

LALS ENGINE BOOSTER



★ ★ ★ ★ ★ Celebrating 50 Years ★ ★ ★ ★ ★
 March 2008 www.lals.org Vol. XLIII, No. IV

In Memory of a Good Friend and Fellow Live Steamer

By Douglas Alkire

James John Lawrence, a Member of LALS SRM since 1962, passed away March 2, 2008, at age 84, while undergoing medical treatment for several physical problems. Jim served as Director at LALS SRM for 3 full terms, and was a member of the New Bylaws Committee in 1966. He built the first turnout for the new Disney Loop in 1965, and worked with Charles Dockstader on the first signal system. Jim built a 1 1/2" scale Mogal which he ran for a number of years until a false reading on his water glass caused low water and collapse of some of the fire tubes. He did not have any way of repairing the boiler, so the locomotive has not run since. Jim also worked on the track expansion to the West in the early eighties. He was elected to Honorary Membership because of his hard work for the improvement of the facility. Jim was a lifelong bachelor, and was the end of his line. He was a 60 year member of the Alhambra Baptist Church, and with his strong bass voice, sang in the church choir for many years. Jim was a good and honest man of high integrity, and will be missed very much by his friends.



Photo of Jim Lawrence at his last day at LALS SRM-October 6, 2007

Member Calendar

- Apr. 07 BOD Meeting
- Apr. 19 Work Day
- Apr. 16 Small Scale Sunday
Gourmet Lunch

Public Service Calendar

- Apr. 06 Sunday Public Rides
- Apr. 13 Sunday Public Rides
- Apr. 20 Sunday Public Rides
Disney Barn open
Steam Plant open
- Apr. 27 Sunday Public Rides

Love to Eat?

Thanks to the people who have volunteered to help change the menu at the Dining Car in the past. Great food and drink by all. What we still need are families or couples to show off their cooking prowess. Does not have to be fancy, just good home cooked meals. All expenses will be reimbursed.

Call Bonnie to sign up.
 (626-833-9315)
 Thank You.

In This Issue

Memory of a Good Friend	1
Splinters From The Board	2
President's message	5
For Sale/Wanted	3
Where is it now?	4
Training Class Information	6
Engineers & Conductors	6

Splinters From The Board

March 3, 2008 BOD Meeting

By John Freund

Meeting called to order at 7:04 PM by President Ron Bergmann. All the Board and 13 general members were present.

Secretary's report:

February minutes were approved. A party request by Gary Baker to host the Metrolink group was approved for June 14th. This will be a Museum sanctioned event.

Treasurer's report:

The Treasurers' Report through February 2008 was approved. Station donations are running well ahead of last year. A big thank you to Thaine Morris is due for a large donation to the New Station Fund.

Membership report:

Steve Harris reported current membership is 422 with 357 renewals in. 160 members are safety certified, 92 @ Level 1, 65 @ Level 2 and 3 @ Level 3. Steve noted that the CPR certificates of many members will be up for renewal this year. The Museum may try to arrange a Red Cross CPR training class at the facility.

Shed Superintendent's Report:

Steve Harris reported that all but 3 renewals are in.

General Superintendent's Report:

Tim LaGaly reported that February's workday was well attended and that general clean up will be the goal for March 15th to start getting the Museum in shape for the Spring Meet.

Facilities report:

Roger Bacon reported that the architect is enlarging the New Station upstairs office space. Several trees will require removal. The Museum is looking for a contractor to take them out.

Safety Committee report:

President Ron Bergmann stated that safety is a big issue for the Museum and that it will continue to be, but some of the new rules have created friction that is causing some members to not participate. The committee formed last month presented the following recommendations and comments:

Recommendation #1: In review of the current inspection requirements there have been a few changes made that have not been reviewed by the whole safety committee nor presented to the membership or Board for review and implementation. Nor have these changes been published to allow member's equipment to be brought into compliance. It is the recommendation to go back to the original safety rulebook dated 2006.

Recommendation #2: Use of skid bars. Skid bars are only to be put on Level 1 public riding cars and Museum cabooses. They are not recommended for private show cars, riding cars and/or any other car that are not used to haul the public. The committee feels this is an unnecessary burden for those wanting to pull the public and it is also a modification that makes equipment no longer look prototypical.

Recommendation #3: Removal of Hime Joint Style Drawbars (Amusement car type couplers) on the super train. Regular type couplers with draft gear should be installed. It is extremely difficult to re-rail trains with the drawbars. Additionally the automatic brake system can't engage because car separation can't occur during derailments. It is felt that if the train should have a catastrophic derailment and one car goes over the hillside, the rest will follow.

