



New West End Tower Erected

By Tom Hansen

In August 2019, the Board approved the construction of five miniature buildings at the west end of our layout. On March 30 I installed a control tower, the third of those buildings, at the end of a spur line on the west end.

This Control Tower is modeled on several different towers from all over the world. Inside are two “Ken” dolls waving to the passing trains through the large windows of the tower. The “Ken’s” are wearing the clothes they came with out of the box, but the hope is we can get them more

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Due to the Coronavirus pandemic, all public operations, including Sunday rides are cancelled until further notice.

President’s Message

Members Remain Active

By Ted Merchant, President

“You can take the fan out of the train, but you can’t take the train out of the fan.” The collection of fans committed to camaraderie, fabrication and trains called **Los Angeles Live Steamers Railroad Museum** remains active despite the novel coronavirus.

Bill Schirmer continues to work alone on his two locomotives in his airplane hangar. Ray Burden continues to work

alone on multiple locomotives at the Club. Miles Kristman continues to work alone on Club diesel locomotives. Brandon Ruiz continues to work alone at home on his Atlantic. James Grzesiak works alone rebuilding his Northern. Our IT team works at their homes continuing to improve our website. Ross Harper continues to work alone on irrigation. Les Kovacs, Doug Young and Bill Walker maintain social

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Los Angeles Live Steamers Railroad Museum

5202 Zoo Drive • Los Angeles, California 90027 • 323/661-8958
P.O. Box 2156 • Toluca Lake, California 91610-2156
Founded 1956 • A 501(c)(3) Public Benefit Corporation

April 7, 2020

Hello Train Fans!

I regret that COVID-19 is changing our lives daily and we need to adopt new, more stringent rules regarding LALSRRM, the gathering of our members, face covering, and the use of gloves. No gatherings of any number of people may take place on campus. Only single LALSRRM members may enter the campus. They must cover their face with a mask or other covering to protect others. Face coverings can be bandanas, scarves, neck gaiters or other clothing that does not have visible holes.

Visiting members must also wear gloves: gardening, work, latex, or welding gloves are acceptable. Social distancing measures include maintaining at least 10 feet distance between individuals. There should be no more than 10 members on campus at any one time. **DO NOT COME TO LALSRRM FOR ANY SOCIAL PURPOSE!**

Your Board of Directors regrets that these restrictions are necessary. This announcement is being made after their thoughtful consideration. These measures are necessary to protect others should members unknowingly be carrying coronavirus. The public health ramifications are daunting. Self-policing is essential. Members are encouraged to advise others to leave the campus if they are unable to comply.

Please stay safe, stay well,
Ted Merchant, President

SPLINTERS FROM THE BOARD

By Steve Rodstein, Secretary



April 6, 2020 Board Meeting.

At 7:00 pm on April 6, 2020 the April BOD meeting was called to order by President Ted Merchant. Due to the Coronavirus (COVID-19) the meeting was teleconferenced on Zoom; all participants connected either by computer or their cell phone. All of the Directors and 31 members were present.

Secretary's Report: The March Minutes were approved. The following calendar events were cancelled due to the coronavirus: the Rail & Road event (4/26/20), the East Valley Line event (5/2/20), and the ASEPO picnic (originally 6/6/20 then changed to 5/30/20).

Whether the Spring Meet will be held at the end of May is subject to the ongoing conditions of the coronavirus, and the Board will review this matter at the end of this month. As the LALSRM calendar changes due to COVID-19, Diana will update.

Ron Hitchcock presented the insurance renewal (2020-2021) from Kaliff Insurance agency, which the Board approved.

Treasurer's Report: Tim presented the prior periods financials which were approved after minor discussion. Tim postponed the special Club financial meeting to discuss details of the 2019 financial report indefinitely due to the coronavirus. The 2020 budget was briefly discussed, but its formal presentation will be deferred at this time.

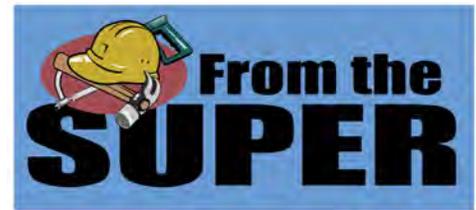
Membership Report: Nick Suncin stated that due to the coronavirus a number of the probationary members had requested that there be an extension of time so that they could complete their probationary hours. The Board approved their request.

Superintendent's Report: The ongoing Crystal Springs project was dis-

cussed briefly, but other than that there was nothing to report due to the coronavirus.

