both the Incident Coordinator and the Station Master will require additional training, above and beyond that for train crews.

These changes are relatively minor in nature and will still allow us to have fun during public operations.

Engineers and Conductors February 2005

<u>Date/Passengers</u>	<u>Engineer</u>	<u>Conductor</u>	<u>Owner</u>
02/06/2005 459 passengers	Michael Romanucci Mohr, Chuck Peter Fuad Peter Nott	Roberto Lopez Ray Secara Bob Quinn Rory Hawkins	LALSRM Mohr Fuad Nott
Station Master: Larry Mitchell and Joe Hayes			
02/13/2005 933 passengers	Chuck Mohr Steve Harris Bob Woodward Peter Nott Sam Calderwood Andy Blake Michael Romanucci Mike Murphy Bonnie Kaufman Todd Moore	Ray Secara Bernie Harris Gail Woodward G. Hartman/J. Hayes Rowland Fogarty Bart Sissons Leni Goldberg Andy Skowronski Rory Hawkins Robert Lamont	Mohr S. Harris B. Woodward Nott Calderwood Sissons LALSRM Murphy Kaufman Moore
Station Master: Joe Hayes and John DePhillip, Sr. Station Assistants: Pat Miller and Larry Mitchell			
02/20/2005 206 passengers	Doug Ward Peter Nott <i>Rain</i>	Eric Fields Chris Mahony	LALSRM Nott
02/27/2005 852 passengers	Peter Nott Sam Calderwood Donald Frozina Bart Sissons Peter Fuad Bill Taylor	Rory Hawkins Tracey Beattie L. Evans and R. Lopez and G. Hartman Andy Blake Ray Secara Fred Lack	Nott Calderwood LALSRM Sissons Fuad Taylor
Station Master: Robert Quinn Station Assistants: Pat Miller and Larry Mitchell			

2,450 Total passengers for month
5,164 Total passengers to date

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 video 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.

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, and have logged at least 40 hours as a diesel engineer, to attend this class.



Who's Been Workin' on the RR Jan. 15 — Mar. 19

Akins, Tom x2
Altmayer, Steve
Baker, Gary
Berg, Ginny
Berg, Ted
Crawford, Tom x2
Crone, Bob
DeRosa, John
Downing, Tom x4
Fidger, Tom x2
Frozina, Donald x2
Kovacs, Les
Mahony, Chris x2
Quinn, Bob x3
Soibelman, Lew
Soibelman, Mike x2
Villafana, Henry x2

Member Orientation and Inclusion Program

By Leonard Evans



The Saturday, March 19th meeting had 6 attendees. We covered the history of the live steam train hobby from 1892 to the present and toured the facility from the front gate ticket booth to Bagley siding on the West End. We stopped and talked with people working on different things and folks got to know who does what, where things are, what they do, how they work, and often how to turn them on and off. Everyone agreed that they learned some things they did not know, however the weather and a borrowed piece of equipment discouraged us from tackling any track work. The next session will be the third Saturday of June, and weather permitting, should include track work instruction. All new members should try to attend and we start at 9 am in the Meeting Car with the live steam history video. Call Leonard Evans 310/871-9255 for further information or simply stop by the 3rd Saturday morning in June.

Small Scale Sunday Success (Continued from page 1)

Tom Downing makes adjustments to the controls of his FA type, while in the steaming bays.



With Emily Young as engineer, and Sarah Mahony as fireman, the Western Wizard Railway locomotive rolls down the tracks toward the Sutchville Station.

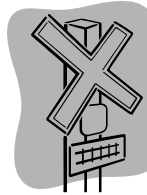


Bob Crone brought his Rio Grande narrow gauge train out for us. Here the extremely detailed coal fired 2-6-0 pulls a short consist around the station, heading westbound.

I would like to thank everyone who came out to run, and again would like to invite all members who own 3/4" or 1" equipment to bring it out and run on the third Sunday of the month. If you know anyone at other live steam clubs with the small-scale equipment, please tell them about running here at LALS RM. We are the only public small-scale track left in Southern California, and this equipment is unique. We hope to get a lot of small scale at the Spring Meet.

FROM THE **Safety Chairman**

By Doug Young



Last month we reviewed the meaning of the colors on single-headed signals. This month, we will review the meaning of the colors on multiple-headed signals. In general, multiple-headed signals indicate the route ahead and block occupancy.

Double-Headed Searchlight Signals

- When the top head is RED and the lower head is YELLOW, the next switch is thrown for the diverging route. Proceed with caution.
- When the top head is RED and the lower head is GREEN, the diverging route is clear.
- All trains must stop when both the upper and lower heads are RED. The next switch is thrown to the diverging route which is occupied.

Triple-Headed Signals

- If the top head is RED, YELLOW, or GREEN, the switches are thrown for the through route.
- If the top head is RED, and the middle head is YELLOW, the first switch ahead is set away from the main line.
- When the top and middle heads are RED, and the bottom head is YELLOW, the second switch is set away from the main line.
- When all heads are RED, with an "A" stop, do not move until the bottom head is YELLOW, or GREEN.

