



Larry Fisher Commemorated

The Hall of Champions at the NHRA Motorsports Museum was a fitting venue for Larry Fisher's memorial service. Larry career there began in 2012 and he made a host of improvements, including outreach, fundraising and educational exhibits.



Larry's remarkable and diverse career included designing and fabricating high-performance automobiles and custom hot rods, management/curator positions at museums across the country as well as a tenure as an Imagineer at Walt Disney.

Aficionado, collector and operator of Anything With a Motor

He was an aficionado, collector and operator of electric cars, motorcycles, motorized bikes, boats, planes and trains. But it was trains he loved the most.

Friends and colleagues from all walks of life came to honor his memory, with the live steam community well represented by members from LALSRLM, Riverside Live Steam, Sage Brush Short Line (Ridgecrest), OCME, Mesa Grande Western Railroad, Joshua Tree Live Steam and more.

Most of all, Larry was a deeply connected and generous friend who will be greatly missed.

Photos of Services on Page 5.



Left: Gregg Olson and Ron Nelson remove damaged plywood. Right: Glen Manchester removes damaged fascia. (Jeanne Olson Photos) Additional photo on page 4.

Olsons Take Lead in Pavilion Reno

By Diana Manchester

Gregg and Jeanne Olson, new LALSRLM members, have renovated the aging "Old Picnic Pavilion". The Olsons joined as probationary members in June 2019. Gregg had recently retired from the fire department, had noticed the Club and wanted to "try it out." After a whirlwind probationary period they were welcomed as full members in September. They are very enthusiastic volunteers, noticing work to be done and taking on tasks with good results and a smile.

Gregg Spots Wood Rot

Gregg noticed that the picnic structure (official name "Green Gazebo") had wood rot in many areas and that the roof was leaking. He took measurements, got estimates and turned in an FCR at the January Board meeting, which was immediately approved.

He and Jeanne, with assistance from Glen Manchester and Ron Nelson, tore off the old roof tiles, replaced some of the sheathing and all of the fascia, affixed all

new roofing tiles, and added a drip rail at the edge of the roof to divert runoff. They finished the project with a fresh coat of patio paint inside and out, and installed rope lighting around the perimeter.

Public Service

February

23 Public rides

March

1 Public rides

8 Public rides

15 Public rides

22 Public rides; Disney Barn Open/Steam Plant in operation

29 Public rides

SPLINTERS FROM THE BOARD

By Steve Rodstein, Secretary



By Steven Rodstein, Secretary

At 7:00 pm on February 3, 2020 the February BOD meeting was called to order by President Ted Merchant. All of the directors were present as well as 33 members.

President's Report: The color scheme (yellow & orange SPSF) of the new Club engine and some other minor issues concerning the purchase were discussed resulting in the Board finalizing the purchase of a SW1500 loco & slug from Titan Trains. The Board approved and Ted signed the amended FCR for the Crystal Springs grading project. This year's Holiday Banquet was discussed regarding venue and dates.

Secretary's Report: The January minutes were approved. The following calendar events were scheduled and approved: Steven Harris requested and changed the date for the Shriners event to Saturday July 25th. Also May 16th was set as the date for the Disney alumni event. Both events were approved as Club events. The fall meet was scheduled for October

2nd, 3rd, and 4th which is the first weekend in October. Diana Manchester presented a current 2020 calendar.

Treasurer's Report: Tim will be conducting an open Club financial meeting to discuss details of the 2019 Financial Report and the 2020 Budget for all of the members to attend on March 21, 2020 at 10:00 am.

Membership Report: Nick Suncin stated that Sean Donaldson requested an extension of his probationary period, which required Board approval. Also the Board approved two new probationary resident members, Chris Bovee & Reed Bovee.

Superintendent's Report: As the amended FCR was approved by the Board the work on the Crystal Springs project will continue. It was agreed that the maintenance-of-way yard be moved due to the work being done at Crystal Springs. Les Kovacs informed us that the pressure regulators were replaced.

