

ENGINE



BOOSTER

May 2020

SINCE

1956

www.lals.org



Golden Spike reenactment with Mark Piper (l) and Dick Naumann (r) on 1-1/2 scale "Americans" in May 1963 (Bruce Ward photo)

President's Message

64 Years and Still Making Steam

By Ted Merchant, President

Hello Railroad Fans: Let's celebrate the 64th anniversary of Los Angeles Live Steamers Railroad Museum! I propose we remain encouraged and engaged.

I am encouraged by the many of you who continue to show respect and love for LALSRM. I am encouraged by the attendance at our two virtual open Board meetings. Attendees showed camaraderie and civility despite the limitations

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Will You Still Need Me When I'm 64?

LALSRM's 64th Anniversary

By Diana Manchester

Can you believe that we are 64 this year? Our Club is officially a Baby Boomer. What was the world like in 1956?

Pop culture in 1956

Now that the Depression and wars were over, America entered a period of unprecedented economic growth. Manufacturing, industry and business exploded. People were entering good-paying careers and starting families. In 1956 Dwight D. Eisenhower was President, Cecil DeMille's "The Ten Commandments" was released, and the New York Yankees beat the Brooklyn Dodgers to win the World Series. IBM first released the first computer with a hard drive, and the interstate highway system was authorized. Rock 'n' roll, Elvis Presley, Coca-Cola were the rage. Suburban life was flourishing. It was a time of optimism, spending and relaxation.

Live steam hobby beginnings

This era also saw the spread of the live steam hobby in America, which had its beginnings in 1920's Great Britain with "Curley" Lawrence, a prolific model locomotive builder. Golden Gate Live Steamers (Oakland) was founded in 1936 and Southern California Live Steamers (Lomita area) in 1941.

LALS born in September 1956

LALS was launched in 1956 by a few SCLS members, as well as local live steam modelers interested in a club closer to Los Angeles. Travel Town had been established in Griffith Park in 1952, and

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West End Reclaimed Water

The City has informed us that our water supply to the West End is now RECLAIMED WATER and not suitable for either human or boiler consumption.

President's Message

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of Zoom. We addressed a full agenda and LALSRM continues to move forward! We can accommodate many more than the 35 members that attended each of those meetings, So I encourage you to join us 7pm, Monday, June 1, 2020.

Just respond to my email link below and advise me that you want an invitation. You will receive an email with a link on June 1, and we will be happy to "see" you at the meeting.

I am encouraged and grateful for the many who come to the campus and work alone. Ron Nelson does the always-needed lawn mowing. Ray Burden sprayed for weeds. Bill Schirmer was out weed whacking and lawn trimming. Mike Murphy and Jeff Pardee continue their work on electrical and track.

Dave Holman worked on the Mountain Division track. Ross Harper works on irrigation. And Les Kovacs, Doug Young and Bill Walker work on the incredible rebuild of West Crystal Springs Drive. Martha Figueroa decorated Sherwood Station for Memorial Day. I regret I have missed several more of you who have worked alone at the campus. Please accept my apologies. Your continued service is deeply appreciated.

Communication is our primary tool for engagement during these times of social isolation. Diana Manchester and Peter Fuad continue publishing the Booster that remains the best model railroad club newsletter in the country. Zak Holman, Diana Manchester and Wilbur Dong have developed and continue to improve www.lalsrm.org at no expense to LALSRM. Our Roster, available at www.lalsrm.org, allows us to call or email each other.

Social media is another resource for engagement. Dozens have contributed to our Facebook page, <https://www.facebook.com/LALSRM/>; Live Steam History of Southern California, <https://www.facebook.com/groups/191280267957588/>; and our Facebook Forum, <https://www.facebook.com/groups/lalsrmforum/>.

We also have access to the multiple websites of other Clubs; see the column to the right.

