

Celebrating 60 years — 1956-2016

LOS ANGELES LIVE STEAMERS RAILROAD MUSEUM

LALS ENGINE BOOSTER

March 2016

60th Year

www.lals.org

President's Message



By Les Kovacs
President

March is here and the time is getting closer and closer to the meet. We don't have much time to get ready. Martha and Gary are putting together some great plans for the 60th anniversary. We do need your help to get the facility ready. There have been several slides from the hillside which buried the Crystal Springs track, and it will need to be cleaned up before the meet.

The weekend of the 26th, Ted plans to spray for weeds in the track area and what is left over will have to be cut down before the meet. Please come out and help because we want to make a good impression for our 60th.

We've had 2 dumpster's worth of trash removed from our facility and I'd like to thank all those helping (especially Tim and Andrew) with this huge effort of cleaning up.

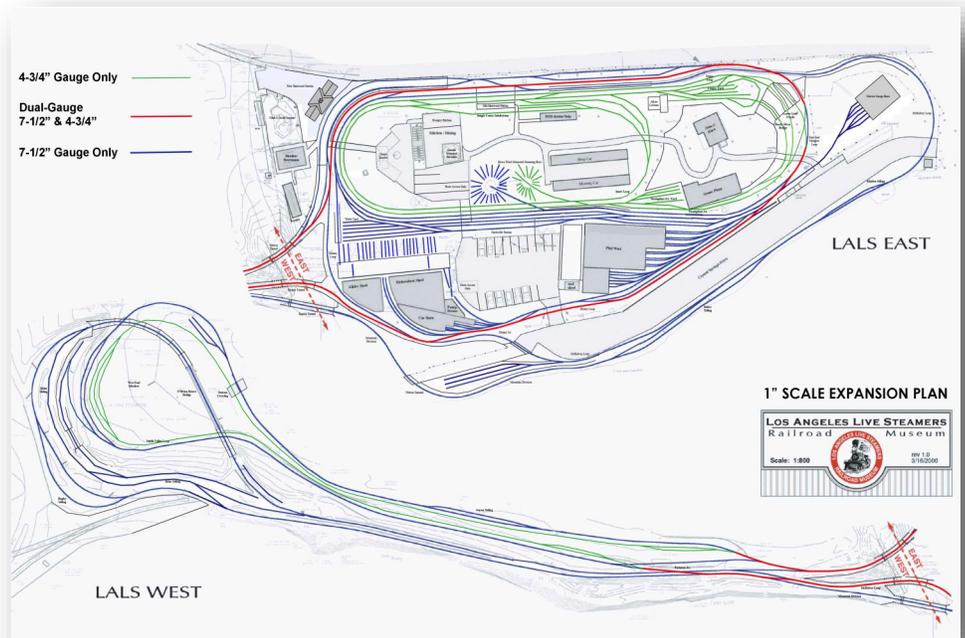
If you haven't sent in your renewal yet, please do so asap or your name will be left out of the roster.

We are going to go ahead and put in a new electric gate at Crystal Springs which will have a battery backup. That way if we lose power, it can still be opened.

The gauge 1 track is being re-engineered and should be installed before

(Continued on page 4)

1" Scale Expansion Proposed



By Alex O'Donnell

During this month's board meeting, I presented an idea that I've been working on for a little over 9 months now – the expansion of the 1" scale to Smith Valley via dual-gauging the Station Bypass, Purinton Junction, and Disney Loop. But, before I go into the details of the proposal, I should answer the simple question that's probably on many people's minds – Why?

Since the 7-1/2" gauge expanded to the West End in the 1980's, the 1" scale trackage has been locked into its current relatively small loop in the east end. It wasn't until the 1990's into the early 2000's that 1" scale saw a resurgence in interest. Much of the interest, though,

(Continued on page 3)

Public Service

March

- 20 Public Rides/Disney Barn Open
- 27 **Easter** — Public Rides

April

- 3 Public Rides
- 10 Public Rides
- 17 Public Rides/Disney Barn Open
- 24 Public Rides

From the Super



By Ted Merchant
General Superintendent

Hello Train-Fans!
The rains have brought more than landslides. They have brought weeds! We

have started weed abatement. The strategy is the same as last year: kill as many as we can. Last year we used about 200 gallons of Roundup. I suppose we will do the same this year. I will try to get it done during the week so we spray as little equipment and cars as possible, but expect to see a lot of that blue die that shows what areas have been treated.

Moving forward, we plan to clear the greenwaste from the area behind the Mariachi Village and remove the fence. We need to clear the landslides from the Mountain Division.

Our last workday was quite productive. Christie led a crew that extensively cleaned leaves, logs and trash from the area of the Mariachi Village. The team of Lagaly, Lagaly, Young, Weber and Merchant removed brush and the old fiberglass benches from the area behind the Mariachi Village. The Signal Crew repeated their monthly vigil, inspecting and repairing our signal system. The other workers listed under "Who's Been Workin' on the Railroad raked leaves and needles throughout the campus. During the subsequent week, the team of Lagaly, Lagaly and Young filled a SECOND 40 foot dumpster with all the collected trash. Please go out of your way to thank these members who make the club so pleasant for all of us.