Website Update: Diana discussed membership renewal and the website. She also introduced the LALSRM Member's Forum which is a recently-created private group for LALSRM members to share photos and posts of personal or Club train projects they are working on, request recommendations or advice, buy/sell train equipment or tools, share info about past or future meets, visits to other Clubs, etc. LALSRM members can join the Group by visiting www.facebook.com/groups/lalsrmforum/ and requesting to join.

Other items: Ted Merchant presented a notice to the Board that would be delivered to the membership by various means
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By Drew LaGaly

Hope everybody is home safe. Due to COVID-19 there is not much new progress to report around the facility.

The one project that has been moving right along is the pit retaining wall project. All of the concrete "lego" blocks have been set in place. Next is to start forming various small retaining walls that will need to be poured in concrete due to their irregular shape and or size.

A special thanks to Les, Doug, Bill Walker, Ross Haper, and Steve Rodstein for all the time and effort they are putting into this project. It is really coming together nicely and is going to be a great addition to our club.

Thank you; Stay safe.

President's Message

(Continued from page 1)

distancing while working on the Crystal Springs Pit. Jeff Pardee and Mike Murphy have been working on electrical and track maintenance. Rich Ronne was seen alone repairing our track.

Our scale buildings team continues to fabricate structures in their garages. That names just a fraction of those actively engaged with LALSRM, and they are maintaining proper social distancing.

Observing Safety Measures

So, what are we doing to address public health restrictions but still move the Club forward? We must conform to the state, municipal and park ordinances regarding social isolation. We must reduce attendance on the campus. My recent public statement, posted elsewhere in this Booster, is as important as ever.

New Facebook Page

In March we created a new Facebook Group called "LALSRM Members' Forum." It is a private group developed for members to provide an online community where we can share photos and posts of

personal trains or Club projects. The Forum allows us to request recommendations or advice, buy/sell train equipment or tools, share information about past or future meets, and visits to other Clubs. You can join the Group by clicking on: www.facebook.com/groups/lalsrmforum/ and requesting to join.

Meeting via Teleconference

Our Board of Directors met via Zoom for an Executive Session, Sunday, April 5, and for our April Board Meeting the next night. Zoom is a new tool for us, so we invited about 35 members to join remotely. About 32 members responded. It was a bit chaotic, but it was great seeing familiar faces. Bonding occurred, and we enjoyed a successful meeting. We will Zoom again on May 4, and hope to schedule smaller sessions soon. Joining us is as simple as responding to an email invitation.

There is an article posted elsewhere in this Booster describing several additional Club measures to address the novel coronavirus.

The take-home lesson is that LALSRM is alive, well, and sheltering at home.

I wish you good health, good friends and patience. And that's the way it is. Your comments are always welcome.

Ted Merchant

EdwardBMerchant@gmail.com.

Control Tower and Other Structures

(Continued from page 1)

“train appropriate” clothing if someone knows how to sew doll clothes. The tower is a very simple design using techniques I learned during an in-person visit and guided tour of Train Mountain in Chiloquin, Oregon with Dan Humfreville.

Built in Thousand Oaks

Since I build the structures in my garage in Thousand Oaks and have to pack them into my SUV to transport them to the Club, I construct each structure in pieces and assemble them on site. I level the building site and compact the earth.

The base is pressure-treated 2x4 lumber meant for ground contact and painted with primer and a top coat of light brown paint, each mixed with a generous amount of cayenne pepper to discourage critters from chewing the wood (a tip given to us by our Train Mountain friends). I lay a half-inch sheet of exterior plywood on top of the base, which acts as a sealed floor for the building.

Assembly of Building

With the base in place, I assemble the four walls of the structure and attach them to the base. All exterior walls are constructed of half-inch exterior plywood



painted with a primer and a top coat also containing cayenne pepper. I apply moulding to all corners and paint them in a contrasting trim color. Inside of each building is a printed sheet detailing all the building materials I used and the date I installed the building .

This five-foot-high control tower joins the Foonman's Feed & Grain building (left) and the Western townfront of "Dusty Shorts" as finished projects. The final two approved projects are nostalgic trackside billboards which are fully constructed and ready to be installed. I have called upon Dan Humfreville to help install them, as four hands work twice as fast as two.

"Dusty Shorts" Western Townfront

The "Dusty Shorts" Western townfront (above) has interior LED lighting that turns on at 6pm and off at 6am. All of the other structures are ready to have timed lighting installed; all that is needed is a source of electricity. I also plan to construct building-specific sound effects that can be tripped as trains roll by. I will need help for the sound effects from someone who knows exterior sound systems.

