

# LALS ENGINE BOOSTER



★ ★ ★ ★ ★ Our 50<sup>th</sup> Year ~ 1956-2006 ★ ★ ★ ★ ★  
 June 2006 [www.lals.org](http://www.lals.org) Vol. XLI, No. VI

## A Governor from Scratch Part 3 (Final)

*By Wilbur Wilhelm*

Last month I discussed the material choices used in the construction, and that no castings were used.

We built four governors. At the time we had two engines that needed governors and with the techniques used to build the components it took little more effort to build four. Dan O'Brien subsequently bought an engine that did not have a governor so a home was found for another one. At present we have one spare.

We initially installed two governors, one on a 1902 vintage engine of unknown make and one on a Troy engine probably manufactured in the late 20's. The Troy engine performed well but the governor on the other engine hunted. The slots in the valve spool were replaced with holes but the results were the same. It's apparent the control characteristics are significantly different between the two engines. The next valve spool design had no openings in the lower part of the spool. A poppet configuration was used on the upper part. That change solved the problem and all governors were modified with this change so all would be alike. The Troy engine continued to operate fine with this change.

All of our engines operate with very little load. I wish we had a good way to load at least one of them since that would give the governor a better check. The steam pressure was varied from 100 to 140 p.s.i. in four steps and the r.p.m. measured. With a 28% change in pressure the change in r.p.m. was 6.8%. Between 100 and 110 p.s.i. the speed remained constant, between 110 and 120 p.s.i. the speed increased 5 r.p.m. At 140 p.s.i. the speed had increased an additional 16 r.p.m. This indicated that we were operating the engine at a very low load and as the pressure is increased beyond 110 p.s.i. the speed increase is due to valve leakage from a virtually closed valve. The trim control gave a total speed change of 28% at constant boiler pressure.

### City of Hope Run

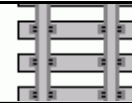
Members are still needed to assist with the annual City of Hope Cancer Survivors Day get-together. Four train crews—engineers and conductors—along with many others are needed. This will be on Saturday, June 3, 2006 from 10 am to 4 pm. Come on out and lend a hand for a great cause!

**Roster and Membership Card included with this issue.**

### Member Calendar

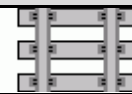
|         |                             |
|---------|-----------------------------|
| Jun. 3  | <b>City of Hope Run</b>     |
| Jun. 5  | Board Meeting               |
| Jun. 17 | <b>Potluck/Night Run</b>    |
| Jun. 24 | Work Day<br>General Meeting |
| <hr/>   |                             |
| Jul. 10 | Board Meeting               |

*Board/General Meetings begin at 7 pm.  
 Potluck/Night Runs begin at 6 pm.*



### Public Service Schedule

|         |  |
|---------|--|
| Jun. 4  | Public Rides   |
| Jun. 11 | Public Rides   |
| Jun. 18 | Public Rides<br>Disney Barn Open<br>Steam Plant Open |
| Jun. 25 | Public Rides   |
| <hr/>   |  |
| Jul. 2  | Public Rides   |



### In This Issue

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## Splinters from the Board

### May 1, 2006

By Peter Fuad

At the May 1, 2006 LALS RM Board meeting, Willie Wilhelm announced that additional sets of bench seat cars would soon be ready.

Wolf Fengler reported that he was spraying graphite on moving switch parts and discussed coupler wear on center bench cars.

The Board voted to require operators to have at least Level II certification to run any equipment. The Board voted to allow the LALS RM safety program to be distributed to other clubs requesting them.

The Board approved Wolf Fengler shipping the tractor fuel pump to a vendor in Fresno who gave the best bid, for repair or replacement.

The Board voted to approve to give Robinson and Associates exclusive rights to film and sell a DVD of our 50<sup>th</sup> Anniversary Meet. The Museum will be entitled to copies of the DVD at cost to sell at the souvenir stand.

General Superintendent Tom Downing reported on the recent installation of the safety rails on the O'Brien-Moore bridge. He also stated that the space between the rails of track 2 at the New Sherwood station, will be filled by apitong wood, and that two emergency exit gates will be installed at the west end.

The Board moved to change the General Meeting and workday to the fourth Saturday of each month so they would conveniently follow each issue of the *Engine Booster*. The change will be effective with the June 24 meeting and will be effective June, July and August.

## General Meeting Moved to Fourth Saturday

By Leonard Evans

The General Meeting is now the place where votes are taken and many club decisions are made. This means that you can influence the club by coming to these meetings and offering your ideas and voting.

