



February 2019

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# O'Brien-Moore Bridge Renovation Begins

*By Drew LaGaly and  
Diana Manchester*

**T**he grande dame of LALS RM, the O'Brien-Moore Bridge, will be getting a major makeover this winter.

Literally the high point of our layout, this 68-foot trestle bridge provides an exciting train ride with its panoramic view of our meadow and a glimpse of the sprawling east San Fernando Valley. The trestle bridge is the crowning feature of a 216' expanse of high-rise track that includes nine plate bridges with metal supports.

Designed by member and engineer David Moore, with work and materials facilitated by Dan O'Brien, the trestle was installed in 1985. Since then, the bridge system and its steel supports have seen 33 cold, wet winters and blistering summers. The Club has discussed this project at length over the past two years and have come to the decision to hire experienced

sandblasting and coating experts.

## Tim and Drew LaGaly and Les Kovacs Spearheading Project

LALS RM members, Tim and Drew LaGaly, who are general contractors, and Les Kovacs, a former coatings specialist who has considerable construction experience, are managing the project. Drew LaGaly has taken on the job of procuring bids.

After being turned down by eight large construction firms, Drew reached out to colleagues and has found two companies who are capable of handling the paint removal, prep, and recoating while protecting the natural landscape surrounding the bridge.

### Renovation Process

It has been strongly recommended that we take the structures down to bare metal and apply two different coatings: a primer of epoxy mastic aluminum, which is formulated for pitted, porous surfaces and will provide a chemical and moisture barrier; and a polysiloxane (epoxy siloxane hybrid), which offers long-term corrosion control and weatherability. The coating will be 8-12 mil thick, and have a

*(Continued on page 8)*



Tim uses acetylene torch to remove first two plate bridges.

## 2019 Calendar

Our 2019 calendar of events is on the last page of this month's Booster. You may want to print out and use it as a reference during the year.

## Public Service

### February

24 Public Rides

### March

3, 10 Public Rides

17 Public Rides; Disney Barn Open/Steam Plant

24, 31 Public Rides

## SPLINTERS FROM THE BOARD

By Diana Manchester, Secretary



### February Board Meeting

At 7:00 pm on February 4, 2019 the February BOD Meeting was called to order by President Ted Merchant. All eight Directors were present, as well as 27 members.

Ted opened the meeting with some brief reports:

**1. Mountain Division.** The recent rains have caused some mud / rockslides and erosion on the hills above the Mountain Division. We will wait for two weeks of dry weather before cleaning up. Tree trimming / removal was completed.

**2. Cleanup Effort.** He praised for the Club's massive cleanup effort over the past few weeks, with volunteer work crews showing up Fridays for full days of work. The result is incredible and a situation has been generated that members can take pride in and continue. Just about every part of the Club has been touched. All the Ghost Train materials in the East Meadow are gone. Another area that needs cleanup is the UP caboose, since some boxes from the ticket booth have been moved there. The immediate goal is to shift them to the office caboose.

**3. The Ghost Train Survey** is basically finished and the Board was asked to get back to Ted with any final changes by 9 pm Wednesday. He confirmed with John Garcia that the survey would be uploaded to the Club website's survey section, and distributed to members via Constant Contact. The few members that do not have email will be mailed hard copies. It will be sent to resident members only; John will request the latest list from Wilbur Dong. We will also have a second, shorter survey, asking about their skills and talents.

**Secretary's Report.** Calendar requests include the Steam Day Run for Friday and Saturday, March 22 and 23.

The O'Brien-Moore Bridge will be under construction then, and we may or may not have the Smith Valley Line in shape by then; it depends on weather and other projects. We will have our public run on Sunday, March 24 as usual; overnight campers are welcome, but need to have their tents packed up by 11 am. The Spring Meet will be May 23-27. The date for the Fall Meet was discussed with Chair Alex O'Donnell. We do not know if we will be having Ghost Train or not, and we don't want to schedule it on the third Sunday, which would interfere with the Disney Barn day. It was decided on September 6, 7 and 8, which is the second Sunday.

The Minutes from the January Board Meeting failed to mention a motion and vote on the request by Greg McMurry and Miles Kristman that they be allocated space in the tractor barn for their GPS equipment. Diana agreed to revise the record, and the amended Minutes were passed.

**Party requests.** Steve Harris added a party date on the calendar for Saturday, July 27, from 10 am to 4 pm, 100 guests (Shriners); will need the Kountry Kitchen and both eating areas. This was approved. A group of about 30 NMRA members from San Diego will visit us on Sunday, March 17. They will be here from noon to four, and purchase lunch in the Kountry Kitchen. They will visit the Disney Barn, get a tour of our facility and enjoy a train ride near the end of the run day. We will need three to four docents to take turns hosting them during the day. It was suggested that we put up more signs where the AED equipment is.

**Treasurer's Report.** Tim said that the bill for the concrete and work on the Nelson Summit Bridge is reflected in this month's figures. The tree trimming was recently paid and those figures will appear in the March report.