There was discussion regarding ongoing track repairs. It was also brought to the Board's attention that approximately 11 members showed up on January 29, 2020 to repair the switch on the Mountain Division that had been damaged recently. There was a lot of team work and the job went smoothly.

A bid will be obtained to install a shade cloth in New Sherwood Station to replace the worn out umbrellas. The broken umbrellas at the Kountry Kitchen will

be replaced once the cost is determined.

Website Update: There was a brief discussion on membership renewals through the website. Diana Manchester accepted Les Bernell's offer to assist on the web committee.

Other items: Wayne Crabb made a formal appeal for more help with Sunday public runs, especially to give engineers, conductors, and other members who are assisting at the Station a chance to have a lunch break. Some of our members are going to RSL on Sunday, February 23, 2020.



Chris and wife Amy.

Chris Mahony Funeral Service This Saturday

Funeral services for long-time member Chris Mahony will be held in the San Fernando Mission Cemetery, 11160 Stranwood Avenue, Mission Hills, at 10:30 am. There will be a reception and photo display.

A memorial mass and burial will take place at 11:00 am., followed by a lunch and reception at 1:00 pm.

Parking is on site. Additional information can be found by going to the cemetery web page.

sanfernando@catholiccm.org. Cemetery telephone (818) 361-7387.

If you have any additional questions please email Mary Mahony (Chris's sister) at coupoundumpster@juno.com or text/call cell phone 562.301.6211.



"Bud" Whitmer's three-track barn for his D&RG narrow gauge rolling stock at the LALS 1970 BLS Meet. The original Phil West Barn "for 1 1/2" scale riding cars, is at the right at the west end. The Southbound Disney Loop is between the two buildings

President's Message



By
Ted
Merchant,
President

Hello Railroad Fans: I frequently ponder: Why are members of Los Angeles Live Steamers Railroad Museum attracted to this Club? What motivates us to run for the Board, or build and lay track, or manage Sherwood Station, or rebuild Crystal Springs Drive, or fix the irrigation systems, or maintain the grounds, or create the web site, or... on and on? We have one of the most wonderful railroad parks in the World. What motivates us to make it so? I think one word says it all: Collegiality! Sure, we all love trains, but it is our relationships with each other, focused around the Railroad, that cause us to work together, building and maintaining this place. So, what else might we conclude?

We accomplish more as a team working together. We not only lift, shovel, rake, pound and carry more, but we teach each other and improve each other's tal-

ents. Sharing ideas results in better ideas, and better ideas result in a better railroad.

A positive comment is ten times as valuable as a complaint. There is nothing wrong with a complaint, but please follow it with a solution. People like solutions. Solutions result in progress. Complaints are just... complaints.

If a little collegiality is good, then more must be better. Let's reach out to others in the community and to other model railroad clubs and invite them to participate in what we do. A group of us are taking our locomotives to Riverside Live Steamers. They were excited to learn we are coming. We are excited to go. I have noticed more RLS members at our Club as well. Let's be ambassadors for LALS RM.

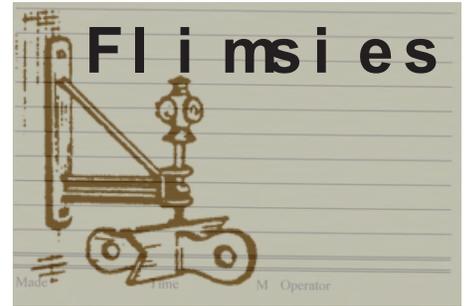
Let's face it. Each of us is a little strange. I prefer the word "unique". Each of us brings unique talents and collegiality motivates us to improve the railroad. We should respect each other for that and enjoy what each of us has to offer.