And that's the way it is! Keep on steaming! Your comments and questions are always welcome.

Ted Merchant, EBMerchant@sbcglobal.net.

Thank you, Thain, I appreciate what you did.

Larry Mitchell

Splinters from the Board



By Nick Suncin
March 7, 2016

Secretary's report: Party requests for Ron Bergman April 9th, Rick Gross May 14th (EVL), Terry Spahr July 30, Les Kovacs April 23rd, Larry Boone May 12th, and Alex O'Donnell March 19th and 20th for the small scales meet were all approved. The club's membership has made it clear that they do not want the John Marshall High School Alumni party to be held at our facility. This was due to the level of disorder and disruption that was caused during and after their last event held at LALS in 2014. Les Kovacs recused himself from the proceedings. The matter was put to a vote. John Smith and Ron Hitchcock voted yes in favor of the party being allowed, Roger Williams, Nick Suncin, and Chuck Mohr voted against J.M.H.S. being allowed to use the facility. Alex O'Donnell abstained. The "no" votes held the majority.

Membership: Three prospective resi-

dent members were introduced, Jake Weber, Mike Stockton and Jack McDaniel

Operations: Please stay out of the station and platform area unless you are helping to run the station or part of a train crew.

Old business: John Goulding updated us on the progress with the city permit for the electrical building, and confirmed that we should have the permit in hand by beginning of April. Tim and Robert are working on getting the gauge one in the ground by the spring meet. The decision has been made that when the S.P. caboose is finished it will remain the office and library annex. The U.P. caboose will then be renovated and will remain an area to hang out. The kitchen storage will be installed under the swamp cooler. John Smith motioned that we install a new powered gate at the east entrance. Chuck Mohr 2nd, motion passed with unanimous votes. The Green Halloween trailer will be moved to its spot soon. Gary Baker is looking into offsite storage for the white Halloween trailer as there's nowhere to put

(Continued on page 3)



Trash Day at LALS It took two large trash bins to contain all the junk cleaned up on the property in the past few week. Crew pauses above in loading a bin.

One Inch Scale Expansion Proposed

(Continued from page 1)

has gone into small home private tracks, leaving smaller club tracks like ours seeing little activity. Indeed, many 1" scalers in the golden state stick to their private or club tracks within closer reach because the trek just isn't worth it anymore. In the last few years, the idea of expanding the 1" scale to the west end had been thought of occasionally as a solution to this growing issue, but never taken seriously because of the sheer labor and hurdles to overcome in the project.

After replacing close to 500 feet of track on the existing loops last year, I started considering the idea realistically. The map above shows the ideal route for the 4-3/4" gauge to take. Outside of Disney Crossing, Nelson Tunnel, and Purinton Junction, the dual-gauge trackage avoids the mainline route. It also allows for the safe entry and exit of 4-3/4" gauge traffic at the Disney crossing by providing ample room for signals, derailleurs, and other interlocks to prevent uncertified consists from entering on Sundays. Once the dual-gauge reaches Smith Valley, the 4-3/4" gauge splinters back to its own separate line, and runs without interference all the way out to Smith Valley and back.

Dual Gauge Common

As much as it might sound strange to some, dual 7-1/2" and 4-3/4" gauge track is actually fairly common in California. Both Golden Gate Live Steamers and Sacramento Valley Live Steamers have employed dual-gauge track for decades without issues. All it requires is laying a third rail and adding secondary frogs in switches. Many of our 7-1/2" gauge switches and frogs are already showing signs of wear and tear after years of operations anyways, so this will allow for the reconditioning of such switches – 24 to be exact. In addition, signals and switches would be tied into the third rail as well, allowing for the safe mixing of both gauges.

Indeed, the dual-gauging would be implemented only where it must be, and beyond Purinton Junction, the 4-3/4" gauge would branch back to its own separate

track alongside the existing Smith Valley Line. Water sidings would also be added at this interchange, allowing for 4-3/4" gauge consists to prepare to rejoin the 7-1/2" gauge. A small yard would also be added out at Smith Valley for 4-3/4" gauge consists to park at during meets for camping and picnics.

Obviously, during Sunday public operations, consists operating on the extension would need to conform to all existing level 2 safety requirements for private consists. This includes having certified engineers, following signals, yielding to public consists, keeping up with traffic, and, of course, running in the right direction. In any case, 4-3/4" gauge consists that do not have certified engineers or do not meet other safety criteria would not be able to access the extension on Sundays with the placement of derailleurs, switch lock-outs, etc. If such criteria is met, however, regardless of gauge, private consists should have no issues mixing with public consists so long as all consists obey signals.