**Membership Chair Report.** Jim DeBiasio was welcomed as a resident member; he is frequently at the Club working and completed his hours very rapidly. Shawn Donaldson requested an extension on his probationary hours since he has often been working out of town filming documentaries. It was granted. Ted asked if the adopt-a-track program has been integrated into the membership process, and Wayne said yes. It was suggested it be added to the membership application.

(Continued on page 5)

## From the SUPER



By  
Jeremy  
Steinert

The end of winter is here and it's brought rain and cool weather to the club. Even in the face of less than ideal conditions, members have been showing up to push our projects forward. The O'Brien-Moore Bridge repainting project has started with the track being removed as well as one of the approaches. Additionally, there is a big push to clean up Smith Valley for public hauling. The signals crew has spent multiple days tracking and fixing electrical issues throughout the Club. Finally, there has been a massive effort to clean up the Club, including the Phil West Barn. Everything is looking great!

The rains have impacted the railroad greatly, both delaying some maintenance efforts as well as causing erosional issues near our Mountain Division. Sections of the topsoil have started to move downhill on the mountain, and for safety, the Board has decided to close the Mountain Division until things have a chance to dry out. Also, Smith Valley has been turning into a pond after the storms, complete with visiting ducks! Finally, some sections of rail have shifted due to the muddy ground, causing some derailments. Keep an eye out for trouble areas.

I have appropriated a whiteboard in the UP Caboose to serve as a way to track all the projects going on at the Club. Eventually, a new board will be installed in a more visible location, but this will suffice for the moment. On it is everything: from areas that need leaf removal to a list of all ongoing projects and who to contact. My hope is for new and existing members alike to be better informed as to where their efforts can be directed. Please keep me updated if there are any questions or mistakes!

## President's Message



By  
Ted  
Merchant,  
President

**H**ello Train-Fans! We have started the New Year with enthusiasm! The rebuilt Nelson Summit Bridge is completed. The campus is radically cleaned up thanks to four to ten dedicated members that worked full shifts on four consecutive Fridays. The O'Brien-Moore Bridge system rebuild and recoating is started. Assessment and repair of the Smith Valley Line has been initiated. And the survey allowing you to express your opinions and offer your talents regarding the Ghost Train and other Club issues is distributed. Not bad considering we had 10 inches of rain during the same period!

Hopefully the radical clean-up will encourage us to clean up after ourselves, remove any litter we see and help the Superintendent keep the grounds clean.

About that rain: Multiple erosion concerns have necessitated our shutting down the Mountain Division. We need to wait for the soil to dry out and clean up the mess before the track re-opens.

Members can continue to use the Smith Valley Line, but the track is uneven in several places, and certain trains are prone to derail. So, go slow and be careful! Our track crew plans to survey and repair the SVL as soon as the weather gives them a chance. Hopefully the line will be open to the public next month. We hope the O'Brien-Moore Bridge will reopen in April.

Two one-inch-scale storage barns are under construction. You should be seeing one of them within a month. This should relieve some of the storage congestion that has required members to store equipment outside.

A drawbridge for the gauge-one

# Electrical Upgrade Advances

By Drew LaGaly

**T**he new electrical service project has been a long time in the making.

The project broke ground in late December. The first thing was to saw cut the blacktop and break it out. Tim and Drew LaGaly then started to dig the seven, three-foot deep holes for the bollards to protect the new electrical service. The eighth hole had to be five feet deep in preparation for the new power pole.

### Dig and Ye Shall Find... More

Per usual at LALSRLM, you can not dig anywhere without running into some sort of piping. This project proved that statement once again to be correct. There was electrical conduit that ran directly through four different holes as well as a steam water line that ran through two separate holes. On Friday, February 1, Tim worked from 7am to dusk with Frank from Schafer Electric, to start moving all the conduit out of the way of the bollards and to their new location coming up in the new concrete pad.

Once the conduits were all moved, (above) Tim and Ross Harper proceeded to re-route the steam water line. On Monday, February 11, Tim set the forms for the new



electrical pad and set all the bollards in preparation to pour concrete. This all-day project included Levi and Drew working to weld the strap steel on the first two plate bridges.

On Tuesday, February 13, Tim and Drew started the day dropping the first set of plate bridges off at the sandblasting and powder coating facility. The next project was to set the new power pole in its five-foot deep hole. The Gradall came in handy to lift the poll into the hole as well as keep it in place while the concrete set up.

Tim and Drew poured the concrete to support the bollards as well as the new power pole. They then backfilled what was needed and were ready to pour the actual new pad. On Saturday February 16, Tim and Levi showed up early at 7am to pour the new electrical pad (left).

The next step of the project is for Tim and Schafer electric to work together to get the new electrical service set in place and the conduit run up into it and tied in. This part of the project is slated to be completed by week's end, February 22.



track is under construction. We hope to have it installed well before the Spring Meet.