I began these thoughts last Sunday. It was a beautiful day. Martha Figueroa was serving home-made tacos. Richard Ronne was teaching people to run his USRA Heavy Pacific. He let Lisa Lipton take me and four of my guests around the park. I joined three tables that spontaneously gathered to talk about the Club, railroads, and the future. Sherwood Station hosted 850 guests. Everyone was having fun. That's collegiality. Let's do it.

Your comments and concerns are always welcome.

Ted Merchant

EdwardBMerchant@gmail.com.



New Track Class...

...is in the beginning stages. If you are interested in learning about track building, laying and maintenance, please contact Miles Kristman at mkristman@sbcglobal.net

Level 1 Tests

For any member working the Station or on public trains, and/or operating your own equipment on the tracks, it's time to take the Level 1 Test again. It is open book. Tests can be picked up in the UP Caboose in the shelving under the mailboxes. Please turn in your completed test to Michael Murphy, or place in his mailbox in the UP Caboose (Time Cards slot). Or mail to LALS RM, Attn: Michael Murphy, P.O. Box 2156, Toluca Lake, CA 91610.

New Name Badges

We will be sending in our third Name Badge order in March. If you would like one, please contact Diana Manchester or Fred Lack.



Member Renewal Online

How to renew online if paying by check:

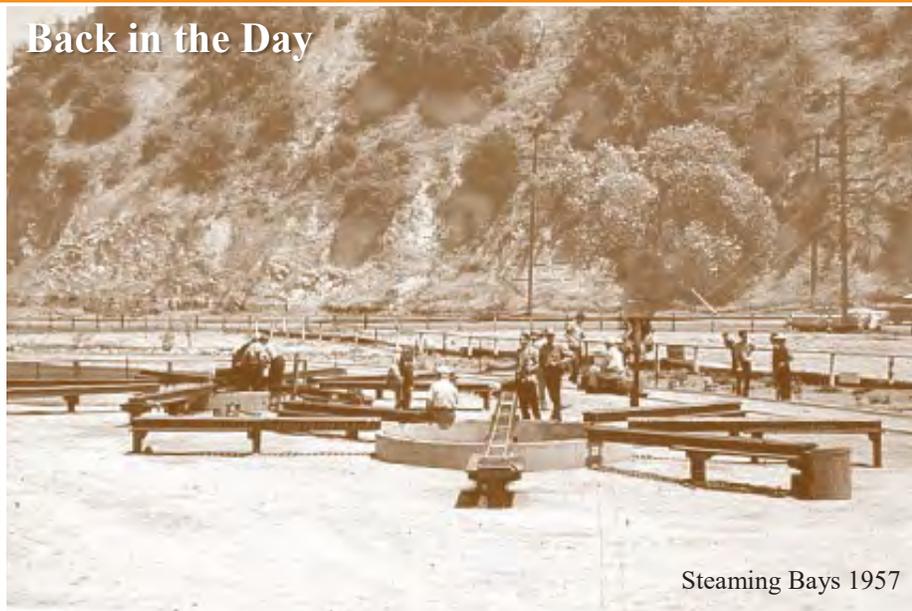
Please register first on the lalsrm.org website and choose the "pay by check" option.

An invoice will appear. Please write the invoice # on your check in the memo area. Then print and include a copy of the invoice with your check when you mail it in.

If you are unable to print the invoice, at least include the Invoice # on your check. Either bring in an envelope to the Club and place in the treasurer's mailbox (UP caboose), or return by mail: LALS RM, Attn: Tim LaGaly, P.O. Box 2156, Toluca Lake, CA 91610.

If you are having issues registering or paying online, please let Diana Manchester or Wilbur Dong know.

Back in the Day



Steaming Bays 1957

Crystal Springs Progress



By Ted Merchant

Thanks to the direction of Les Kovacs and Team, Crystal Springs Drive ain't what it used to be!

The north retaining wall has been removed and replaced using 5,500-pound concrete blocks. The grade has been elevated to that of the Maintenance-of-Way Yard. The Team is now directing itself to replacing the south wall. Trenching and placing 18-inch drain pipes below grade is in the future.

