

LALS ENGINE BOOSTER



★ ★ ★ ★ ★ Our 50th Year ~ 1956-2006 ★ ★ ★ ★ ★

March 2006

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What is the Disney Loop

Text and Photo by Fred Lack



As you walk past the entrance booth going to Walt Disney's Barn, you head down the driveway and turn right onto a concrete path. If you look immediately to the left, you will see a small "V" shaped railroad sign that says "Disney Loop". What significance does that sign have?

Walt Disney was asked to be a charter member shortly after Los Angeles Live Steamers was founded. He was asked to be a member because of the prestige he could offer the club and for his activity in the railroad hobby.

Walt's studio is just a couple of miles away from Griffith Park. This made it convenient for Walt to bring his brown bag lunch over and hang out and enjoy his love of the hobby. He would walk around the track and relax from the pressure of work. At this time in the late 50's and 60's, Walt had discontinued running his backyard 1½" scale Carolwood Pacific Railroad and was now running his Disneyland and Santa Fe Railroad at the Disneyland Park in Anaheim, CA.

In 1964, Walt pulled up his backyard railroad track; he then donated 1500 feet of track, his diamond crossing, (Now on display in Walt Disney's Barn), switches, switch actuators, and his long wooden bridge and trestle supports to LALS. LALS members used the wood and the rails to create the "Disney Loop" on the South edge of the facility in 1965 and 1966.

In 1965, LALS member Doug Alkire presented a 5-year expansion plan with a large drawing to the LALS membership. The Disney Loop was going to be the first part of the 5-year project. The loop was going to make a much larger circle around the property.

The start of the loop was tied on to what had previously been a car barn spur. The "Disney Loop" was started in April of 1965. By the 1965, National Meet of the BLS (Brotherhood of Live Steamers), the loop had been extended to the Southwest corner of the facility and was used for a time as a parking spur. Construction continued until completion in late September of 1966. A gold spike ceremony was held October 22, 1966, at the center of the new East end bridge, with member Dick Priest and his "Daylight" touching pilots with member Chet Peterson's U.P. "Northern". Walt Disney was invited to attend, but sent a letter stating that he was already committed for that date, but thanked LALS for the

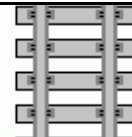
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Member Calendar

Mar. 6	Board Meeting
Mar. 18	Work Day General Meeting

Apr. 3	Board Meeting
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Board/General Meetings begin at 7 pm.

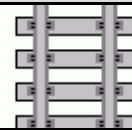


Public Service Schedule

Mar. 19	Public Rides* Disney Barn Open Steam Plant Open
Mar. 26	Public Rides*

Apr. 2	Public Rides*
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** Contingent upon Phase I, Level I certification.*



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Splinters from the Board

February 6, 2006

By Peter Fuad

Todd Moore gave updates on the safety program. He thanked all those involved in the efforts to date. With regard to the safety program, the Board:

- Approved the safety program as implemented to date, with the understanding that the program will be revised from time to time to reflect the empirical results in its implementation.
- Deemed the Museum now "partially reopened" for purposes of the recent letters sent to shed leaseholders.
- Approved forming a Safety Committee comprised of the current equipment inspectors, Doug Young, Larry Sack, Dave Clark, Willie Wilhelm, Wolf Fengler (chair) and Jim Cammarata, to implement the next step of making the final changes to the safety program.
- Designated the Operations Committee to enforce the new safety program, with Ron Bergman the chair.

The Board approved forming an Advisory Committee comprised of Ron Bergmann, Dan O'Brien, Dave Johnson and Lew Soibelman to be available for the Board to consult with as a resource at the Board's discretion and to participate in meetings with the City. The President will be the primary contact with the City.

In other business, the Board moved to activate the credit card program that Gary Baker has been spearheading on March 1. Bill Donovan appeared to explain how his trucks can be modified to address recent issues in their operation. Wolf Fengler stated that Museum members themselves should paint bridges, and not hire a contractor. The Board approved holding the Museum's 50th anniversary celebration meet on Labor Day weekend and not holding a public Spring meet this year.

General Meeting Highlights

February 18, 2006

By Donald Frozina

President Donald Frozina called the meeting to order at 7:02 pm.

Don reviewed the happenings at the February 6, 2006 Board of Directors Meeting. He touched upon the review of the safety program, the approval of the updates to the Safety Plan, that Wolf H. Fengler is Chair of the Safety Committee, and that Ron Bergmann is Chair of the Operations Committee. The Advisory Committee will consist of Ron Bergmann, Dave Johnson, Dan O'Brien and Lew Soibelman.

The credit card program will be activated March 1, 2006. Dues, rentals, souvenirs, etc. can be acquired using your MasterCard[®] or VISA[®] credit cards.