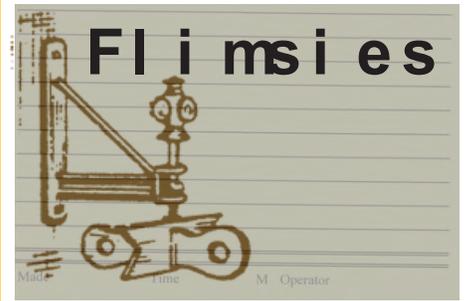
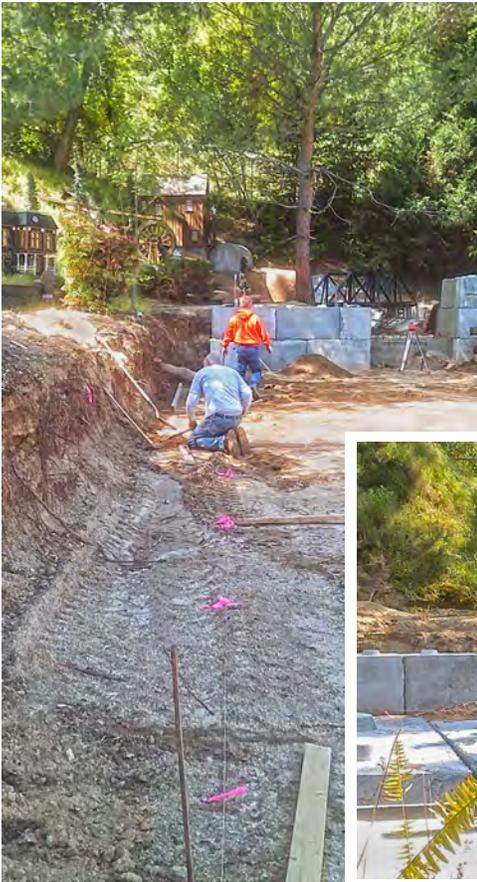
After I finish installing the final billboards, I will submit FCRs for five more projects that include a passenger platform, an industrial warehouse, a nostalgic gas station, and two hillside homes like the ones found along Coldwater Canyon.



Tim Silver driving his new train into Nelson Tunnel on March 15. (Diana Manchester photo)

Work on Concrete Block Retaining Wall and Future Shed Site Continues

◀ Leveling out the base of south side on February 26. ▼ Middle of south retaining wall single layer blocks on March 2. *(William Stewart photos)*



Water Heater Replaced

On Sunday, March 22 Bill Schirmer received a call from Roger Williams, saying that the old water heater servicing the members' restrooms and shower had "gone up in smoke."

Jeremy Steinert and Roger purchased and installed a new one. Nick Suncin reported the next day that "they were successful and we have hot water in the bathrooms again."

Club Calendar Changes

The Board is evaluating whether to hold the Spring Meet as well as June events. A decision will be made in early May in compliance with City and Park mandates. The Rail & Road Event, planned for April 26, has been cancelled.

Website Update

Zak Holman recently installed a new feature on the LALS RM website that will allow us to communicate by group email (similar to Constant Contact but without the monthly fee). If you get an email asking you to "Confirm Your Subscription to LALS RM", please click on the provided link so we get your correct address in the website database for future group communications.

2020 Registration/Renewals

If you haven't registered on the new LALS RM website, or renewed your membership for 2020, please do so at: <http://lalsrm.org/>. You can pay by PayPal or check. If paying by check be sure to write on it the invoice # the website provides. Mail to: LALS RM, Attn: Tim LaGaly, P.O. Box 2156, Toluca Lake, CA 91610. If you have any questions, please email us at: info@lalsrm.org.

Probation Extended

Due to COVID-19, we have extended the probationary period for any new members accumulating their hours.

Getting the Kinks out of the Mine Line

A few of us have been slowly working out some issues all over the Club.... learning every day keeps the mind fresh.... and I got to learn a few small tricks on track maintenance and repair.... yesterday we corrected the massive twists and dips in the mine.... Cannot wait to have everyone back to enjoy what we have been doing Club wide... —Jeff Pardee





“Come one... come all... When it’s time to brush up on your signals... When you all come back, you will notice the main line signals are all working... so, time to relearn what the signals are and time to start following them.... no more running red lights my friends”— Jeff Pardee
(Jeff Pardee Photo)

SPLINTERS

(Continued from page 2)

that outlines the new stringent rules regarding access to LALSRM due to COVID-19.

Again it was brought up that there will be no Ghost Train this year, and that Ted had not heard from any of the persons related to the Ghost Train event.