When you approach any signal, note its color(s). They will tell you where you're going and the occupancy of the block ahead. Follow the signals and practice SAFE railroading!

Splinters from the Board (Continued from page 2)

was a motion to explore possible increased insurance coverage. The motion carried.

There was a motion to modify the shed credit policy to allow credit for using a single Museum center bench car. A single center bench car would equal approximately two gondola cars. The motion carried.

The meeting adjourned at 9:41.

For Sale

10" Atlas lathe, excellent condition. Includes 3-jaw, large 4-jaw chucks and collets. \$750.00. Call Brad Bluth, 310/450-8016.

Converting to Concrete Ties

By C. E. Meant

After considerable discussion, we've decided that instead of plastic ties, all new track work and any tie replacement will be done using concrete ties that we make ourselves.

Some of the benefits of concrete ties are:

- Concrete ties are spaced farther apart, so they average 3% to 5% less in cost on a per foot basis.
- Concrete ties provide a stronger track structure.
- Concrete ties have double the life expectancy of wooden ties.
- Concrete ties resist weathering and erosion without the use of environmentally harsh preservatives.
- Concrete ties eliminate any fire potential.
- Concrete ties can reduce rolling resistance as a method of increasing operating efficiency.

A typical 60 lb. bag of concrete yields 864 cubic inches of material. Each tie is 1.5" x 2.5" x 14", and has a volume of 52.5 cubic inches, so for each bag of concrete, we will get 16 ties. As a bag of concrete costs approximately \$6.25, the cost of each tie will be just \$0.39—far below the \$1.00/tie for the equivalent plastic ones.



The track gang has looked over the track panel building benches. After careful review, it was determined

that we can convert one of the benches into a tie-molding bench. This can be accomplished at minimal cost to the Museum. After molding, each tie will need to be stacked in an appropriate manner to facilitate the curing of the concrete. This is expected to take from 2 to 4 weeks, depending on the relative humidity.

It has also been determined that we will need to purchase 375 bags of concrete to make the 7,000 linear feet, or 6,000 ties, needed for current and future projects.

The first concrete tie-making session will begin at 8 am on the first Friday in April. Volunteers are requested to bring their own rubber gloves, as the concrete tends to wick-away moisture from your skin.

Automatic Car Identification

By Nott Known

Have you ever wondered where your rolling stock is at any time at the Museum? The prototype railroads also have this same problem. The prototype railroad's solution was to implement, back in the 1960's, the Automatic Car Identification System (ACI). In order to stem the tide of the rash of misplaced cars, and to be more prototypical, we've decided to implement our version of the Automatic Car Identification System.

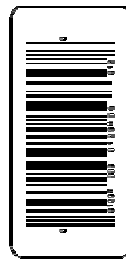


Fig 1. Typical ACI Label

Each piece of rolling stock, including engines, will be required to carry the ACI label, Fig. 1. This label, similar to the labels you see on merchandise in any store, will be placed at a predetermined location on your equipment.

You can obtain ACI labels from the any locomotive or riding car superintendent. For each label, you will need to fill in a logbook entry identifying your equipment. Once entered in the logbook, the data will be inputted into the Museum's new ACI computer. This computer will be hooked-up to several ACI scanners located at strategic points around the railroad, Fig. 2.

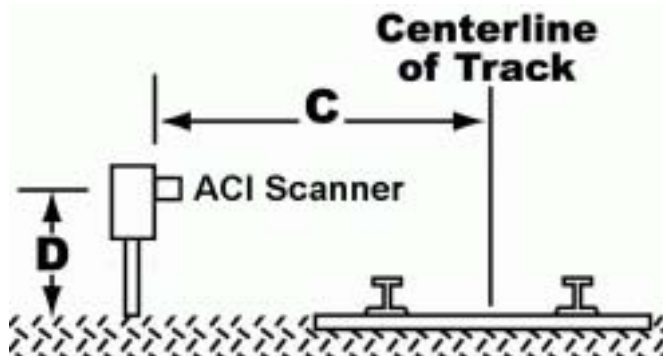


Fig. 2. ACI Scanner Placement. C=24", D=8"

Placement of the ACI label is show in Fig. 3. The bottom edge of the label is to be 8" ±1" from track height. This has been determined to be the optimal height for all types of rolling stock and engines.

As a piece of rolling stock passes a scanner, the location of that stock will be noted by the ACI computer. Since the computer will know where your stock is, so will you.

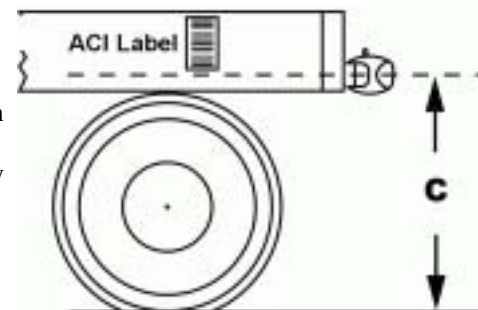


Fig. 3. ACI Label Placement. C=8" ±1"