



On Saturday, March 12, Club members worked on rehabilitating the tracks at New Sherwood Station. ▲ Left to right: Ken Robbins, Roderick Fitz, Finn and Jim Dubensky, Tristan Fritz, Larry

Tighe, Andy Blake and Bill Walker. In back: Miles Kristman, Oliver Tighe, Don Kallgren. Helping, but not pictured: Richard Ronne and Ross Harper. ▼ Another view of work.

“Track Attack” Workday Targets Maintenance

By Ron Nelson

Our March 12 “Track Attack” workday is now history and was a huge success! Our focus was on three areas of track where significant modifications were needed for safety reasons.

Richard Ronne led a team to repair the mainline near the Disney Barn crossing. Larry and Oliver Tighe and Peter Fuad worked with Richard to level the track.

At the New Sherwood Station, Miles Kristman was joined by Bill Walker, Don Kallgren, Larry and Oliver Tighe, Ross Harper, Andy Blake, Roderick and Tristan Fitz, and Jim and Finn Dubensky to remove the decking and track from track no. 1. (Thanks, Miles, for lending your tools.)

Miles is collaborating with John DePhillip, Jr. and Ross Harper to come up with

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Members Schedule

April

- 4 Zoom Open Board Meeting 7 pm
- 9 Work Day (KK open)
- 17 **Easter**, Disney Barn open
- 18 Zoom General Meeting 7 pm
- 24 **Public Run (Soft opening)**
- 30 **Steam Run Day**
- 30 **Shed Credit Earning Period Ends**

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During Spring Meet
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SPLINTERS FROM THE BOARD

By Bill Walker, Secretary



March 7, 2022

The March Board Meeting was called to order by President Ross Harper at 7:01 on March 7, 2022. Due to LA County Covid-19 restrictions the meeting was teleconferenced using Zoom. All of the Directors were present as well as 47 members.

President's Report: Ross welcomed all members to the meeting. He thanked everyone for volunteering and continuing to assist in getting the Club cleaned up.

Secretary's Report: Last month's minutes were unanimously approved. Three party requests were approved: (1) Malcom Cook requesting Saturday April 23; (2) Steven Harris requesting July 16; (3) Larry Boone requesting March 19, 2022 on behalf of the Carolwood Foundation, to be held within the Disney Barn perimeter.

After a little more research, Bill will be releasing the final, accurate bylaws by the end of the month.

The Bell FCR submitted by Steve Altmayer and John DePhillip was discussed regarding changing the mounting location on the retaining wall. It was decided that if Les Kovacs agreed the proposed location was a safe and secure mounting point, we would proceed. All directors voted to approve except Steve who had abstained.

Treasurer's Report: Martha Figueroa opened her presentation by thanking members for getting their renewals in. The financials were unanimously approved. The 2020 Tax returns had been filed and accepted by the government entities.

Membership Report: Nick stated that there is possibly one application in the mail.

Special Reopening Report: Ross announced that the Board had discussed a "soft" (unpublicized) public opening of LALSRM on April 17, 2022 [now

changed to April 24], which coincides with Disney Barn activities.

To have a safe and productive public opening, a number of repairs and actions are needed, including: removal of track #1 in the New Sherwood Station in order to raise the bed and track to the concrete level, remove and replace wood supports on the Davis Mine trestle, numerous trees need trimming and one removed, Club equipment recertification and inspection, and recertification of all engineers, conductors, and station crews.

Concerns were voiced by the members about the April 17 date, which will be very busy, not only because of the Disney Barn day, but also because of the Easter weekend. On past Easters we have had a great deal of foot traffic from Park visitors who use and abuse our Club restrooms. Ross said consideration would be taken and that we could push forward the opening if necessary.

Superintendent's Report: Ron Nelson provided a tree trimming project update: the tree company spent two days removing one large tree and greatly trimming many others, including the tall pine trees near the Kountry Kitchen. The leaning Eucalyptus tree west of the tunnels has been removed, and the large trees in the west meadow have been significantly trimmed.