SPLINTERS FROM THE BOARD

By Steve Rodstein, Secretary



May 2020 Board Meeting

At 7:00 pm on May 4, 2020 the May BOD meeting was called to order by President Ted Merchant. Due to the Coronavirus the meeting was teleconferenced on Zoom, and all participants connected either by computer or their cell phone. All directors and 24 members were present.

Secretary's Report: The April minutes were approved. The Spring Meet that had been scheduled for the end of May was cancelled due to the Coronavirus. As the LALSRM calendar is changing due to the Coronavirus on a daily and monthly basis, Diana will continue update as necessary.

At the April meeting the Board had approved the renewal of the insurance (2020-2021) presented by Ron Hitchcock. Prior to the check being issued this month, Ron wanted to present an additional bid that he had just obtained at this meeting for the Board to review. After some discussion it was agreed that the original bid for the insurance renewal would be accepted and that the Treasurer would issue a check once Ron forwarded him the invoice.

Riverside Live Steamers, <https://riversidelivesteamers.com/>; Train Mountain, <http://trainmtn.org/tmrr/>; Orange County Model Engineers, <http://www.ocmetrains.org/>; and Golden Gate Live Steamers, <https://www.goldengatels.org/>, to name a few. I encourage you all to take advantage of these online resources.

So, those are my thoughts for this month. Stay safe. Stay well. Stay engaged. And think trains!

I always appreciate your friendship and thoughts.

Ted Merchant

www.EdwardBMerchant@gmail.com

Treasurer's Report: Tim presented the prior period's financials and after a brief discussion the Board approved them.

Membership Report: Nick Suncin stated that due to the Coronavirus, new membership is not active currently.

Superintendent's Report: After three long hours of maneuvering the Club lawn tractor through the jungle of grass Ron Nelson completed cutting the lawn on the east side of the Club. Zak and Collin trimmed branches that were hanging over the tracks. The ongoing Crystal Springs project was discussed briefly, but other than these items nothing else was happening due to the Coronavirus.

The FCR that Larry Boone had previously presented concerning the Carolwood mine trains was not approved. The second revised FCR that Larry presented was not approved either, but was put on hold until he presented a much more detailed FCR. Additionally he is to present a diagram of the site which shows where everything is to be placed.

Tom Hansen presented six new FCR's for proposed small structures that are to be built and placed in different locations around the track; the Board approved all six.

Website Update: Zak discussed in great detail the IT portion of the website, and how he is addressing all of the issues that he has been requested to look into. The Board expressed their appreciation to Zak for his efforts and approved a \$2,000.00 budget for this year to cover the cost of items related to the IT portion of the website. Diana stated that the 2019 Roster will be used until later this year when the 2020 Roster will be issued online through the website. She also briefly discussed membership renewal related to the website.

Other items: Ted Merchant reviewed all of the Coronavirus (COVID-19) procedures that must be followed by the membership if they intend to enter LALSRM property. It was agreed that until the Coronavirus (COVID-19) restrictions are lifted, general membership meetings at the LALSRM property will be deferred. The Board agreed to go into an executive session after this meeting was concluded to talk with Wilbur.

The next public BOD meeting will be June 1, 2020 at 7:00 pm.

Tunnel, Cut & Trestle RR Returns After 30 Years

By Diana Manchester

The Tunnel, Cut & Trestle Railroad was originally built in the late 1950's by Gordon MacLean on his private property in the San Fernando Valley. He was an active LALS member in the 1960's and was friends with Walt Disney. The two of them built MacLean's 7.5" gauge, Pacific Class steam locomotive #4535 from 1959-60. Now after many years, both the locomotive and the railroad have been restored and are once again operational.