We will not hold a Spring and Fall Meet this year; instead, we are concentrating all our efforts on our 50th Anniversary Celebration during the Labor Day weekend, September 1-4, 2006. Mark your calendars.

Next Don opened the floor for questions. The questions asked focused upon procedural parts of the Safety Plan and its implementation.

Next David Lazarus showed two short videos of a trip he took last October to Pennsylvania. One video was on the East Broad Top line, the second on a private 7½" track.

After the videos, Don held the raffle for the two-year leases on two Phil West Barn tracks becoming available in 2007. There were seven participants in the raffle. A ticket for each participant was placed in the ticket drum and spun many times. Bruce Ward pulled the tickets out of the drum. The tickets were pulled in the following order: Peter Nott, Thaine Morris, Leni Goldberg, Robert Lamont, Tom Downing, Tom Wulf and Rory Hawkins.

The meeting adjourned at 8:25 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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FROM THE **General Superintendent***By Tom Downing*

Thanks for the help! Members have been coming out and we're getting the job done, but remember we always have more jobs to be done than there are members to do them. Now is not the time to play possum.

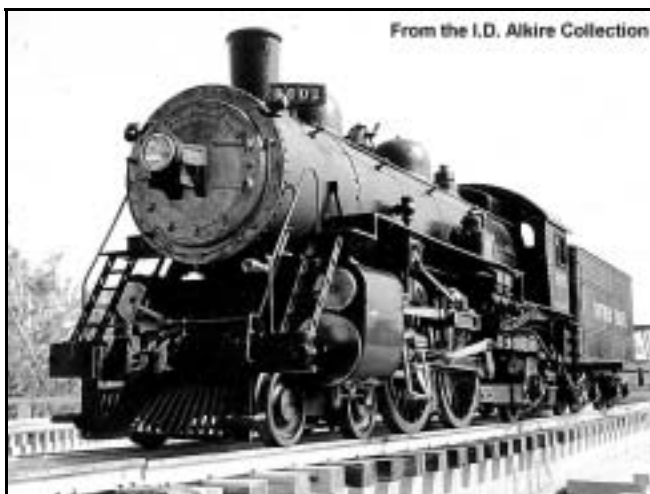
Todd Moore and Mike Casey have had their whole families and friends out to shove some ballast and got a lot done. If you come out to work, a good time is between 10 am – 3 pm on Saturday or Sunday or both. You may have to look around a little bit for the work crew, but we're out there.

We've had a few equipment breakdowns, but thanks to Mike Romanucci, we've had our two club engines for work trains. Thanks to an anonymous donor for getting us the loan of a Bobcat tractor for a month. Our club tractor's fuel pump let go so we've been renting a Bobcat tractor since the first of the year. This is really starting to financially add up so this loan is a huge savings. As of February 20, 2006, a dedicated group got the highline ballasted out to the O'Brien-Moore Bridge. There is still a long list of items to be done before we can run out to the west end, but we're getting there.

The valley line is last on the list, but I hope to start there soon. The weather has been just right for outside work. Only a couple of rained out days so far. Several members have come out for only a couple of hours—it doesn't seem like much, but it really adds up and is a big help. I hope to see you out on the rails soon.

Remember When...*By Doug Alkire*

1½" scale Little Engines "Atlantic" built by "Buss" Sutch at LALS. 1971.

**President's Message***By Donald Frozina*

Many dedicated members of the Museum continue to work on the ballast improvement project for Phase II (the Highline) over the last few weekends. Thanks to a very generous donation from a member, the Museum will have

the use of a Bobcat tractor for a month. This same donor also arranged for 30-yards of DG (decomposed granite) to be delivered to assist with the completion of this project. Membership support is still needed each weekend in order to complete Phase II in a timely manner. We need members that are proficient at welding and steel fabricating, as we need to install handrails on our west end bridges. Please come out and help!

The Safety Committee recently met with our Safety Consultant to "spike down" Level I (public hauling) equipment standards. For the present, when we resume public hauling, we will be using our center bench riding cars. These cars have automatic "fail-safe" brakes, skid bars and truck rotation limiters.

Approximately 70 members have attended the Level II (member and family hauling) safety briefing and have successfully passed the trainman's re-certification test over the past few weekends. Many cars and locomotives have also been looked over by our dedicated Equipment Inspectors. The areas to look out for have been coupler heights, safety chains and bolster retainers.

The Level I safety briefings will be given at 10 am and 2 pm each Saturday and Sunday, March 11 and 12, 2006. Attending this briefing and passing the Level I certification test is required of all Museum members that want to haul or work with the public. Level I briefings will also be given on subsequent weekends until all that want to have attended. (Note: successful completion of the Level II personnel requirements is the prerequisite to attending the Level I briefing.)