Ron thanked members helping with the tree branch pruning and brush clearing and other efforts maintaining our grounds. Our next workday, March 12, would focus on repairs to the station tracks, Disney crossing, and Davis Mine Trestle.

Ted Merchant gave a painting update: all painting has been completed and a walk-through was planned to provide any final touch-ups and close out the FCR.

The green container is progressing. Les and Ross are planning how to move and install the electric lift at the container entrance. Les has begun the excavation of the pit area that will receive the lift. Ted will be handling the construction of the shelving.

Ross gave an update about the air leak issue that prevents the lift from working correctly at times. The leak has been located under the concrete pad at the red Tuff shed. The plan is to simply relocate the airline around the concrete pad, rather

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President's Message

By Ross Harper, President



Plans to Re-Open to the Public –

It's time to get back to pulling the public now that Covid restrictions have been lifted. The LALSRM Board approved tentative plans to re-open in late April. The main things that need to be addressed are the track, the Club equipment and our volunteer force.

Workdays - The workday on March 12, dubbed "Track Attack," was focused on three major track safety issues. Miles Kristman led one crew working at Sherwood Station where track #1 had sunk down below the grade of the cement, causing a major trip hazard. The decking between the rails and the track panels was removed so that the base could be redone at the proper height. Ron Nelson led another crew replacing bad wood on the trestle leading to the Davis Mine. The wooden ties will be replaced with plastic at a later date. Richard Ronne led the other crew to level the track near the sidewalk crossing to the Disney Barn. Thanks to everyone who came out and helped! Our next official workday is **Saturday, April 9.**

Volunteer Training and Certification - Training classes for engineers will be held on Saturday, March 26. Additional classes for engineers and conductors will be announced shortly, as well as sessions for check rides. We all need to brush up on operational procedures after a two-year hiatus. Contact Mike Murphy for more information. On the same day, Jim Cammarata and crew will also be doing safety inspections and recertification of all the Club equipment that is used to haul our guests.

Annual Level 1 Test is Due - Anyone who will be involved with hauling the public, or wants to run a private train on Sundays during public hours, must complete the Level 1 Test. Please study the information found in the "2013 Safety and Operating Rules" found in the documents section of the Members Re-

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By Ron Nelson, Superintendent

March 2022

It seems as if Spring has arrived early here at LA Live Steamers. The Club is coming out of a long hibernation and is waking up again.

Martha sponsored the Winter Run Day which was wonderful. It was nice to see so many people come out on a beautiful day to greet old friends again, socialize, and run their equipment. With the warmer weather, the plants are getting their Spring growth. Ross has announced plans to reopen to the public in the near future. Yes, LALSRM is coming alive once more. Please come out and participate. Your Club needs you.

Tree Trimming: On March 4, a contract tree trimmer began working on Club trees which were in most need of trimming for safety reasons. You may notice the large pines near the Kountry Kitchen and Tool Car have been trimmed, as well as the three sycamores in the West End. The leaning eucalyptus tree on the High Line to the West End has been removed. In addition, many of the smaller volunteer trees and underbrush west of the tunnels has been cleaned up and removed. Thank you, Ken Robbins and Bill Walker for helping with that. There is still some more work to be done around the property by Club members. If you would like to help Ken Robbins and Tim Silver trim landscape, please contact me.

Air Leaks: Ross Harper and Steve Rodstein have been working on solving two big air leaks at the Club. Dave Clark and his son Bob came out and helped locate the area of the leaks. One was in the buried PVC pipe parallel to the north rail in the steaming bays, while the other is an old steel pipe running under the red Tuff Shed to the elevated switching station. Both have been repaired and the air system should be back in full service by the time this is published. Thanks to all who made this possible.

Track Repairs: We had a great turnout for our March workday "Track Attack" and got our goals for that day accomplished. See the story on Page 1 and

photos throughout this *Booster*.

What's next?

Davis Ghost Town Volunteers

Wanted: The Davis Mine Western Ghost Town and Grandpa's Shack (on the West End) are both in need of some cleaning and minor repairs. There are lots of leaves, some broken light fixtures, glass and pottery, exposed wires, loose boards and such. Nothing major. I am looking for a volunteer or two or three who would be interested in giving these attractions the attention that they need. If you are interested, please let me know.