Steve Alley Contacted

Steve Alley of <https://allenmodels.com/> was contacted in 2015 by Gordon's son Hawley, to rebuild the MacLean steam locomotive and three cars. The project proved a huge success. In 2017 Steve was asked by the current homeowners to look at the overgrown railroad and provide a bid to completely renovate it. He and Mike Masee joined forces to plan and manage the large project. The Tunnel, Cut & Trestle railroad spans 2,600', including a 210' cement tunnel, 200' of sidings and a turntable. It was rebuilt using AccuTie rails, ties and switches. The project included a new 140' long wood trestle and catwalk and a shorter 50' trestle that both cross the estate's creek.

LALS Members Help

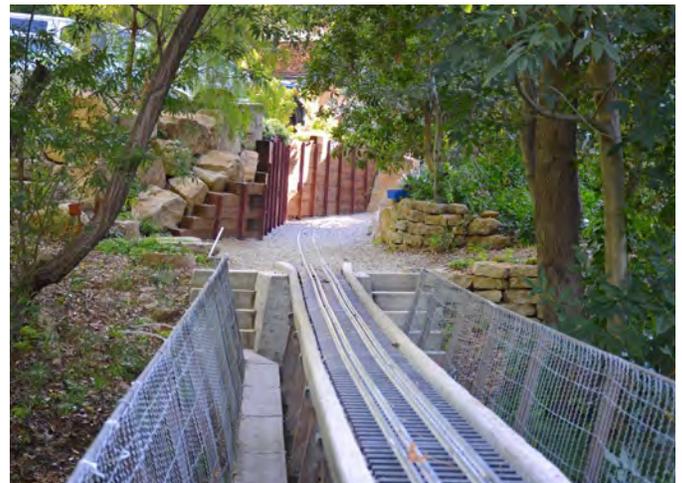
A number of LALS members helped in the renovation of the railroad, which

began in November 2017. They include: Nick Guzman, Harrison Hitchcock, Brandon Ruiz, Jeremy Steinert, James Grzesiak, and Alex O'Donnell. Other crew helped as well, such as Eber West from Mesa Grande Western.

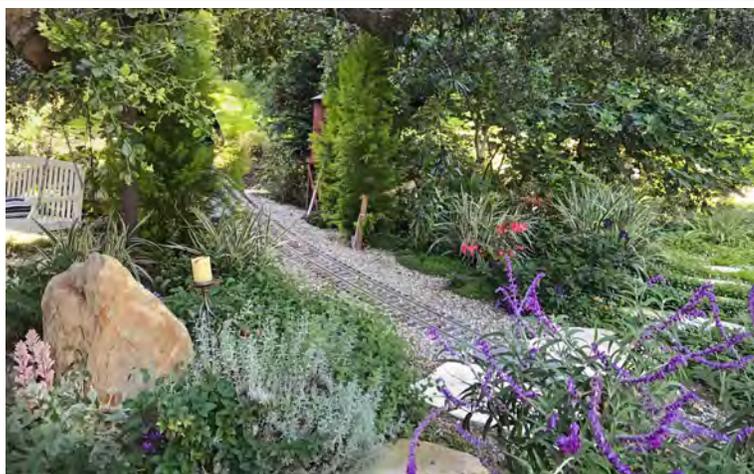
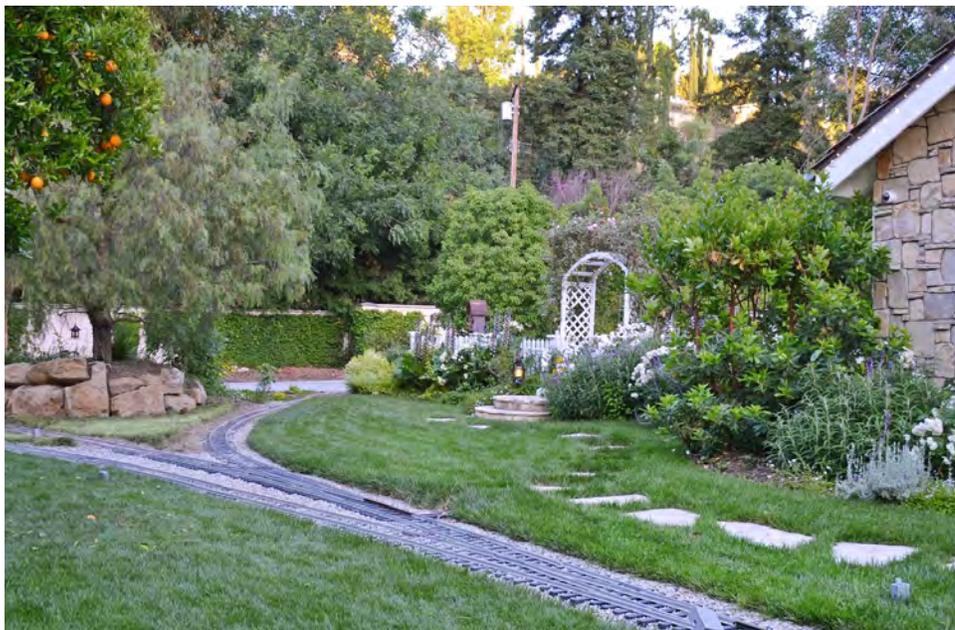
On May 19, 2020, the track crews completed the railroad rebuild by joining the Cut to the Trestle. A Golden Spike Celebration was held with Hawley MacLean, his two sons, and the current homeowners, as well as the work crew (masks were removed for quick photos). Hand-crafted solid silver and gold spikes were used, courtesy David Lorenz of Michael & Sons Jewelers. Take a ride on the first completed run of the railroad! Click the link: <https://www.youtube.com/watch?v=JryYEPRL0Sc&t=50s>