The project should not only improve the appearance and stability of this area, but it will increase storage from three to approximately nine tracks. Stay tuned!

Clockwise from upper left: trench excavated for foundation of new block retaining wall and drainage pipe; Les Kovacs operating Bobcat; Doug Young moving earth. (Peter Fuad Photos)



Gregg and Jeanne Olson at pavilion they have repaired. Story on page 1 (Peter Fuad Photo)

7TH ANNUAL
Rail & Road Event
SUNDAY, APRIL 26

SAVE THE DATE!

5202 Zoo Drive in Griffith Park • www.lalsrm.org

LOS ANGELES LIVE STEAMERS RAILROAD MUSEUM

We are planning a BIG event with many new car clubs, plus the Western Antique Power Associates with their "Hit and Miss" engines. Volunteers are needed. Please contact event coordinator Diana Manchester at (626) 222-7499 or email: dm.ad@verizon.net. Plan to join us for a special day!

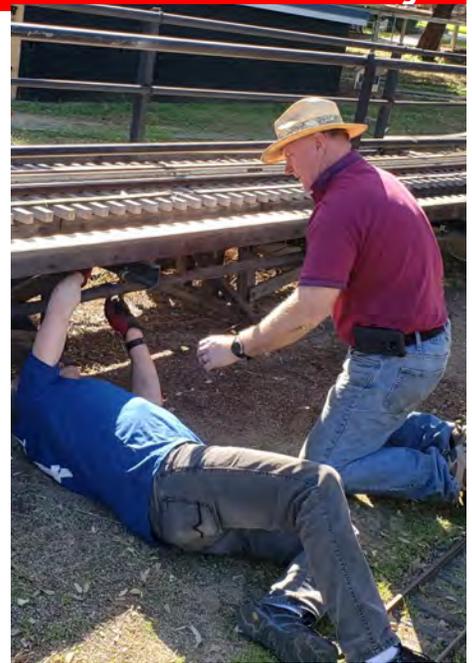
Larry Fisher Services



◀▲ Gail Woodward and Richard Ronne.

◀ Steve Alley, Bill Schirmer, Shelli Anderson, Jack Bodenmann and Nick Guzman at the buffet table.

▲ Mike Masee, Eber West, Jeff Tolan, and Matt and Wyatt Thomas catch up under the NHRA herald.



Bridge Maintenance

Last Saturday, Tim Silver and Gregg Olson replaced some of the older wood planking on the McKelvey Bridge. *(Photo by Jeanne Olson)*

Steam Day April 4

By Harrison Hitchcock

Our spring Steam Only Run will be held on Saturday, April 6 at LALSRM. Members, guests and visiting railroaders with steam equipment are invited — all live steam scales from ride-on to Gauge 1, as well as stationary steam. It's for one day starting at 9 am and continuing into late evening. Please observe the spirit of the event: we ask that no non-steam equipment be run on the tracks for this one day.

Hamburgers and hotdogs will be available for purchase at lunchtime in the Kountry Kitchen, and a ham dinner/potluck that night by Martha and Diana — we will supply ham and baked potatoes; please bring a side dish or dessert. Movie after dinner.

Steamers: make sure you bring spark arresters for those pesky sparks, since we will still be in fire season. Propane will be available on site for fill up. For more information, please contact Steam Run host, Harrison Hitchcock: cell 323.656.0757 or email harrison.hitchcock@gmail.com.

For Sale

Allen Models of Nevada American Locomotive Castings

Almost all the castings and a completed 36" tender tank and tender frame. The four drivers are machined, have all the bearings and axle stock. Complete set of drawings included.