Changing the meeting date allows this newsletter, our *Engine Booster*, enough lead-time to announce the issues being considered by the Board to all interested readers so they can plan on attending and voting. The club is truly listening to and being guided by the members, and as they say back East, "them that shows, says what goes". So, show up at these meetings, voice your views and help guide your club to better decisions.

The official workday will also change and be the fourth Saturday of that month. These dates may change from month to month because of other activities; so always check the calendar on page one of the *Engine Booster* to confirm the schedule for that month. The change will allow the "10 days notice on votes" (that is not always required in the Bylaws) without restricting the Board, and to allow LALS RM members to visit other clubs that often have activities on the third weekend, like Orange County, Maricopa and Bittercreek.

This change of dates is a test during June, July and August, to see how well this works out; your comments are welcome.

## Descanso Gardens Follow-up

By Michael Houston

I would like to thank George Arseneault, of the Gold Coast Garden Railroad Society, for his spectacular help! He brought his engines and buildings. We had between 150 and 200 visitors during the time we were set up. As always, the smallest kids had the biggest eyes. Their parents were pretty impressed too.

### 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 2006

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Roger Bacon  
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Todd Moore  
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FROM THE **General Superintendent**

By Tom Downing



Since most of our main line appears to be up and running, as of late, all our efforts have been concentrated on the new yard project. At this point it looks like we are prepared for the final track bed work. Getting to this step has not been without its mishap. I know it has been hard for a

few of the older members to see the facilities torn up, in some cases, items that they have worked hard to install have had to be removed for the new yard project. I am sorry if this has caused some hardships especially to Lew Soibelman, John Smith and Tom Akins. We are hoping over the Memorial Day weekend that the final track bed work will be performed and in the following weeks the track laying can begin.

I would like to thank Henry Villafaña for donating and installing two new emergency gates out on the west end of our property near Travel Town. The GM key unlocks these gates. For security reasons we need to keep these gates locked when not hauling the public. I would also like to thank Steve Carlburg for the use of his small tractor, which really helped on pre-grading and moving large items since our Museum tractor is still down at this time.

We've had a good turn out of probationary members to help with some of our ongoing projects. As always, this is a great opportunity to learn some new tricks about miniature railroading and you don't have to be a probationary member to gain from this, just come out and get involved!

## Remember When...

By Doug Alkire

The Buss Sutch re-railer is setup over the grounded locomotive and lifting hardware attached at LALS in 1959. Note the main line stub switch which was typical at the time—easy to build, but risky to use.



## President's Message

By Donald Frozina



I'd like to thank the equipment crew for getting our four, three-car sets of center bench cars certified for Level I (public hauling). Dave Clark, Larry Sack and Willie Wilhelm have spent many, many long hours getting these cars ready. The equipment crew have also brought up to Level I standards our two gasoline-hydraulic locomotives; again a big effort. These men, along with Jim Cammarata Wolf Fengler, Doug Young and Todd Moore have been instrumental in inspecting member's equipment. Thank you all for your efforts!

Just a reminder, the Board of Directors, at our May 1, 2006 meeting, formally eliminated all Level III operations. This means that to run any train/equipment around the layout, the crew and equipment must be, at a minimum, Level II certified. (The equipment crew will be bringing the work cars up to Level II standards in the very near future.)

The Museum will soon be offering First Aid and CPR (Cardio-Pulmonary Resuscitation) training. This will be available to all members—especially for those who operate trains or speeders. As soon as we work out a schedule, we'll let you know when the training will happen. More information for you in the next issue of the *Engine Booster*. All members with the "S" sticker (Safety Coordinator/Station Master) are strongly encouraged to get First Aid/CPR certification. Current certification is also acceptable.

Much progress has been accomplished in going forward with the Sutchville Track Reconfiguration Project. Some obstacles have been moved or removed, including the ramp track at the west end of the Alkire Shed. The track crew has been busy placing track bed stakes, and we are in the process of completing the final track bed work.

I have recently been informed that our venue for the Holiday Banquet in December has decided to close its doors. Shira Bush, our Holiday Banquet Coordinator, has located another venue just a few miles away. The Holiday Banquet now will be on December 16, 2006 at Tony's Bella Vista Restaurant in Burbank. Details will be included with your November issue of the *Engine Booster*.

## Father's Day Lunch



On Sunday, June 18th, master chef Chris Mahony will prepare a special lunch menu in honor of Father's Day. Don't miss it.