Top right: Gordon MacLean operating his Pacific on the original Tunnel, Cut & Trestle RR. *Above:* Hawley MacLean with rebuilt Pacific on LALS tracks in 2018. *Below left:* Work crew at the Trestle after the TCT Golden Spike Ceremony. *Below right:* TCT track over the rebuilt Trestle joins the newly completed track at the Cut.



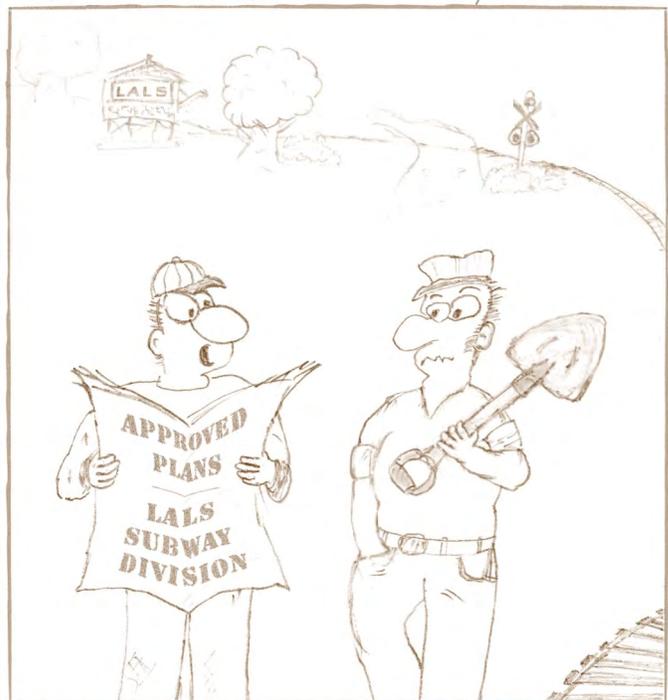
Tunnel, Cut & Trestle RR Returns After 30 Years