The Ghost Train Survey is an interesting exercise. Now I understand why there are professional surveyors. I hope the process allows you to express constructive thoughts. If, for some reason, you are unable to return the survey digitally, you can print it out or ask for a hard copy and submit your answers to me. The Board will use the trends and suggestions in the survey to help us move forward next Fall. Please submit your survey by the end of

February so we can start reviewing.

Please note on your calendars: The **Steam Only Meet** is March 22 and 23. We will pull the public March 24. The **Spring Meet** will be May 24, 25, 26 and 27. The Museum will be closed to the public Sunday, May 26<sup>th</sup>. The **Fall Meet** will be September 6 and 7. We will pull the public September 8.

And that's the way it is. I invite you to share your thoughts.

Ted Merchant, [EdwardBMerchant@gmail.com](mailto:EdwardBMerchant@gmail.com).

# Club Finds Joy in the Big Cleanup

By Drew LaGaly and Bill Schirmer

**F**riday, January 18: The massive cleanup around the club grounds began. This was the first of five days of clean up.

The first order of business was to have a 40-yard roll-off delivered for trash removal. Four members showed up at 7am and worked until dark: Les Kovacs, Bill Schirmer, Tim LaGaly, and Drew LaGaly.

## Pump House

The first item to clean up was the pump house. Old plumbing fittings and miscellaneous trash were thrown away, clearing space to move around easily. The pump house was swept out and, for the first time in a long time, cleaned and organized.

## Salvage Lumber Pile

The next area to clean was the salvage lumber pile by the inner parking lot driveway, all of which went into the trash. The runoff area next to the driveway was cleaned out, trash thrown away, and usable materials stacked on pallets and placed on Crystal Springs Drive.

## East Meadow

After lunch, the crew headed to the East Meadow to throw out any obvious trash as well as trim back all the bushes and clean the dirt off the sidewalk next to the green Halloween trailer. The day ended with a full dumpster and a massive pile of scrap steel to be recycled.

## Tool Shed

**F**riday, January 25: The second 40-yard roll-off arrived and the crew had grown to eight. The original crew was

joined by Levi Bolls (Tim and Drew's employee), Doug Young, Ted Merchant, and John DePhillip, Jr. The day started at 7 am, and Levi and Drew started by cleaning out the tool shed, vacuuming, and restocking it with new shovels, rakes, brooms, and more.

## Baggage Car/ Workshop

The whole crew went to the work area outside the baggage car where there was a massive group effort.

Tim began by clearing out obvious trash and scrap metal while Les ran the Gradall back and forth with the blue dumpster attached. The crew would fill a dumpster with trash, empty it, then the next with scrap metal.

## Outside Work Area

There were seven guys cleaning in the work area, which left no area untouched. Levi and Drew cleaned all the old pipe and the yellow gas line out from under the meeting car. Bill cleaned up piles of decomposing leaves and soil off the cement. Old railroad ties were thrown out. John broke down several track panels, clearing a massive area, and Ted worked to clean up general trash between the work area and combine shed. It was a very fun day as the whole crew worked together.

## No Item Left Untouched

After lunch, some of the crew finished the work area while the others went to help Tim in the baggage car. Again, there was no item untouched. Benches were cleaned off, miscellaneous nuts and bolts on the shelves were thrown out, and items that had not been touched in 15 years were all trashed or recycled.

At the end of the day, the car was blown out



**A Clean Sweep:** Above: Baggage car/workshop and, below, work area between meeting car and workshop.

and looked absolutely great, and there was yet again another full dumpster as well as large scrap metal pile to be recycled.

## Sutchville Station and Goudy Pavilion

**F**riday, February 1: The day began promptly at 7am with Tim, Drew, Levi, Michael Mahan and a third 40-yard roll-off. The small crew started cleaning out Sutchville Station, Goudy Pavilion, and the pavilion picnic area.

By 8 am Doug, Bill, and Ted joined the crew, and they started by disposing of trash in the back of the meeting car, finishing some cleanup in the baggage car, and recycling old file cabinets in the office.

## Phil West Barn and East Meadow

The crew then split up: Bill, Ted, Michael, and Jim DeBiasio started cleaning out obvious trash items in the Phil West barn while Drew, Levi, and Doug headed to the East Meadow to start the massive cleanup.

Doug ran the Gradall while Drew and Levi ran around filling the Club's dumpster for Doug to empty into the roll-off. All scrap metal was piled out on Crystal Springs to be picked up. Any remaining Ghost Train props left in the meadow were deemed trash, and the crew crushed what was needed to save space in the roll-off. There were some overgrown shrubs that were pulled out of the ground with the Gradall and placed into the green waste pile.

(Continued on page 10)



## SPLINTERS

(Continued from page 2)

Operations Report. Doug Young said the track beds are spongy because of all the rain. Also that the mountain Division will remain closed for now. It was suggested that we replace the old wood ties on the track leading to Davis Mine, but Doug said the more urgent priority was the track on the Smith Valley Line. He can get two to four panels done per week if just rebuilding existing track.