Weed Control: Ray Burden sprayed for weed control on March 15-17. Thank you, Ray for your capable handling of this significant service every year.

See you on the rails, Ron Nelson
818-802-7394 rlnelson@earthlink.net

Level 1 Test For Public Running

Any member who deals with the Sunday operations will need to take the Level 1 test (engineers, conductors, station crew, safety coordinators, etc). It can be completed online at lalsrm.org. Hard copies are in the UP Caboose, in the bookcase under the mailboxes.



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Editor - Peter Fuad.
Associate Editor - Diana Manchester

President's Message

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sources web page. Then, you can take the test online at our LALSRM.org website, which you can access by clicking on the "Level 1 Test" button on the Members Resources page.

Thanks to Zak Holman for setting this up because this online version will save time from grading them manually. Upon successful completion of the test, you will be emailed a certificate.

I hope you are as excited about re-opening on Sundays as I am. Besides sharing our love of trains and enjoying this beautiful park with the public, these rides provide status and essential funding to maintain our Club.

Thank you for your patience and participation as we get everything running again. I invite you to come out to LALSRM to enjoy the Club and help out in any way you can.

Ross Harper, 818-786-7380
panmanross@aol.com

SPLINTERS

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than ripping out the concrete and redoing the whole area again.

Greg McMurphy is looking into the Meeting Car electrical issues, as well as the logistics to produce a FCR for the Alkire/Richardson electrical upgrade.

Special thanks to Bill Schirmer, Diana and Glen Manchester, Michael Strawn, Bear, and Joe Clow for obtaining 14 panels of Accu-Tie aluminum track, donated by Allen Models after use by a film studio. This rail will be used in yard situations, which will save the Club money and free up our limited quantity of steel rail for higher use mainline operations.

The next General Membership meeting is Monday March 21, 2022; the next BOD meeting is Monday April 4, 2022. Club Equipment Safety Inspection and Recertification is March 26, 2022. The meeting was adjourned at 8:44 pm.



Track Attacked!

(Continued from page 1)

a method to better support the track so it doesn't sink again.

This smaller team is working to prepare the roadbed and move all 184 feet of track back into place.

At the McKelvey Bridge, Jim Cammarata, Joe Clow, Glen Manchester and I worked to replace some ties on the trestle leading to Davis Mine, cut and replace new redwood lathe that locates the ties, and anchor the ties to the trestle.

Back at the Kountry Kitchen, Bill Schirmer was assisted by Bear Mustoe, Tim Silver and Diana Manchester to prepare an outstanding lunch for all participants. It was really rewarding to see all the teamwork to accomplish these tasks.

Since all our planned work was done by lunch, we enjoyed a lengthy social hour. Thank you to everyone who came out and helped.



Clockwise from top left: Ron Nelson thanks volunteers at lunch; Diana Manchester, Bill Schirmer and Bear Mustoe serving lunch in the Kountry Kitchen; Tim Silver, Peter Fuad and helper leveling track near the Disney Barn crossing, crew working in New Sherwood Station. (Photos: Glen and Diana Manchester, KK photos, and others)



Track Attacked!

Clockwise from top left: Rob Nuccio and Francisco repair one inch switch; Jim Cammarata and Ron Nelson work on McKelvey Bridge; Ray Burden and Steve Rodstein discussing weed spraying; and Jim Cammarata and Glen Manchester nailing down lath on McKelvey Bridge (Diana Manchester photos)

Transforming a River Bed into an Urban Forest

by Diana Manchester with Matt Swain

There was very little in the way of trees at the Club back in the early '60s. Cary Stewart wrote: "The original grading to clear the LALS RM plot in the wash was done by the City Department of Recs and Parks. This included leveling, spreading of fertilizer and grass seed, and the planting of tree seedlings." The now-towering Aleppo and Italian Stone pines in the LALS RM infield were only 24" tall in 1958, according to Bill Schirmer.

West-End Sycamores Predate Club

Matt remembers: "The sycamores at the west end were mature trees in the early '60s (I was about 6-8 at that time). My folks would park at Travel Town and we would walk all the way down the west end lawn to the LALS facility."