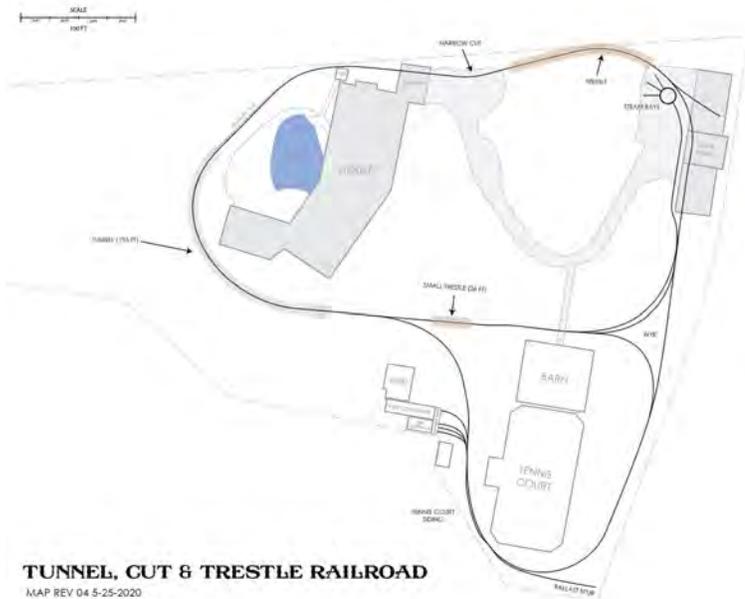
Clockwise from upper left: TCT wye from driveway running toward barn; Nick Guzman and Harrison Hitchcock finishing laying track in the rain; Layout diagram; TCT barn garden & track over creek. (Diana Manchester and Steve Alley photos)

OFF THE RAILS

by Steve Sauber



We're gonna need a bigger shovel...



TUNNEL, CUT & TRESTLE RAILROAD

MAP REV 04 5-25-2020

64th Anniversary



◀ Steaming bays, April 1957.

▼ An overview of the 1965 LALS layout, looking northwest, includes the Club's first inner loop plus the first eastward extension.

The circular steaming bays were the first features our founders built. Sutchville Station was built in 1964-65. The 1904 Tonopah & Tidewater coach was installed in December 1956 by Travel Town, and was used as a club/work car.

Crystal Springs Drive was still a park 'through' street until 1968 when a massive landslide buried it. A narrow-gauge steam train, operated by Travel Town from 1955 to 1961 ran along the north side of our property. Zoo Drive was not built until later.

The semaphore from that railway was donated to us and still stands today. The rose garden on the lower right is where the Disney Barn is situated now.



LALSRM Celebrates 64th Anniversary

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their founders had reserved a plot of land east of their premises, with the hope of finding a scale model railroad to occupy it. On September 9, 1956 interested modelers met at Travel Town to discuss forming a new live steam club. The name "Los Angeles Live Steamers" was adopted, and on September 21, about 35 attendees became the founding members. Initiation and annual fees were \$10 each. Officers and superintendents were selected and plans for the new railroad commenced.

Early construction

The Department of Recs and Parks graded the property and brought in topsoil, installed sprinklers, and planted grass and a few young trees. Our electricity and water were provided at no charge. The two circular steaming bays were the first items our members constructed, followed by the initial 800' inner loops comprised of a track for 1" scale trains and a three-rail track serving the 3/4" and 1" scales. Our first Golden Spike Ceremony was held in early May. The Roster was published in February 1957 with 151 names.

In late 1956 Travel Town donated our original club car, which was a full-size, very weathered Tonopah & Tidewater RY coach. We repaired the roof and painted it green, using half as a machine shop and half as a meeting space.

Bill Schirmer was about 9 years old then and recalls, "The Old Green Coach was my second home. For years I would spend my weekends at the Club, and stored a sleeping bag under the only original two-person chair. Many nights talking and watching (caretaker) Bud Whitmer build his locomotive."

Eastern expansion and Golden Spike ceremony

A lean-to station was built on the north side of the layout in 1958. Eventually known as the Sherwood Station, it provided shade and seating for public and members awaiting train rides.