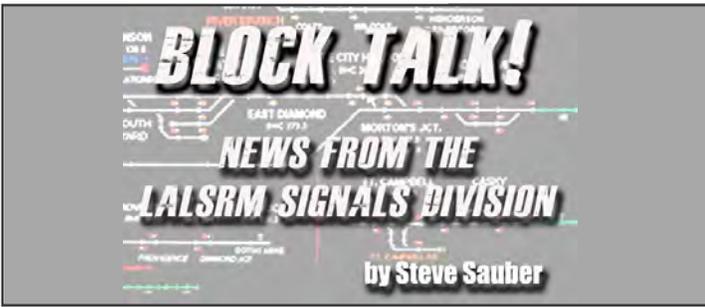
The only missing castings or parts are section 01-frame, section 05 cylinders and the saddle from section 6. A few parts are partially machined.

About \$5,700 has already gone into this project. For health reasons, Jay cannot complete it. If this is the right locomotive for you, make an offer; the important thing is that the project is continued.

Please contact Jay Carsman

621 Valley Oak Road, Solvang, Ca 93464

805-697-7778 (Home) / 818 458-7894 (Cell)



This month's topic: Back to Basics

Welcome to another edition of *BLOCK TALK!*, bringing you the latest news and adventures of the LALSRR Signals Division.

Brains

There are many components that make up our signaling system. The most important ones are these panel boxes, which are spread throughout our railroad:

There are 15 of these boxes, all connected together and functioning as a single network, and they can be considered the electronic brains of the operation. Inside each box are circuit boards, power supplies, and plenty of wiring, all working together to per-

form the following tasks, among others:

- Detect when trains enter & leave blocks
- Conditionally display green, red or yellow signal aspects based on block occupancy and turnout
- position (not unlike the way it happens on 'real' railroads)
- Throw electronically controlled switches (turnouts)
- Activate flashing lights & bells at crossings

When the signal system is active, nominal DC voltage is present on the rails. As a train travels over the track, the train's wheels create electrical connections along the way, which tips off the signal system that a block of track is occupied.



Signals and Switch Posts

The tempting gadgets that our public riders can't resist swatting at, these are the tools our engineers rely on for navigation when operating their trains. Here's the lowdown on double-headed searchlight signals, a common sight at LALS:



◀ A green signal means the track ahead is clear and the next switch is set to the main line.

A red over yellow signal means the next switch is set to diverge from the main line. ▶



◀ A red over red signal means the next switch is thrown to the diverging route, which is occupied.

There are also single- and triple-headed signals, dwarf signals, and a Pennsylvania RR style signal on our railroad.

Switch Posts

Like signals, *switch posts* are also spread throughout our railroad, and you'll see engineers tap them when they want to change the way an upcoming switch is lined. When they tap it and the switch gets thrown to a different position, a corresponding signal will change to reflect the new route (it might change from green to red over yellow, for example).

How Did it Get Here, and How Do You Maintain It?

LALSRR member John Smith built our signals system over a period of several years. It's very impressive in all that it does, especially the fact that it allows for bi-directional running of trains.

Maintenance of the system is handled by the LALSRR Signals Division. We have a variety of problems to contend with such as rodents chewing on bond wires, water seeping into underground conduits & wire vaults, corrosion & oxidation on various

surfaces, and circuit boards & electronic components that fail over time. (We even found a 2-inch-high stack of dead bees inside the semaphore signal few years ago!)

When a new problem crops up during a Sunday public run day, we'll try to fix it right away if possible. But if it's a complex repair (or if we're getting chased by angry bees), we'll log the issue and fix it during the next scheduled work day.

If I Know a Signal, Should I Do?

Find a member of the Signals Division during a Sunday public run day or Saturday work day and let him/her know about it. Be as specific as possible: we need the exact location and/or letter designation of the malfunctioning device (most signals have 2 or 3 letters marked on the back), and the scope of the problem (i.e. if it happens consistently or intermittently, rain or shine, etc).

For more information, contact any member of the Signals Division, which is headed up by Jeremy Steinert, Stevo Brock, Charles Rhoades, Wayne Crabb, Steve Sauber, and John Smith, with invaluable assistance from Mark Vreeken, Lisa Lipton, and Scott Hoagland.