Miles advised the Board and membership that the new Club engine from Titan Trains has been serviced and is ready to take out on the Club rails. Miles reminded us that anyone that wants to run it must pass the training class for this engine prior to using it. He also reported that the Union Pacific switcher is now repaired and is ready for service. There was minor discussion about the purchase of additional rail for the Club.

Carolwood mine train

There was extensive discussion about the installation of the Carolwood mine train cars at LALSRM. It was decided that Larry Boone needed to prepare and present a formal FCR before there could be any further discussion regarding this matter. Ray Burden reported that he is gearing up to spray the weeds campus-wide once the rain is over. Jim Cammarata made an announcement that once the current COVID-19 restrictions are relaxed, members may want their equipment tested for Level 1 compliance. He will set up a safety inspection for private equipment on a future Saturday.



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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

EXTRA BOARD MARCH 2020

Engineers and Conductors

Darrell Payne	Peter Fuad
Francis Barnes	Ron Nelson
Jeff Pardee	Ryan Hechinger
Mark Cox	Scott Hoagland
Mark Vreeken	Tim Silver
Mark Weiss	Tom Harwood
Mel Bresee	

Safety Coordinators

Jim Cammarata, Michael Murphy,
 Wayne Crabb

Station Masters

Robert Guzman, Wayne Crabb

Souvenirs and Tickets

Kathy Crabb, Martha Figueroa, Jim Dubensky; Carolyn Hoagland

March Ridership

March 1	404	March 15	Rain
March 8	502	March 22	Closed
		March 29	Closed

March 2020 — 906
Total YTD 2020 — 5736
Total YTD 2019 — 6,581

Members' Projects Stay on Track

Despite restrictions resulting from the pandemic, various members continue to work on (and, in one case, purchase) their projects and railroading passions— all in conformity with strict state and local regulations. Here are their projects in their own words:



Garibalde Figueroa's Mikado

▲ Garibalde purchased a second-hand 1" scale Mikado from a collection of train equipment and accessories that Bill Schirmer acquired.



▲ "Before PCC shut down their machine due to Covid19, I was able to machine some new bolsters for my Mikado's tender's trucks as they did not have any yet. These are actually the second set of bolsters I machined; the first two weren't at the proper angle. So I machined the correct angle of 6° using a 0.0625" gauge block & fly cutter. Now I need to weld it to the assembly." — Garibalde

If you're working on a project, please contact Diana Manchester at dm.ad@verizon.net, and we will feature your project in the *Booster*.



Alex O'Donnell's Boxcars

▲ "I am in the process of building five 1" scale boxcars for customers. "The first two are mostly complete with only the drive system and electronics needing to be installed. The last three are currently having their frames bolted together and will have wheels under them in the next few weeks. The switcher chassis is having its couplers, drive system, and electronics brackets installed." — Alex

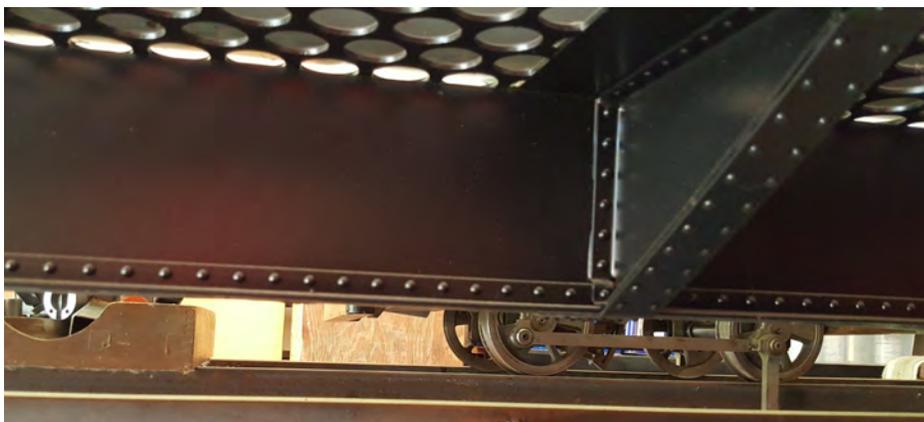


Les Bernell's Chloe

▲ "I was in the middle of painting my Allen Chloe when the coronavirus hit us. The new headlight is ready to mount and it's sitting on my workbench. The Chloe was oil fired when I obtained it back in December of last year. I pulled the oil tank and lines out. I couldn't get the burner out, so I left it in for now. I put the grates back in, and have run it a few times on coal. It steams well. Below: I ordered a propane burner and installation kit from LocoParts. The burner and kit have arrived and the quality is really nice." — Les