Splinters continued 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/track 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 composed by Christopher Mahony and is produced on a Mac 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:

Christopher Mahony, 17842 Hiawatha St. Granada Hills, CA 91344
E-mail: booster@lals.org Fax: 818-677-5602

Los Angeles Live Steamers Railroad Museum Board of Directors 2008

President
Vice President
Secretary
Treasurer



Directors

Ronald Bergmann
Les Kovacs
John Friend
Charles Westphal

Steven Altmayer
David Holman
Tim Lagaly
Doug Young

Phone 323/661-8958

Equipment for sale or wanted

7 1/2 gauge equipment for sale:



The yard switcher was built from a kit that was purchased from Railroad Supply in Burbank, CA. The base is solid aluminum and runs on a Briggs & Stratton engine. It has not been run for 16 yrs. Asking price is \$700.00.

Tanker car. Painted with the Union Oil logo & the middle top is removable to reveal an ice chest. The end opens for tool storage. This car had no trucks attached. Asking \$750.00

Steam engine that runs with a Kohler Engine, that has not been run for 16 years. This engine just needs a little TLC – The trim pieces on the bell, etc are brass, smoke stack is dented a little. This engine was originally purchased from Martha's Vineyard in 1967. Asking \$600.

Tender - no trucks - just metal frame - \$200

Flat car- nice wood floor - trucks included - asking \$800

If interested, contact: webmaster@lals.org.

Wanted:

I am looking for a pre-owned, inexpensive 1 inch scale electric starter locomotive for a young lad.

Contact Jill at 310-573-9615 if you have a locomotive you would like to sell .

If you have any equipment that you would like to sell, trade or find, please send an ad to the Booster editor at Booster@lals.org. Photographs of equipment will be published, but need to be in jpeg format.

Where are they now?

By Chris Mahony

Now we are looking for information on what happened to the 1 1/2" scale model of the Union Pacific 4-8-4, number 823, built by Chester Peterson of Glendale. It was an oil burner, and I have seen several photographs of it running at LALSRM. It is a powerful locomotive, very detailed, and well worth finding out what happened to her.

If you have any information concerning this locomotive, or have a photograph for a "lost locomotive" send it to:

Booster@lals.org

Answer for last month:

I apologize for misidentifying the locomotive as a 4-8-4 GS-4 Daylight. It was a fine example of a S.P. Class 4300 Mountain type in 3/4" scale, built by Jack M. Fesco. I did receive many responses from LALSRM members, and found out that the locomotive still exists, along with a 3/4" scale caboose in a private collection. At this time the current owner wishes to remain anonymous, which I totally respect.

David Passard writes:

"Jack built a 1" Scale Southern Pacific GS4 Daylight. Jack was 96% finished on the Daylight when he died. Jack Sessions bought the engine and finished it. But when I read about the GS4 it is said that Jack Sessions built it when in fact Jack Fesco built 96% of it. This should be set straight in all the records."

I write these articles because I have seen some photographs taken in the 1960's or later, and wonder what happened to the fine equipment that was built by some of the master craftsmen of this live steam club. And as one of the younger members (50 years old), I feel that such excellent equipment should be found, and if possible, displayed at a club meet. The knowledge of the builders, if they are still with us, should be passed down to the younger members of our club.

Here is a photograph of Jack and his supreme machine, No. 4309:



LALSRM To Be Automated

By R.U.Serious

The Los Angeles Live Steamers and the Tony Transformer Corporation announced that the entire LALSRM tracks would be electrified, thus creating the world's largest toy train layout. Third rail construction and modifications of all locomotives will commence on April 1. This will also include all steamers. With the giant transformer to be located at Sherwood Station, it will only take one stationmaster to control the speeds of the trains, ensuring constant control. All of the electric wires will be placed underground, so a smooth transition from one section of track to another will be maintained. Questions concerning the new electric operation should be made to the Tony Transformer Corporation at 555-1234.

Sock Wash to Replace Spring Meet!

By Stinky McButters

The Board of Directors decided to replace the Spring Meet with a Community Sock Wash.

"We just cannot stand the smell anymore, especially after the public runs, when some of the engineers take off their shoes and just stink up the station" said one member, who did not want to be named. "I mean, it was wow, what the heck is that smell? Even the horses on the bridal path almost passed out!"

The three day sock wash will have the following provided: Big wash tubs, full of hot water, mounds of good lye soap, wash boards, clothespins, and 5 scale miles of clothesline, all around the facility.

(Splinters continued)

Recommendation #4: Inspections of all member's equipment should allowed to be on the anniversary of their last inspection. This will make inspections easier for members.

Recommendation #5: Level 2 inspections. It is felt that level 2 inspections should be allowed to be self-inspected. Our insurance underwriter allows self-inspection. These self-inspections must be in compliance set forth in current safety standards. Self-inspections will be subject to random Museum inspections at intervals of no more than once every 2 years and not less than 5 years.