Our threefold mission is to ensure the safe operation of trains at our club, to educate members about the signal system, and to maintain and upgrade the system so it continues to operate reliably for years to come. We'd be happy to discuss any topic regarding the signals system with you.



Always on a Sunday: Francis Barnes and Jim Cammarata are dependable regulars on most Sunday public ride days. Members like this keep the Club going.

Who's been Working on the Railroad

- | | |
|--------------------|-----------------|
| Alex O'Donnell | Lisa Lipton |
| Andrew LaGaly | Les Kovacs |
| Bear Mustoe | Mark Vreeken |
| Bill Schirmer | Martha Figueroa |
| Bill Walker | Mel Bresee |
| Bob Crone | Michael Mahan |
| Charles Rhoades | Miles Kristman |
| Dave Holman | Nick Suncin |
| David Clark | Nick Guzman |
| Darrell Payne | Ray Burden |
| Diana Manchester | Roderick Fritz |
| Don Kallgren | Ron Hitchcock |
| Doug Young | Ross Harper |
| Frances Barnes | Ruth Payne |
| Michael Murphy | Ryan Hechinger |
| Glen Manchester | Scott Hoagland |
| Jeanne Olson | Steve Altmayer |
| Gregg Olson | Steve Sauber |
| Harrison Hitchcock | Steve Rodstein |
| Jack Streit | Stevo Brock |
| Jeremy Steinert | Ted Merchant |
| Jim Baker | Tim LaGaly |
| Jim DeBiasio | Tim Silver |
| John DePhillip Jr. | Tom Lang |
| Joseph Clow | Wayne Crabb |
| Kathy Crabb | Zak Holman |
| Larry Tighe | |



Jack Streit with his wooden trolley.

SUNDAY EXTRA BOARD

January 2020



The *Engine Booster* is the monthly publication of the Los Angeles Live Steamers Railroad Museum, a non-profit 501(c)(3) organization.

Editor Peter Fuad

Associate Editors:

Diana Manchester • Alex O'Donnell
Christie Edinger • Drew LaGaly

Engineers and Conductors

- | | |
|-----------------|----------------|
| Collin Westphal | Larry Mitchell |
| Darrell Payne | Mel Breese |
| Francis Barnes | Peter Fuad |
| Gregg Olson | Roderick Fritz |
| Greg Pschaida | Tim Silver |
| Jeanne Olson | Tom Crue |
| Jeff Pardee | Tom Harwood |

Safety Coordinators

Jim Cammarata, Michael Murphy,
Ron Hitchcock

Station Masters

Gail Woodward, Robert Guzman,
Wayne Crabb, Tom Crue,
Don Donaldson

Souvenirs and Tickets

Kathy Crabb, Martha Figueroa, Jeanne
Olson, Carolyn Hoagland, Jim
Dubensky, Larry Mitchell, Bear

January Ridership

January 5	711	January 19	770
January 12	694	January 26	519

January 2020 — 2,694
Total YTD 2020 — 2,694
Total YTD 2019 — 2,579

Member Schedule

March

- 1,8 Public rides
- 3 Board Meeting
- 14 Work Day and General Meeting;
- 15 Public rides
- 22 Public rides; Disney Barn Open/
Steam Plant in operation
- 29 Public rides

Los Angeles Live Steamers Railroad Museum

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

2020 Officers and Directors

- | | |
|-----------------------|----------------|
| President | Ted Merchant |
| Vice President | Bill Schirmer |
| Secretary | Steve Rodstein |
| Treasurer | Tim LaGaly |
| Martha Figueroa | David Holman |
| Les Kovacs | Nick Suncin |