The Spanish-style buildings west of the horse trail originally housed the Civilian Conservation Corp (1938-1941). CCC employees helped improve Griffith Park by planting trees, building dams and clearing firebreaks. The Eucalyptus trees along Crystal Springs Drive, which ran along the south hill all the way to Forest Lawn Drive, may have been installed then, although some Eucalypti in Griffith Park date back to the 1920's.

Little Shade at 1970 BLS meet

"I remember being at LALS for the 1970 BLS meet," said Matt. "At that time, there was still very little shade. The two Boy Scouts tending the switch on the mainline into Sutchville Station (no remote control switches back then) were competing for the shade of the tiny 4" diameter tree there." That tree grew to be massive with a 24" diameter trunk. It finally had to be removed because it was interfering with passenger trains.



John Thomas Reynolds remembers caretaker Bud Whitmer growing some pine trees from seed in coffee cans. "We planted six or seven of those trees along Venolia spur around 1971, near where Ollic Johnston's telegraph station is now."

Lew Soibelman Plants Trees and Shrubs

Lew Soibelman, Club President for eight terms between 1983 and 2004, started a major campaign in the late '80s to plant trees and shrubs everywhere, which entailed endless hours of weekly watering.

Matt: "I made it my mission to reduce the manpower spent watering and submitted an FCR to put automatic sprinklers throughout the facility. We also installed boiler water, compressed air, signal conduits sprinkler timer conduits and anything

else that seemed useful. This project took many months in the early '90s and totaled many thousands of feet of pipe and conduit."

Gordon Sherwood Plants Oak in Honor of Father

Gordon Sherwood planted an oak tree in honor of his father near the east portal of the Nelson Tunnel (photo at left). Matt transplanted a large number of volunteer oak trees along the start of Disney Loop and the parallel steaming bays. Lew and his crew planted the embankment separating the Disney Loop from the Mountain Division with birch trees and juniper ground cover. Young camphor trees were put in around the two turntables and the steaming bays to provide shade for those working on their trains. A crape myrtle from the Swain's house was installed at the Minden siding, and is still there today.

During the Club's westward expansion (mid 1980s), Lew, Matt, Pat, and many others installed shrubs and young trees west of the three tunnels. Bougainvillea was planted along the fence to discourage fence climbing and Chinese Elms along the tracks. Willie Wilhelm worked out a deal with Boething Treeland Farms in Woodland Hills, where we got a deep discount on a wide variety of trees and shrubs. We got many shrubs from Descanso Gardens as well.

Most of the large trees in the west meadow – oak, ash, pine and the golden medallion – were already there from years past. The large sycamores are remnants of a former California Sycamore woodland.

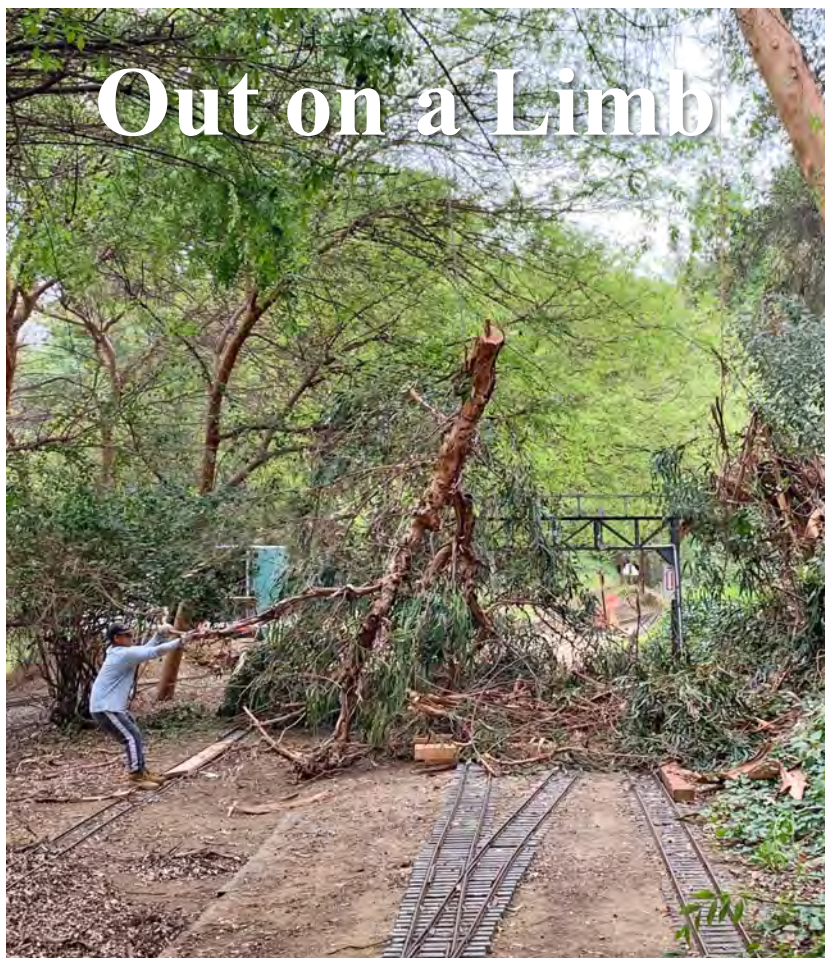
Tree growth over the years:

Below left: 1970 view of IBLS Meet.

Below right: 1965 view of layout.



Out on a Limb



On March 4, a contract tree trimmer began working on Club trees which were in most need of trimming for safety reasons. See From the Super on page 3 for more information on this and other recent tree trimming. *(Ron Nelson photos)*



The Signals Crew has enjoyed the return of many familiar faces who we haven't seen in a long time. And amidst the camaraderie, we've been working hard at diagnosing and fixing the many issues that have piled up due to being away for so long. We feel like we are finally making headway and hope to be in great shape for our potential reopening and upcoming Spring Meet.

In addition, we are continuing to make infrastructure improvements, focusing primarily on upgrading the innards of the signal heads themselves. Since we last reported in, we have completed upgrading all signal heads west of Panel I (where the tracks diverge at Highline vs Smith Valley) and have begun upgrading key signals in the Inner Loop: 39 signals so far! We are now halfway through upgrading all the "vertical" signals and hope to have upgraded all the "vertical" signals and "searchlight" signals by the end of the year, which together comprise more than 90% of our 130 signals.

The signals system is rather simple, but intricate, where much of the inner workings are hidden from view. We welcome anyone who would like to peek behind the curtain to join us anytime we're out, especially on workdays.



Who's been Working on the Railroad

March 2022

Mixed Signals

Signal Crew repairs our signals: ▲ Paul Shockley, Karl Strauss, and Scott Hoagland. ▼ Jeremy Steinert and Stevo Brock (*Diana Manchester photos*)



Andrew Chaves	Martha Figueroa
Andy Blake	Mel Bresee
Bear Mustoe	Michael Finch
Bill Schirmer	Michael Strawn
Bill Walker	Miles Kristman
Brandon Ruiz	Nick Guzman
Charles Rhoades	Nick Suncin
Collin Westphal	Peter Fuad
Dan O'Brien	Rob Nuccio
David Lazarus	Robin Walsh
Diana Manchester	Roderick Fritz
Don Kallgren	Roger Williams
Elizabeth Bergman	Ron Nelson
Glen Manchester	Ross Harper
Greg McMurry	Sam Calderwood
Jack Streit	Seamus Walsh
James Baker	Scott Hoagland
Jim and Finn Dubensky	Steve Harris
Jeremy Steinert	Steve Rodstein
Joe Clow	Stevo Brock
Joseph Jackson	Ted Merchant
Karl Strauss	Tim Silver
Ken Robbins	Thaine Morris
Larry Tighe	Tristan Fritz
Liam Cook	Wayne Crabb
Malcolm Cook	Zak Holman
Marc and Ryan Weiss	

Earn Work Hour Credits

Can You Help at the Front Gate During the Spring Meet?