**Superintendent's Report.** Jeremy reiterated that the Mountain Division is closed, by order of our resident geologist. The hillside has been impacted with rock and mudslides, and more look imminent. We will be keeping it closed for safety's sake until it has dried out. He recognized the members who have been coming out and working to clean up our facility. "It looks absolutely amazing," he said. He also wondered if we should consider a drainage system for the West end. It was pointed out that the standing water usually percolates into the soil over time. Another area that floods is the meadow in front of the Station; is the sump pump working?

Jeremy has recovered a large white board that he is using to list maintenance projects. It will be kept in the UP Caboose or in the Kountry Kitchen, and anyone that shows up to work can refer to it. It will include the general maintenance tasks, such as dead leaf removal, plus the larger projects and who is the lead on them.

**Electrical Drop Report.** Tim LaGaly said that electrician Ken Schafer's employee came Friday and he and Tim worked all day moving the underground conduits out of the way so they could locate the bollards and protect the new panel. Ken will ask the inspector on Monday if he wants to come out and look at the conduits before we pour the cement. If not, we can pour this week. The only other thing left is to move the boiler water line.

**O'Brien-Moore Bridge Report.** Drew said he put together a bid package that he sent to about 10 different contractors in early January, but there was basically no interest. So he reached out to colleagues from NUPW, and two contractors got in touch. One does a lot of high-end industrial painting and coatings for oil derricks and similar projects. The second company mainly does historical remodeling. Drew expected to get bids from both companies soon, and hopes to accept a bid by the third week in February. The timeline is to get the track taken out of

the bridge system on February 15, 16; and start dismantling the plate bridges and supports on the 22nd and 23<sup>rd</sup> to go to the powder coater. It will take about four weeks to get all the work done by the outside companies.

**One-Inch Storage Barn.** Alex said he plans to include Tim and Drew on this project, because the approved proposal submitted last year included their work on the project, as well as a slab of concrete. The building will have steel supports with a wood frame.

They are now talking about a three-level structure instead of two because there are a lot of members who need storage. The height will be 54". This project will have to be postponed until after the O'Brien-Moore renovation.

**Santa Fe Engine House.** Rob is having a one-inch scale Engine House built for the storage of his own equipment. He will pay for the construction himself, and will rent the space from the Club with a five-year renewable lease. It will be a temporary structure. Tim will fill out an FCR. The Board approved it. See the article in this issue for more details.

**FCR's.** (1) Drawbridge for Gauge-1 Layout. Ted Merchant is designing and building a drawbridge to provide easier access through the Gauge-1 layout to the Club Office. He has designed it to be functional: safe for the Ga-1 trains, which are very expensive; and to withstand "a nuclear blast". He shared drawings and proposed materials / costs. The Board voted yes unanimously. (2) Street Lamps. We are looking into estimates to replace six lamps and poles for the path between Disney Barn and the Goudie Pavilion. We could get municipal-rated lights that will be very expensive. Or we can go through Lamps Plus and get nice-looking, functional lamps for much less. Tim has a contractor's discount that can help with the cost. We will have more information for the March Board meeting.

**Holiday Banquet:** Diana reported that she and Martha are looking into alternatives for the 2019 banquet. The Smoke House has become more expensive; a number of members complained, and less attended last year. The Club offset some of the costs, which were higher than usual. Bill got an estimate from the Angeles National Golf Club, but though the price of the meal was similar to Smoke House's, there is an extra charge for the room, bar and PA system. Bill said his special effects association makes it a fundraiser, which covers the costs. We do not want this extra work. A suggestion was made that we hold

the banquet at the Club, which sounded like too much work, too. Ted recommended that our banquet committee continue to look into options.

**Educational Program.** Greg McMurry presented a proposal to start an educational program at the Club that different members would teach and that public (and members) could attend.

It could be a four-hour symposium about different aspects of railroading and be held once a month. Lunch, a train ride and a certificate could be provided. It could be advertised at the Station and on our social media. This way we would be providing more community outreach, and fulfilling our 501(c)(3) obligation for education. It might even attract new members. Ted says it must be organized and run at least three months. It will be discussed again soon.

**Miscellaneous.** Brenda was thanked Wayne and Kathy Crabb, who cleaned and inventoried the Souvenir Booth.

Les Kovacs has agreed to be FCR Chair; (2) the Phil West Barn cleaning of flammables and non-railroad equipment will continue; (3) the KK storage container painting project is on hold.

### Got Skills You Want to Share with Club?

We appreciate greatly the time, effort and talents many of you have been investing in the Club. It has made a very visible and positive difference. However, some members are shouldering more than they can continue to handle. Your partnership would greatly benefit the Club, providing fresh sources of inspiration, perspective, knowledge, expertise and teamwork.

Here are some categories of skills or experience we need your help. Please contact the appropriate committee coordinator (see your Roster, pages ii and iii), or any Board member to find out more.