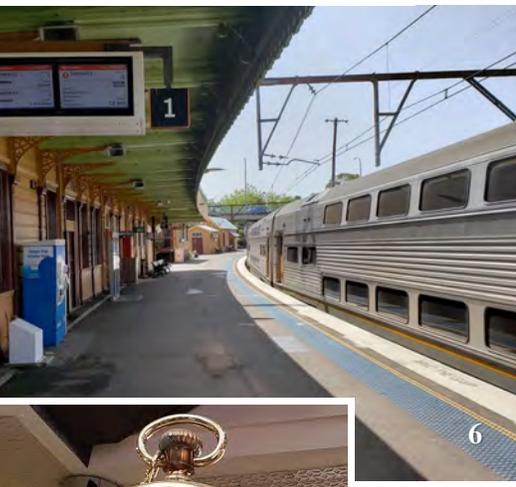
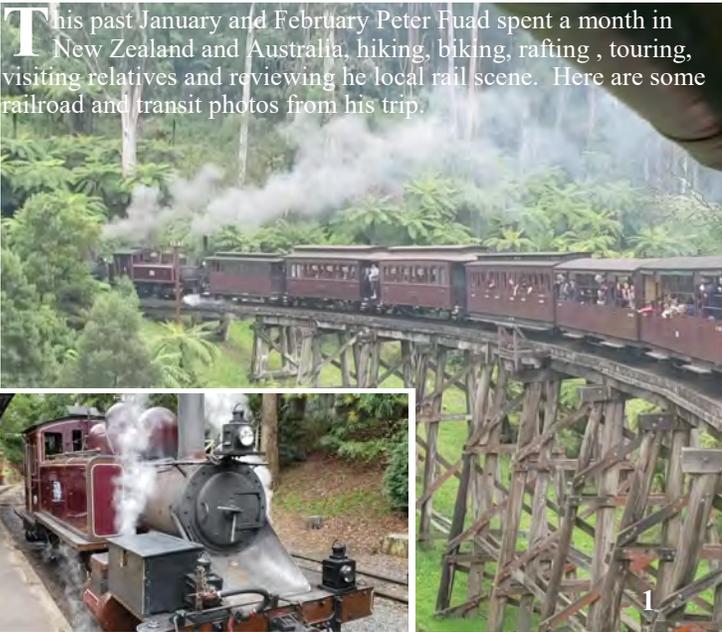
SAVE THE DATE!

SATURDAY, APRIL 4
STEAM ONLY DAY
9 AM TO LATE EVENING

Members & Visiting Railroaders Invited
Gauge 1 to 7.25" gauge & stationary steam
Bring spark arresters • Propane fuel available
HARRISON HITCHCOCK, HOST - 323.656.0757

Railroading Down Under

This past January and February Peter Fuad spent a month in New Zealand and Australia, hiking, biking, rafting, touring, visiting relatives and reviewing the local rail scene. Here are some railroad and transit photos from his trip.



(1) The Puffin Billy Railway is a popular tourist train outside Melbourne. The 2 ft 6 in narrow gauge railroad was built in 1899 as a frugal extension of the mainline railway. *Inset:* locomotives come from Australia and South Africa.

(2) Flinders Street Station, the main railway station in Melbourne, opened in 1909 and is a cultural icon. It is well connected to the city's 160-mile streetcar system, the world's largest.

(3) Suburban train arriving at Britomart Station, Auckland's main railroad station. New Zealand's railway is all 3 ft 6 in narrow gauge and operates under the name "Kiwi Rail."

(4) Sydney's newest streetcar line opened last December. There is no overhead wire; power is inducted from a conduit between the two rails.

(5) Large pocket watch hanging in Melbourne's Central station chimes every hour: the bottom of the watch drops down, revealing moving figurines, and plays "Waltzing Matilda" (You can hear it online). Opened in 1982, the station/shopping complex features a bustling three-story below-ground shopping center with two levels of train platforms beneath.

(6) Example of double decker trains in regional rail service in Sydney. The "carriages" are about the same height as a single level coach. From the platform, you step down for the lower level.