## Engineers and Conductors April 2006

| <u>Date/Passengers</u>       | <u>Engineer</u>  | <u>Conductor</u>  | <u>Owner</u>   |
|------------------------------|--|---|--|
| 04/02/2006<br>391 passengers | Ted Naimy<br>Track Inspector: Donald Frozina<br>Safety Coordinator: Wolf H. Fengler<br>Station Masters: Larry Sack, Roger Bacon<br>Station Assistant: Pat Miller   | Bob Quinn   | LALSRM   |
| 04/09/2006<br>558 passengers | Peter Fuad<br>Ted Naimy<br>Fred Lack<br>Track Inspectors: Peter Fuad, Todd Moore<br>Safety Coordinator: Donald Frozina<br>Station Master: Roger Bacon<br>Station Assistant: Pat Miller   | Bob Quinn<br>Doug Ward/Larry Mitchell<br>Bob Quinn                        | LALSRM<br>LALSRM<br>LALSRM                               |
| 04/16/2006<br>554 passengers | Peter Fuad<br>Donald Frozina<br>Leonard Evans<br>Track Inspectors: Todd Moore, Peter Fuad<br>Safety Coordinator: Todd Moore<br>Station Master: Roger Bacon<br>Station Assistant: Pat Miller  | Bob Quinn<br>Mike Romanucci<br>Bob Quinn                                  | Fuad<br>LALSRM<br>LALSRM                                 |
| 04/23/2006<br>640 passengers | Peter Fuad<br>Ted Naimy<br>Fred Lack<br>Track Inspector: Peter Fuad<br>Safety Coordinator: Wolf Fengler<br>Station Master: Roger Bacon   | Bob Quinn<br>Gene Heiman<br>Bob Quinn                                     | LALSRM<br>LALSRM<br>LALSRM                               |
| 04/30/2006<br>663 passengers | Bob Woodward<br>Peter Fuad<br>Todd Moore<br>Steve Rodstein<br>Fred Lack<br>Track Inspector: Wolf H. Fengler<br>Safety Coordinator: Wolf H. Fengler<br>Station Masters Donald Frozina, Roger Bacon<br>Station Assistant: Pat Miller | Gail Woodward<br>Bob Quinn<br>Gail Woodward<br>Roberto Lopez<br>Bob Uniak | B. Woodward<br>LALSRM<br>B. Woodward<br>LALSRM<br>LALSRM |

2,806 Total passengers for month  
3,567 Total passengers to date

## Big Train Show

*By Carolyn Hayes*

The Big Train Show will again be on board the Queen Mary in Long Beach! Saturday, June 10<sup>th</sup>, 10:00-6:00 and Sunday June 11<sup>th</sup>, 10:00-4:00! Vendors from all over the world will fill the three-level exhibit hall!

## Whyte Crossword Puzzle Solution

**Across:** 1 Mastodon, 5 Overland, 9 Atlantic, 11 Texas, 12 Adriatic, 13 Reading  
**Down:** 1 Mogul, 2 Northern, 3 Berkshire, 4 Pacific, 6 Decapod, 7 Union, 8 Mikado, 9 American, 10 Prairie

## Training Classes

**Safety:** 3<sup>rd</sup> Saturday of the month. *Level II* (private use) class at 9 am. This is a half-hour class with a multiple choice test. *Level I* (public operations) class at 10 am. This is an hour class with a multiple choice test. (Level II is the prerequisite for this class.) *Station Master/Safety Coordinator* class at 1 pm. This is an hour hands-on class. (Level I is the prerequisite for this class.)

**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 DVD available to either borrow or own (\$5). The conductor class typically meets on a Saturday. Note: You must have completed both your Level II and Level I safety training to attend this class.

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

## Who's Been Workin' on the RR Apr. 15—May 20

|                   |                     |
|-------------------|---------------------|
| Berg, Ginny x2    | Heiman, Gene x2     |
| Berg, Ted x2      | Hintz, John x2      |
| Casey, Michael,   | Lamont, Robert x4   |
| Kyle, Kory &      | Quinn, Robert       |
| Preston x2        |                     |
| Downing, Tom x6   | Ruetta, Steve x4    |
| Evans, Leonard x4 | Skowronski, Donna   |
| Hawkins, Rory x2  | Villafañã, Henry x2 |

## For Sale

1½" scale, 7½" gauge Lionel and riding car. Replica of Lionel standard gauge #402 electric loco 0-2-2-0, fiberglass body, metal roof. \$3,000. contact Mel Bresee, 310/553-2039.