Would Have Largest 1" in Country

The overarching benefit of this extension would be that we'd be the largest 1" scale track in the country. It would open an additional 5000 feet or so of track, bringing the track total for 1" scale from 3300 feet to nearly 8000 feet. During meets, it would likely boost attendance to record numbers, possibly even attracting 1" scalers from the Midwest and east coast. On Sundays, while its use might be limited, it would attract new interest and involvement in the smaller scales.

Alas, Rome wasn't built in a day, and this project would take several years to construct. Starting with the 1" scale trackage in Smith Valley to the connecting trackage next to the Disney crossing, the final phase of the project would be dual-gauging and the addition of secondary frogs.

If you are interested in this project or any other details on it, come to the local small scales meet on Sunday, March 20. Contrary to what I mentioned in last month's newsletter, this event will be held informally on Sunday only.

Member Schedule

March

- 19 Workday
- 20 Public Rides/Disney Barn Open
- 27 **Easter** —Public Rides

April

- 3 Public Rides
- 14 Board Meeting
- 10 Public Rides
- 16 Workday
- 17 Public Rides/Disney Barn Open
- 24 Public Rides

Splinters from the Board

(Continued from page 2)

it at LALSRM.

New Business: John Smith motioned that we get CPR certifications at the, Nick Suncin 2nd. Motion passed. The classes should be sometime early this summer. The roster will most likely not have ads this year due to a lack of time and manpower. The one inch railroad expansion was presented and received tentative approval. More information is being gathered. Please see Alex O'Donnell or Roger Williams for more information.

Announcements: The east end pedestrian gate was left unlocked and a small group of drunk vandals came into the facility and tagged here and there. Please make sure all gates are locked after using them. LALS members with large groups seeking train rides should go to the ticket booth and get "member" tickets. Otherwise LALS members please see the station master. Carolwood members and their guests should go to the ticket booth and through the regular public line. Francis Barnes is looking into more comfortable seats with backrests for our club cabooses.

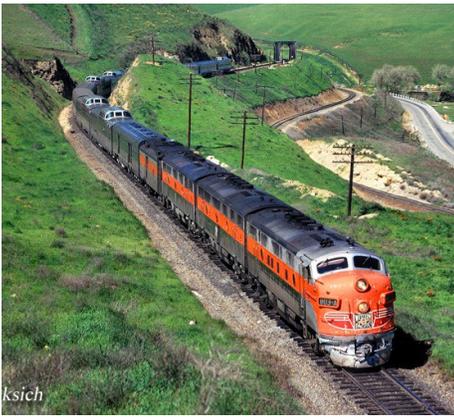
President's Message

(Continued from page 1)

the spring meet.

Thanks to Sam for all of his hard work in the library. He has spent many hours with the organization and it is a wonderful addition to the club.

On a personal note, I'd like to thank Roger Williams and my wonderful board for taking up the slack over the last couple of months. I've been unusually busy at work and they all really stepped up to the plate. Things at work should slow down and I'll be able to spend more time at LALSRM soon.



Who's been Working on the Railroad

February

- | | |
|------------------|---------------------|
| Gary Baker | Ted Merchant |
| Roger Bacon | Alex O'Donnell |
| Dee Barnes | Charles Rhodes |
| Francis Barnes | Dylan Ross |
| Stevo Brock | Steve Sauber |
| Wayne Crabb, | Bill Schirmer |
| Christie Edinger | John Smith |
| Gary Evans | Dani Smith |
| Ross Harper | Jeremy Steinert |
| Scott Hoagland | Doug Young |
| Miles Kristman | Jake Weber |
| Andrew LaGaly | ... and many others |
| Time LaGaly | |

SUNDAY EXTRA BOARD

February

Locos	Engineers	Conductors	
City of LA—Fuad	Francis Barnes	Steve Sauber	Bob Quinn
SP PA1—LALSRM	Mel Breese	Azt Pahr	Ray Secara
UP—Naimy	Christie Edinger	Sy Seidell	Robert Guzman
SP 7660—Breese	Peter Fuad	John Garcia	Greg Pschaida
Santa Fe Electric—LALSRM	Ted Naimy	Roberto Lopez	Bob Crone
Thomas—Baker		Daryl Payne	Halia Pschaida
		Martha Figueroa	

Safety Coordinators—Ron Hitchcock, Wayne Crabb

Station Masters—Gary Evans, Robert Guzman, Ted Naimy, Wayne Crabb

Souvenirs and Tickets—Lucille Secara, Dee Barnes

Ridership and Temps

February 7	581	86°
February 14	726	84°
February 21	882	74°
February 28	882	79°

Riders: February 2016 — 2,960
Total 2016 — 5,830 Total 2015 — 5,276



Los Angeles Live Steamers Railroad Museum

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 Membership - membership@lals.org

2016

Officers and Directors

- | | |
|-----------------------|----------------|
| President | Les Kovacs |
| Vice President | Roger Williams |
| Secretary | Nick Suncin |
| Treasurer | Alex O'Donnell |
| Directors | David Holman |
| | John Smith |
| | Chuck Mohr |
| | Ron Hitchcock |



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Editor — Peter Fuad

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