The Board approved all 5 of the recommendations. Recommendation #5 will require the City's and Mark Hanlon's concurrence; President Bergmann will present the recommendation to them.

Caroline Locomotive Sale:

A bid of \$ 5200 has been received. Ron will counteroffer and further negotiate for the Board.

Meeting Car Plaque:

A letter was received from John DePhillip, Sr. proposing that a plaque be made to honor those who helped the restoration of the Museum's meeting car. The Board is current holding action.

Museum Calendar:

Some adjustment of dates for the special runs may be made to accommodate the recipient organizations schedules.

Soda Machine:

The Museum's vending machines are in need of repair or replacement. Tim LaGaly will follow up on a possible donation.

Roster Advertising:

Steve Harris reported that Leonard Evans will not be able to gather the Roster advertising. A volunteer is sought for the position.

Credit Card Terminal:

It was reported that the Museum's credit card terminal needs updating. The slow terminal is backing up sales in the souvenir stand. Stand volunteer Liz Calderwood could also use some assistance on Sundays.

Meeting Adjourned at 8:45 PM.

President's Message

By Ronald Bergmann

LALSRM has been doing well on public run Sundays. When it doesn't rain, we are drawing nearly one thousand people. Steve Altmayer and I met with the Rule Group (our insurance agents) the other day and we took them for a tour of the facility. They were very impressed with the operation. Our policy comes up for renewal in May.

Our oldest Pepsi machine gave up the ghost recently. The one under the Cabana is as "old as the hills" and, even with John Smith's best efforts, it went to the soft drink junk yard. Fortunately, Mr. John Sullivan, the owner of Conaway Ice Company in Ventura, had a nearly new machine he wanted to donate. Tim LaGaly picked it up several days ago and we will be back in business shortly.

I have been receiving bids on the Caroline from the web ad we placed. There is some competition and I believe we will shortly find a new owner.

I have cancelled our monthly general membership meetings due to lack of interest. Over the last 14 months I have been President I could count the attendees on my two hands. Most of the attendees also attend the Board meeting. We will still have a work day on the third Saturday, but no 7:00 PM meeting. If members begin showing some interest in the General Meeting, I will restart them.

I will repeat this from last month: Please come out to help on Sundays or on our work Saturdays (third Saturday of every month). We can use all the help we can get. Don't think you are not needed. Keeping a facility as big as ours is a lot of work.

Happy railroading.
Ron Bergmann

We Need You Help!

Now is the time for all club members to come to volunteer for two of the most important events at LALSRM: The Spring Meet & The Halloween Spooktacular! For the Spring Meet, contact Gary Baker and help plan one of the best live steam meets in the country! Contact Roger Bacon to find out what your talent can be used for in the planning and operation of the Halloween show. These cannot be done without you, the member.

Who's Been Working on the RR

Feb. 1- Mar. 1

J. DeRosa
G. Heiman
(x2)
T. & P. Metts
A. & A.
Romer
M. Casey and
family

Please try to come out and help with the maintenance of the club. It is up to all members, to keep it clean.

Engineers and Conductors

January 2007

<u>Date/Passengers</u>	<u>Engineer</u>	<u>Conductor</u>	<u>Owner</u>
February 06	Rained Out		
February 10/993	M. Murphy R. Bergmann P. Fuad T. Morris S. Calderwood R. Bacon	B. Crone R. Secara B. Quinn P. Fowler C. Westphal M. Bruce	Woodward LALS Fuad Morris Calderwood LALS

Track Inspectors: C. Mohr?T.Morris

Safety Coordinator: C. Mohr

Station Master: J. De Phillip Sr.

Station Assistants: C. Westphal , R. Secara

Training Classes

Conductor: Want to learn to be a conductor? Call Peter Fowler at 310-265-9720 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.

February 17/1086	P. Fuad D. Lazarus M. Murphy B. harris G. Baker	B. Quinn C. Westphal B. Crone G. Heiman/S.Harris E. Fields	Fuad Soibelman Woodward Harris LALS
------------------	---	--	---

Track Inspectors: C. Mohr

Safety Coordinator: C. Mohr

Station Master: C. Westphal

February 24 Rained Out

Diesel Engineer: Want to learn to operate the Museum'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.

2079	Total for the month
3815	Total for the year

The weather is warming up, so please come out and run your trains. Level 1 train sets with either diesel or steam locomotives are welcomed. Be part of the public driving team, and let us try to break the 50,000 passengers pulled in one year mark again!

Safety: 3rd Saturday of the month. Level II (private use) class at 10AM. This is a half-hour class with a multiple-choice test.

Level I (public operations) class at 11AM. This is an hour class with a multiple-choice test. (Level II is the prerequisite for this class.) Station Master/Safety Coordinator class at 1PM. This is an hour hand-on class.