Ted Merchant's Pullman Cars

▼ "I hope to build eight, highly-detailed 1-1/2 inch scale Pullman type cars using Railroad Supply trucks. I have completed the chassis for the RPO car. The attached photo is of the undercarriage. Yes, I am counting and measuring rivets from a prototype Great Northern RPO car living in Spokane, Washington. The perforated decking is used because this car will hold propane tanks to fuel my Great Northern S2." — Ted



Notes from the Northwest

By Steve Sauber

As many of you know, my wife Joan and I left California in December and moved to the Pacific Northwest for many positive reasons.

Shortly after getting settled up here in southern Washington, I started to look for places where I could play trains. I currently live about 2 hours from the Kitsap Live Steamers, and Train Mountain is about 5 hours away. There are several 'full size' excursion railways up here too including the Mt. Hood, the Mt. Rainier, the Chehalis Prairie, and the Chehalis-Centralia Railroads among others. There's also a nice HO club called the Columbia Gorge Model Railroad Club which I will probably join soon. So there's no shortage of railroad activities up here.

Oregon Rail Heritage Center

The first organization that I decided to become a part of is the Oregon Rail Heritage Center (ORHC). Located in Portland near the Willamette River, it's an enginehouse and museum with an impressive collection of equipment. My current role is *docent*, answering questions from our visitors and helping to keep the museum running smoothly and looking good. We have many locomotives inside and outside the enginehouse but our most famous resident is the Southern Pacific Daylight locomotive #4449. Built in 1941 by Lima Locomotive Works,

this 4-8-4 Northern pulled SP's 'Daylight' coaches from LA to San Francisco and up to Portland until it was retired in 1957. It was donated to the city of Portland in 1958 where it was kept on display at Oaks Park, until it found new life in the '70s pulling the American Freedom Train during our nation's Bicentennial. 4449 was moved to its new home in the ORHC in 2012.

The ORHC completed 4449's 15-year boiler evaluation/inspection 6 years ago, and it's in good running condition. Last December it was running under steam, pulling our 'Holiday Express' seasonal excursion train. I wasn't able to see her run then, but I hope to participate this coming December.

Like many public facilities in the country, the ORHC is currently closed for

an indeterminate period of time.

But after things hopefully return to normal by the end of the year and if you find yourself in Oregon, try to stop by the museum; you'll be sure to find many interesting things here. More info on our website: www.orhf.org.



▲ Inside the cab of 4449; ▼ No. 4449 (Steve Sauber photos); ◀ ORHC engine house and museum (Wikipedia photo)



Stars on Axles



SP used the white stars on locomotive driving axles to indicate which axles were converted to grease lubrication versus oiled. This really only applies to the 20 or so years of the conversion. White stars were decorative in nature; they were used before the conversion period and again after all locomotives were converted. —Steve Sauber

Soibleman Memorial Garden Spruced Up



By Jeremy Steinert

When you return to the Club, you may notice that part of the Soibleman Memorial Garden has been cleaned up!

The Caretakeress wanted to try her hand at a small vegetable garden and I was happy to assist! Weather and time permitting, we'll be removing the weeds over the whole garden and then evaluate what can be done to spruce up the rest of the garden. If any member is looking for some exercise opportunities, we'd be happy for assistance (at a safe distance, of course)! American Gothic photo reenactment optional.



Veggies planted: Tomatoes (4 kinds), bell peppers, jalapeños, poblano chilies, serrano chilies, summer squash, calabacita squash, cucumber, and cilantro. Also marigolds to help keep the tomato worms away!



Club's SW1500 Loco Ready to Roll



By Diana Manchester

Our newest Club engine is a Titan "SW1500" 16 hp hydrostatic locomotive with a powered slug; it has eight axles which are all powered. It will be able to haul five bench seats, fully loaded, with no problem. Miles provided schematics and instructions to Titan who custom built the control system to match the same control

system we use here. The paint scheme chosen is a bright red and yellow SPSF Kodachrome (the film company); very different from any other equipment we are running. It was ordered early February and then was built and shipped by Titan in one month, arriving at the Club on March 4.

To get thoroughly acquainted with how it was built and runs, Miles and



Thaine took the engine and slug completely apart and put it back together again. It was then tested by Miles and Michael Murphy on the Club tracks to see how it handled and to be completely familiar with it in full operating mode. Anyone that is interested in operating it must take a class from one of the engineers certified to run it (check with Miles or Michael).