Carpentry	Journalism /
Painting	Copywriting
Welding	Photography
Electric	Proofreading
Plumbing	Graphic Design
Electronics	Social Media
Repairs of all kinds	Event Planning
Track & Switch Building	Docent
	Public Relations
	Grant Writing
	Administrative

## Observation Car

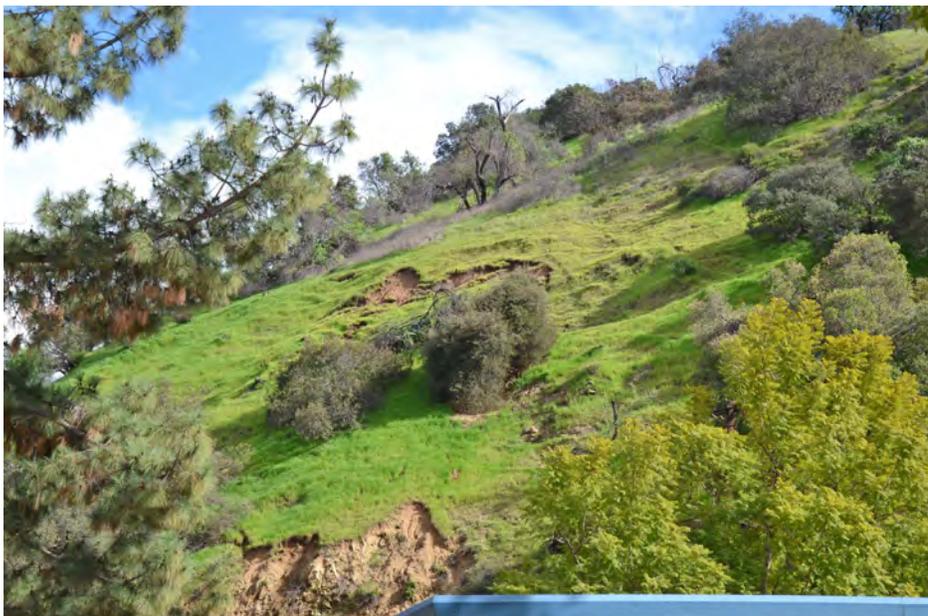


## Members Pitch In and Dig In to Maintain Club

Despite the rain and cold (for L.A., anyway), members undertook maintenance projects in January and February. *Clockwise from top (all photos Diana Manchester except as noted):* ■ **David Holman** installing the new trucks and modifying the bolsters, undercarriage and coupler brackets on the Club UP. ■ **Ray Burden** installing the new electronic gate mechanism at the members' entrance in January. ■ After morning digging by **Jim DeBiasio**, **Bill Schirmer**, **Tim LaGaly** and **Doug Young**, then **Jeremy Steinert** and **Charles Rhoades** worked on the sump pump situation after lunch. It was diagnosed with both electrical and mechanical failures, and was removed from the pit. They were able to identify its malfunction as the cause of ongoing electrical problems impacting the signals panel in the wigwag near the New Sherwood Station. ■ Signals crew repairing a signal on the West end. *(Christie Edinger photo).*



# Wet 'n Wild Winter



It has rained over 17 inches at LALS RM since the beginning of the rainy season— that’s more than the average rainfall for the entire year. Rain like that brings mud and water, and we got plenty of both. *Clockwise from top:* Movement of hillside above Minden resulting in closure of Mountain Division. ■ **Josh Garcia** and **Oliver Tighe** hauling and unloading rocks from the Crystal Springs landslide. ■ More views of the Minden slide. ■ There was 18” of water under the bridge. Note the ducks in the water, our newest resident members. Alex O’Donnell took this photo on February 3. ■ Another view of the Crystal Springs landslide..



# Work Starts on O'Brien-Moore Bridge

(Continued from page 1)

high gloss, black finish.

This project also includes the restoration of 10 plate bridges, one of which services the small overpass at Grandpa's Cabin. The plate bridges will be sent out two at a time for sandblasting and powder coating to the same company that refurbished the Nelson Summit Bridge.

In the meantime, member volunteers are handling other aspects of the job.

On Friday, February 8, Tim, Drew,

their employee Levi, Bill Schirmer, Alex O'Donnell, and Jim DeBiasio stripped the OBM Bridge and plate bridges of their track and wood planks. (This task was part of the great clean up. See page 4.)

On Saturday, February 9, Doug, Drew, and Tim took out the first two plate bridges, with the help of an acetylene torch. The Gradall was used to lift the plates and move them to the LaGalys' truck for transport to the powder coater on Tuesday.

Before sandblasting, Drew will be

welding in strap steel on the length of each bridge to provide additional support for the new railroad ties, which are made of a synthetic material. Doug, John DePhillips, and crew will be building new track panels for the full 216' length of the bridge system. Once the O'Brien-Moore Bridge is refinished, our members will re-install all the plate bridges and lay the new track panels. Completion is slated for early April.

*Below:* Gradall hoisting bridge spans prior to transporting to powder coater.

## Membership Renewals and Level 1 Tests

Please return your updated Membership Renewal Forms to the Club. Level 1 tests should be completed by any member wishing to run equipment or serve as conductor on public runs. They are due by the end of February and can be mailed back or placed in the probationary time cards mailbox. Michael and Wayne Crabb graded about 50 tests mid-February and results should be posted on the red bulletin board by the end of the month.