We will be holding our 50th Anniversary Celebration during the Labor Day weekend, September 1-4, 2006. We will be sending out, with the *Engine Booster* and to the other live steam clubs we correspond with, a list of the items that our Equipment Inspectors will be looking at when visiting equipment is brought to the Museum during the celebration.

Preparations for the Sutchville Track Reconfiguration Project are continuing. Many, many track panels have been made by Mel Bresee, but many more will be necessary. All the steel track has been taken-up, and those rails will be recycled into additional track panels.

All Those Funny Colored Cards, Part 2

By Steve Harris



This month, I'll discuss the Pink, Red and Gold time cards. If you have any questions about how to fill out a card or about the time keeping systems, please contact Steve Harris.

LALSRM uses various colored cards to record a variety of hours for various purposes.

Shed Credit Cards (Maximum credit that can be earned in one day is 7.5 hrs from all sources):

Pink Cards are used to record maintenance hours worked supporting the Museum. You can use one card for up to 5 days for the same task. If you work on a scheduled Museum workday, just have the General Superintendent or a BOD present sign the card. If you work on-site, but on an unscheduled workday, the General Superintendent must review your work before he can sign your card. If you work off site, you must get approval from either a BOD member, or a Subordinate Officer (General Superintendent, Membership Chairman, Safety Chairman, or any other officer called out in the Bylaws) before you start your work for approval of the task and the number of hours you will be able to earn off-site.

Probationary Time Cards

Red Cards are used by probationary members to record their time either for day work or for conducting hours. In either case, the new member completes their name and the date. If they do day work, they put the number of hours in the top half of the form and have the General Superintendent or a BOD member, or who ever was in charge, sign off on the card. If they worked as a conductor that day, then they complete the bottom portion of the card and have their engineer sign off on the card.

Gold Cards are given to each new member to help them keep track of their probationary hours and to remind them of the probationary requirements. They are not to be turned in. If the individual wants to have the gold card signed as a back-up that is okay too, but that is not a substitute for submitting the red cards.

In all cases, the cards are placed into the time card box in the UP caboose. Cards need to be submitted no later than the last run day of the month. Each month, an update will be posted for probationary time, shed credit time, and maintenance time in the cabinet on the backside of the clock in the old gazebo. Please check the lists monthly to make sure your time was accurately posted. If you have any questions about how to fill out a card or about the time keeping systems, please contact Steve Harris.

In Memoriam

By Wilbur Dong

Cynthia Izen, a member since 1998, passed away on February 3 from cancer. She was a chiropractor, who joined LALS so that her young son, Jonathan, could pursue his interest in trains. Subsequently, Jonathan could be seen running his one-inch scale train at the Club. Jonathan will be living with Cynthia's brother Steven in northern California. We will miss her help in the kitchen and station. Our condolences go out to Jonathan and Steven.

Disney Loop (Continued from page 1)

offer. Harry Dixon, the BLS West Coast Secretary, donated the gold spike and was given the honor of driving it into the ceremonial tie with a miniature spike maul. Lila Schepler, of the Recreation & Parks Dept. was present to observe the ceremony. This October event was the very first Fall Meet, and the LALS Board of Directors decided to have a Fall Meet on the first weekend of October annually thereafter.

The original "Disney Loop" started around New Sherwood station and went Southeast to past where the current sidewalk that goes to Walt Disney's Barn then made a turn North over the East end bridge (which the Golden Spike Ceremony was staged upon), then tied back into the main line which ran along Zoo Drive.

The current "Disney Loop" runs from that "V" sign, back behind the Phil West Barn, the Disney Junction Tower, the Alkire & Richardson sheds, through to new Sherwood Station. Thanks to Walt Disney's gift, the Los Angeles Live Steamers had a big boost to grow into the facility we enjoy today.

For Sale

Electric Locomotive, 6' Cannonball Steel Gondola, Mountain Car Metal Caboose. All are in near perfect condition. \$4,000 for everything.

Railroad Supply American CP 173, two Railroad Supply Old Fashioned Gondolas, 1880's V&T style coach, old fashioned wood caboose, propane tank car. Everything is in excellent condition. \$18,000 for all. Includes the balance of 2006 for a sixty foot 2nd level New Phil West track.

All items are sold as-is. Everything to be sold as grouped above. Contact Jay Carsman for more information, 818/727-1111, or send an email to jcarsman@socal.rr.com.

Allen 4-6-0 Machined Kit. All machine work is complete. Comes with finished boiler and fiberglass tender tank. Asking \$11,500.00 or make an offer. Contact Bill Barbe, 818/325-9227.