Our first Eastern expansion was constructed from 1959 to 1960, serving all three gauges with loops measuring 1,100 feet each. Since 1959 was the 90th anniversary of the transcontinental railroad in Utah, we also held a Golden Spike ceremony with great fanfare on May 10, 1959. Dignitaries from Travel Town, the Parks Department and SP Railroad attended.

Original IBLs Meet hosted at LALS in 1960

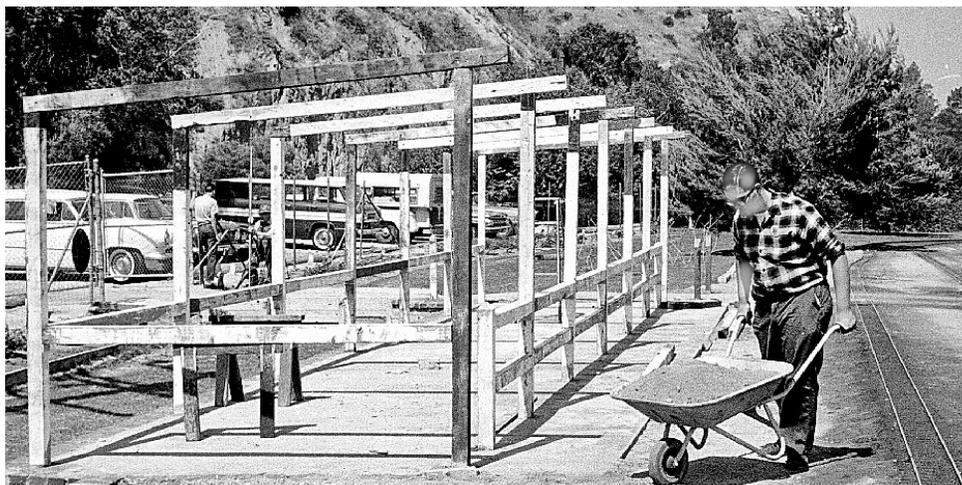
On Memorial Day Weekend, 1960 an IBLs Meet, the first in the history of live steam, was held at LALS after two years of planning. Railroaders from all over attended and it was a huge success. After that we hosted BLS Meets every five years through 1995, and LALS became known all around the world.

In 1964, Sutchville Station was built on the south side of the facility. Jim Kreider writes, "A. R. 'Buss' Sutch was very instrumental in the early days of LALS, building steaming bays, painting, constructing locomotives, and more. For many years, the buildings, steaming bays, and just about everything was painted gray because Buss could get a good deal on the old "battleship gray".

Later that year, Walt Disney donated 1200 feet of track, switches, actuators and bridge timbers to LALS from his private backyard railroad, which were used in 1966 to build the original Disney Loop.



▲ Looking east at the new 1-3/4" scale water tank near "Old Sherwood Station" in 1963. ▼ Looking east at tracks along the north side in 1963. ▼▼ Sutchville Station work is underway in 1964.



64th Anniversary



▲ Dick Priest with his "Daylight" loco at east end of LALS trackage in 1958.

▶ Joe Nelson (l). Doug Alkire (r) install new crossing diamond for 1" scale mainline and 1.5" scale circular bays off-ramp . (Horace Smith stands center) 1960s.

Members Continue Projects Today

Below left: New headlamp on Lester Bernell's Chloe May 13. He also added the tender and propane/water boxcar. *Below right:* Brandon Ruiz's completed cylinder jackets. They took two full days to make and, he reports, were a "pain to make."



Member Projects

Ryan and Marc Weiss did heavy weeding of the lower line in the G-scale area on May 23. The photos below show before and after their efforts. Marc reports it was great to be back, and is looking forward to weeding the high line. *(Marc Weiss photos)*



Before



After



Before



After



▲ Tom Hansen erected two blank scale billboards on the layout April 19. The billboards are 2 feet high and 4 feet wide. It will be up to the Club to decide what to post on them. Suggestions?



▲ Crystal Springs Pit spillway & drainage progress May 13.