Bill Schirmer, Tim LaGaly and others have spent long hours reviewing member renewals and payments.

If your check hasn't cleared the bank, it's because we just started handling this task.



PLAN TO JOIN US!

## Annual Steam Day Run

Friday-Saturday, March 22-23, 2019

Steam enthusiasts! You are invited to a FREE two-day STEAM ONLY event at LALSRLM. For members as well as railroaders from other clubs. Tracks in three gauges: from 7 1/2", 4 3/4", and 3 1/2". A hot lunch will be served in the Kountry Kitchen on Saturday. Camping is allowed, but campers must pack up tents by the Sunday morning public run.

Coal burners: please have a good spark arrestor and ash pan set up for those pesky sparks.

**LET'S PLAY TRAINS!**

For more information, contact: **Harrison Hitchcock**  
323-382-9000 cell - harrison.hitchcock@gmail.com



# Santa Fe Engine House Takes Shape

By Diana Manchester

Storage space for smaller scales railroad equipment has become scarce at LALS with the growing interest in these size trains. Rob Nuccio's one-inch scale Santa Fe ABA locomotive and five cars have essentially been homeless since June 2018, when he bought the 17-year-old Iron Pony equipment from Dave Artinian. The locomotive has been sleeping in the cold and rain under a tarp on a one-inch steaming bay track. The five cars have been shackling up in Phil West Barn. However, this will all change in the next month or so.

## Building His Own Car barn

A few years ago, Rob began considering private storage for his equipment. He knew he wanted a 1950's era Santa Fe engine house that would be true to scale, and he collaborated with a designer he has worked with before. One-and-a-half-years later, the research was completed and drawings finalized. Rob envisioned a first-class structure and commissioned a cabinetmaker to build it. Construction was started last September.

The engine house dimensions are 70" wide by 24' long by 43" high, with four tracks inside to store Rob's Santa Fe locomotive and five cars. The 1/12" scale is

▼ 33,000 wood shingles are being individually applied to the roof.

faithfully adhered to throughout, even to the doors, windows and roof shingles. The walls and supports are made of treated cedar and constructed in three sections, to be set on a 4" thick, heavy-duty plastic base. 33,000 wood shingles cover the roof, with each one hand-glued and stapled.

## Period Building

Rob's plan is that it will be a beautiful period building that members and guests can enjoy each time they ride by. It will be sited just north of the Gauge 1 layout, between the yellow and the red small-scale car houses that sit east of the Old Sherwood Station. The older red barn further east will be replaced later this year by a much larger structure designed by Alex O'Donnell to store small scales equipment owned by other members. Alex has built the trackage and switches that will service Rob's engine house. New conduit for electricity will be installed by Tim LaGaly to power interior and exterior building lighting.

The Santa Fe engine house is a temporary structure and belongs to Rob Nuccio's 501(c)(3) foundation and museum. He has property in Big Bear where he hopes to one day build a railroad layout and museum that railfans and families will be able to visit. Until then, he will rent the ground it



▲ ▼ Rob Nuccio's 1/12<sup>th</sup> scale Santa Fe Engine House under construction.



occupies from the Club in a five-year renewable lease. The estimated time of installation is mid- to late March.



6TH ANNUAL

# Rail & Road Event

SUNDAY, APRIL 28

PHOTO BY MANFRICHEN

**SAVE THE DATE!**

5202 Zoo Drive in Griffith Park • [www.lals.org](http://www.lals.org)

PHOTO BY RAY BURDEN

LOS ANGELES LIVE STEAMERS RAILROAD MUSEUM

All are invited for a fun day; free to participate. Volunteers are needed. Please contact event coordinator Diana Manchester at (626) 222-7499 or email: [dm.ad@verizon.net](mailto:dm.ad@verizon.net). See you there!

# The Big Cleanup 4-3/4" Extension Grows by Metes and Bounds

(Continued from page 4)

After lunch the East Meadow crew was joined by Bill, Ted, Jim, and Don Kallgren. Drew backed his flatbed trailer into the meadow, and the crew loaded it up with green waste, repeating until the meadow was all cleared. The day ended with yet another full 40 yard roll-off and a third pile of scrap steel.

## O'Brien-Moore Bridge

**F**riday, February 8: The crew made up of Drew, Levi, and Alex started work at 8am. The plan of attack was to start dismantling the O'Brien-Moore bridge.

The small crew started by cleaning up the work area and loading up Drew's flatbed trailer with miscellaneous Ghost Train items left behind. Upon finishing cleanup, Tim, Bill, and Jim showed up to help with the bridge. The crew started by taking up the track panels and pulling up all the wood planks screwed down to the bridges.

After lunch, Don showed up to help and the crew continued dismantling in hopes of getting the first two plate bridges pulled out. At the end of the day, the crew had made great progress but fell a bit short and did not get the plate bridges out.