We need your help for gate duty during the Spring Meet. There are two positions. The “**Booth**” assignment is greeting visitors, handing out souvenir name tags, and accepting donations. The “**Gate**” person operates the gate, issues unloading passes, and maintains rail crossing safety. You sign up for two hour shifts; a replica of the sign-up sheet below shows the shift times. (Some shifts are already taken.) You can earn work hour credits for gate duty.

If you can help out, please send an email to Tom Lang at tomlang@pacbell.net (preferred) or call him and leave a message at (818) 635-5010. Please include your full name, mobile phone number, email address, desired time slot(s) and booth/gate preference. You are encouraged to sign up for more than one shift.

Requests will be handled in the order they are received. We will send you an updated schedule and information sheet by email.

It's easy. No prior experience needed. It's a great way to meet a lot of interesting people (including, perhaps, some foreign visitors), welcome them to our Club and help them make the most of their Spring Meet experience.

2022 SPRING LALS RM MEET GATE DUTY			
FRIDAY, MAY 27 th			
TIME SLOT	BOOTH	BOOTH	GATE
5PM - 7PM	(gate only)	(gate only)	
SATURDAY, MAY 28 th			
TIME SLOT	BOOTH	BOOTH	GATE
7AM - 9AM	(gate only)	(gate only)	Dave Bassett
9AM - 11AM	(gate only)	(gate only)	
11AM - 1PM			
1PM - 3PM			
3PM - 5PM	(gate only)	(gate only)	
5PM - 7PM	(gate only)	(gate only)	
SUNDAY, MAY 29 th			
TIME SLOT	BOOTH	BOOTH	GATE
7AM - 9AM	(gate only)	(gate only)	Dave Bassett
9AM - 11AM	(gate only)	(gate only)	
11AM - 1PM			
1PM - 3PM	(gate only)	(gate only)	
3PM - 5PM	(gate only)	(gate only)	
MONDAY, MAY 30 th			
TIME SLOT	BOOTH	BOOTH	GATE
7AM - 9AM	(gate only)	(gate only)	
9AM - 11AM	(gate only)	(gate only)	
11AM - 1PM			
1PM - 3PM	(gate only)	(gate only)	
3PM - 5PM	(gate only)	(gate only)	



New Water Tank Base

Ted Merchant stands next to the new water tank base he designed. The base is sturdy while maintaining the look of a prototype structure. (Bill Schirmer photo)

Using Bear's truck, the Club took delivery of Accu-Tie track panels donated by a film studio. Left to right: Michael Strawn, Joe Clow, Bear Mustoe, Diana Manchester and Glen Manchester. (Left photo: Mike Massee; right photo Michael Strawn)





Winter Run Day!

Our Winter Run Day on February 26 provided an opportunity for Club members and visitors to brush the cobwebs from their equipment and have a fun day running.

Clockwise from top left: Andrew Chaves, Liam Cook, Dan Humfreville, Jeremy Steinert and Bill Schirmer; Ron Nelson; Richard Ronne; Oliver Tighe; and Roger Williams. (Photos by Diana Manchester, Nick Suncin and Zach Jones)





Winter Run Day!



Clockwise from top left: Jacob and Joseph Jackson; Dan Humfrville looking on as Harrison Hitchcock runs Dan's Porter; Finn Dubensky and Max Roy; Bill Walker on his Santa Fe; and Gari-balde Figueroa running Clishay.



Back in the Day Lew Soibleman with his kit Baldwin-Westinghouse electrics (circa 1985)



Winter Run Day! ▲ Ken and Karen Adamson 173 American loco. ▼ Ross Harper and Steve Rodstein have been running a new air line, shown here running under seven tracks at Sutchville. ▼ Finn Dubensky on his 1" diesel.



Los Angeles Live Steamers Railroad Museum

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Toluca Lake, CA 91610
LALSRM.org (323) 661-8958

2022 Officers and Directors

President	Ross Harper
Vice President	Nick Suncin
Secretary	Bill Walker
Treasurer	Martha Figueroa
David Holman	Bear Mustoe
Richard Ronne	Steve Rodstein



LALSRM SPRING MEET

MAY | 27-30 | 2022