**S**aturday, February 9: Doug, Tim, and Drew pulled out the first two plate bridges and got them staged for Drew and Levi to weld the necessary strap steel to further support the rail-head.

Thank you to everybody who came to help out.

Ted Merchant and John DePhillip tidy up track panels behind the baggage car.



By Alex O'Donnell,  
1" Scale Track Foreman

**J**anuary marked three years since this project began. Since then we've made some major progress on the independent portion of the 4-3/4" gauge extension. To date, we've laid close to 1,500 feet of track and are now forming the final western-most loop located in Smith Valley.

Our current goal is to complete the loop and install a rudimentary turntable on the other end by the Spring Meet in May for point-loop operations. After that, we will start constructing the upper return leg as well as sidings and other facilities.

To anybody asking, we are treating the dual-gauge portion of the project as an entirely different future phase which we will start to research and investigate seriously once the independent trackage is totally complete.

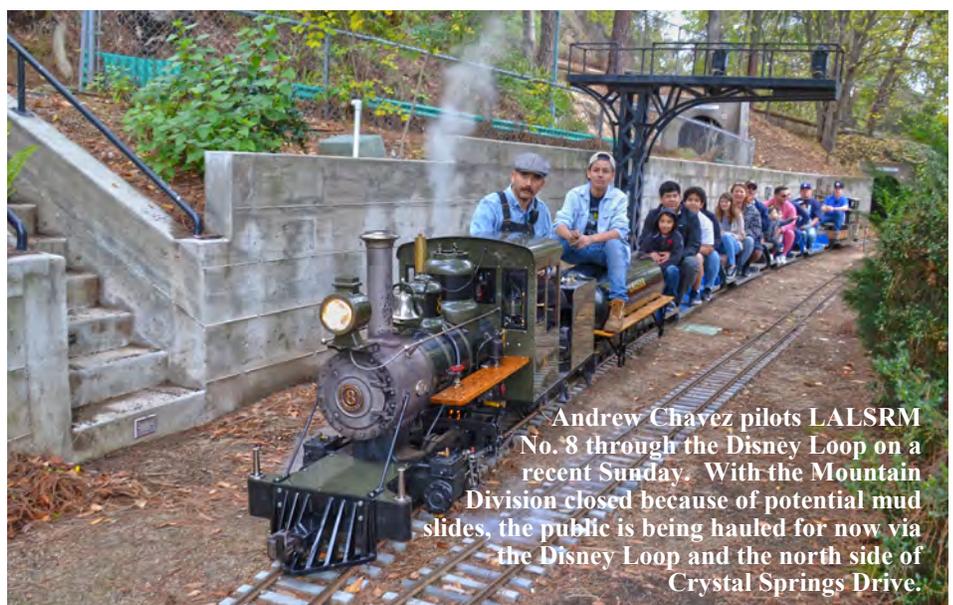
It's been a long rough road forging this path, a lot of it done by myself in the past, and believe me I've been called crazy so many times I can't count- but there's a reason nobody in the last 40 years has had the guts to take on this inconceivably huge project. But this will make us the largest 1" track west of the Mississippi, if not the world!

I want to thank all who've helped on this project so far since the beginning –



New 3/4" track laid at Smith Valley Line

Nick Guzman, Tom McCollum, Collin Westphal, Dustin Nguyen, Anthony Williams, Michael Mahan, and all others who've supported this project.



Andrew Chavez pilots LALSRM No. 8 through the Disney Loop on a recent Sunday. With the Mountain Division closed because of potential mud slides, the public is being hauled for now via the Disney Loop and the north side of Crystal Springs Drive.

# Who's been Working on the Railroad

Jeremy Steinert, General Superintendent

Alex O'Donnell	Joseph Clow
Andrew Chaves	Larry Tighe
Andrew LaGaly	Lisa Lipton
Bill Schirmer	Les Kovacs
Charles Rhoades	Mark Vreeken
Diana Manchester	Mel Bresee
Don Kallgren	Michael Mahan
Doug Young	Miles Kristman
Frances Barnes	Nick Suncin
Michael Murphy	Nick Guzman
Glen Manchester	Roderick Fritz
Jack Streit	Ross Harper
Jay Hawver	Scott Hoagland
Jeremy Steinert	Steve Sauber
Jim Baker	Stevo Brock
Jim DeBasio	Ted Merchant
John DePhillip Jr.	Tim LaGaly
John Garcia	Wayne Crabb

## SUNDAY EXTRA BOARD

January 2019

### Engineers and Conductors

Christie Edinger	Peter Fuad
Darrell Payne	Ryan Hechinger
Glen Manchester	Bob Crone
Tom Harwood	Bear Mustoe
John Garcia	Scott Hoagland
John Heltsley	Mark Vreeken
Joseph Clow	Monica Gibson
Larry Tighe	Jim Dubensky
Michael Mahan	Heidi Mattson
Nels Nelsen	

### Station Masters

Robert Guzman, Jim DeBiasio, Gail Woodward, Don Donaldson, Wayne Crabb, Bear Mustoe, Tom Crue

### January Ridership

Jan. 6	396	Jan. 20	858
Jan. 13	603	Jan. 27	722

Total January 2019 — 2,579

Total YTD 2019 — 2,579

Total YTD 2018 — 3,049

### Souvenirs and Tickets

Brenda Garcia, George Becker, Larry Tighe, Kathy Crabb, Jason Thompson, Jim Dubensky, Heidi Mattson, Jim DeBiasio

### Safety Coordinators

Michael Murphy, Jim Cammarata, Ron Hitchcock

### Los Angeles Live Steamers Railroad Museum

In Griffith Park  
Mailing Address—PO Box 2156,  
Toluca Lake, CA 91610  
Phone (323) 661-8958

### 2019 Officers and Directors

<b>President</b>	Ted Merchant
<b>Vice President</b>	Bill Schirmer
<b>Secretary</b>	Diana Manchester
<b>Treasurer</b>	Tim LaGaly

#### Directors

Wayne Crabb	Diana Manchester
Gary Baker	Ted Merchant
Andrew LaGaly	Bill Schirmer
Tim LaGaly	Doug Young



## Allen/Harpur 2-4-0 For Sale

Built in 1967 and donated to LALS to help fund the west end expansion in the 1980s, this completely rebuilt Harpur 2-4-0 is featured on the Allen Models website is now offered for sale ready to run.

Completely overhauled valve gear including resurfaced/relapped valves and valve seats. Eccentric Engineer standard injector. Hand and axle pump. Propane fired for easy operation. Dimmable LED headlight. Nickel plated main and connecting rods with new bronze bushings. Working steam brakes. Steam operated automatic cylinder drains \$9000.

Contact LALS member Brandon Ruiz for more info 509.936.2198.

## Member Schedule

### March

3	Public Rides
4	BOD Meeting 7:00 p.m.
10	Public Rides
16	Work Day/Member Meeting
17	Public Rides; Disney Barn Open/Steam Plant Operating
24	Public Rides
31	Public Rides



# LALSRM 2019 CALENDAR

## January

- 7 BOD Meeting 7:00 pm
- 12 Change Directions
- 19 Work Day / Member Meeting
- 26 Safety Inspections

## February

- 1 Membership Renewals Due
- 4 BOD Meeting 7:00 p.m.
- 16 Work Day / Member Meeting

## March

- 4 BOD Meeting 7:00 pm
- 10 Public Rides/Time Change
- 16 Work Day / Member Meeting
- 22, 23 STEAM DAY RUN

## April

- 1 Annual Dues Past Due /add \$25
- 1 BOD Meeting 7:00 pm
- 20 Work Day / Member Meeting
- 21 Public Rides/Easter
- 28 Rail & Road Event (Car Show)
- 30 Shed Credit Earning Period Ends

## May

- 1 2018-19 Shed Credit Earning Year Begins
- 6 BOD Meeting 7:00 pm
- 18 Work Day / Member Meeting
- 24-27 SPRING MEET

## June

- 3 BOD Meeting 7:00 pm
- 15 Work Day / Member Meeting
- 22 Pot Luck/Night Run/Movie Night
- 30 2017-18 Shed Lease Year Ends

## July

- 1 2018-19 Full Shed Lease Year Begins
- 7 Change Directions
- 8 BOD Meeting 7:00 pm
- 20 Work Day / Member Meeting
- 27 Pot Luck/Night Run/Movie Night

## August

- 3 TTOS Run
- 5 BOD Meeting 7:00 pm
- 14 Park Employees Appreciation Steak Lunch/Train Rides
- 17 Work Day / Member Meeting
- 24 Pot Luck/Night Run/Movie Night

## September

- 2 Labor Day
- 6,7,8 FALL MEET
- 9 BOD Meeting 7:00 pm
- 21 Work Day / Member Mtg / Nominations
- 28 Pot Luck/Night Run/Movie Night

## October

- 7 BOD Meeting 7:00 pm
- 19 Work Day / Member Meeting
- GHOST TRAIN – TBA

## November

- 4 Public Rides/Time Change
- 5 BOD Meeting 7:00 pm
- 17 Work Day / Member Meeting / Annual Election

## December

- 2 BOD Meeting 7:00 pm
- 7 Holiday Party & Officer Installation (details to be announced)
- 14 Work Day/Member Meeting

## Recurring Events Every Month

- Sundays Public Rides 11am - 3pm
- 1st Monday BOD Meeting 7:00 pm
- 3rd Saturday Work Day/Member Mtg
- 3rd Sunday Disney Barn/Steam Plant
- 4th Saturday, June through September Pot Luck/Night Run/Movie Night

## Shed Dates

- 2018-2019 Shed Lease Year: July 1, 2018 to June 30, 2019
- Shed Credit Earning Period for 2019-2020 Shed Lease Year: May 1, 2019 to April 30, 2020

## KEY

- Membership Events (some dates tentative)
- Meets
- Shed Rental/Credits & Membership Renewal Dates & Election

