

# ENGINE BOOSTER



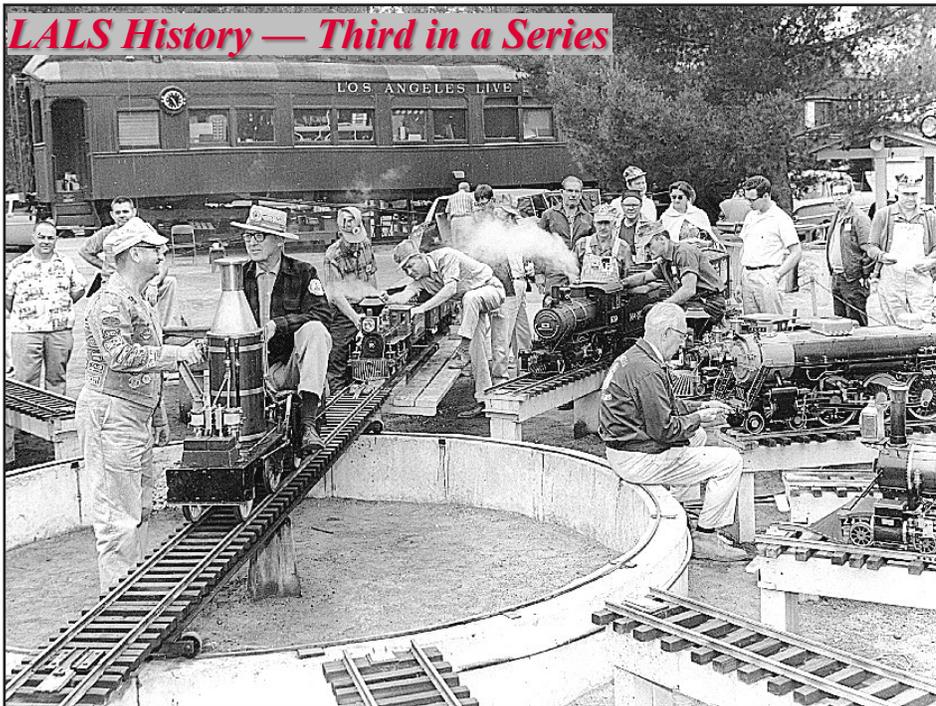
August 2020

SINCE

1956

www.lals.org

## LALS History — Third in a Series



**LALS 1968 Spring Meet.** Morris Abowitz, left, talks to Hutch Cooper who is sitting on his vertical boiler locomotive on the turntable. To their left, Harry Harper sits on the edge of turntable pit working on his 4-6-2.

## 1967-1969— Club Hits Stride; Better Solutions and New Projects

By Diana Manchester

**1967**

In 1967 the Club had ten+ years under its belt and our Roster boasted 179 members. Steam was still king. Many members owned and operated 4-3/4" and 3-1/2" gauges, which were easy to transport and store at home, with 7-1/2" gauge equally popular.

Our public and private train stations welcomed more than 22,000 riders each year. We had just learned that boiler water needed to be treated so it would not corrode boilers, and knew that we needed another 1,000 water tank before the next Spring Meet, as well as a new air compressor pump. Club funds were at an all-time low, but we were able to scrape together the funds needed (\$156 for the tank and \$472 for the compress-

*(Continued on page 4)*

## Bylaw Change Passes 126 to 23

The recent Special Election results are 126 (Yes) to 23 (No) in favor of the one-time Bylaw change to add one year to the terms of each of the current Board Members due to the coronavirus curtailing of Museum operations. Therefore, the change is adopted, and there will be no election of new directors this November.

### Here are the official results:

Total ballots sent:	179
Total ballots received:	153
Total ballots accepted:	149
Total ballots not accepted:	4
Why ballots were not accepted:	
Not paid their dues:	2
Former resident member who now a non-resident member:	1
Member passed away (family member submitted ballot):	1
Reasons why other ballots not accepted:	
Received after deadline:	3
Not signed:	1

*Results compiled by Tim LaGaly*

## Souvenir Booth to be Open Fourth Sunday of Every Month

Good news! Our Museum Souvenir Booth will be open for members only the 4th Sunday of each month from 11 am to 2 pm. We are having a Sale on T-SHIRTS – \$10 each. If you haven't picked up your new name badge please stop by; cost is \$10 each. **\*\*\*PLEASE WEAR YOUR FACE MASK\*\*\*** If any questions, please contact Martha Figueroa at (626) 232-7053 (cell).

56-year member and LALSRM Honorary Member Milt Harkur Passes; Photos on [Page 6](#)

# SPLINTERS FROM THE BOARD



By Steve Rodstein, Secretary

August 2020

At 7:01 pm on August 3, 2020 the August BOD meeting was called to order by President Ted Merchant. Due to COVID-19 the meeting was teleconferenced on Zoom and all participants connected by computer and phone. All eight of the Directors were present and 47 members.

**Presidents Report:** Ted presented the results of the special election regarding the Board of Directors one-year term extension that was passed by the LALSRM membership. In addition, Ted mentioned that the BOD meetings needed to follow the agenda more closely, and the fact that the meetings were being conducted on Zoom was not a reason not to follow recognized meeting protocol. Ted also stated that Club social media, such as the Members Forum, requires all the members to follow social decorum, and anything that does not meet those requirements will be removed by the admin staff immediately.

**Secretary's Report:** The July minutes were approved. There are no events scheduled at the Club due to the Coronavirus. As stated previously, the LALSRM calendar is changing due to the Coronavirus on a daily and monthly basis, Diana will continue update as necessary.

**Treasurer's Report:** Tim presented the prior periods financials. There was minor discussion, then the Board approved them.

**Membership Report:** Nick stated the following are now new resident members: Brian Stephens, Timothy Wheeler, Sean Hagan, Steven Borchert, and Anthony Duarte, and new non-resident member Jerry Roseborough. All are members of other live steam clubs.

**Superintendent's Report:** Ted filled in for the Superintendent, as Drew was not

available. It has been confirmed that the Boney Island trailer at the west end is now empty, and it was agreed that it would be inspected to determine if it was in a useable condition or should be dismantled. Also, it was agreed that any items in the area surrounding the trailer should be thrown away. There was minor discussion and agreement concerning a number of items that have been left around the west end of the Club that also need to be either dismantled and or collected and thrown away as well. Les Kovacs discussed the rebuilding of one of the electric cabinets in the parking lot.

**Website Update:** There was minor discussion with Diana regarding outstanding membership dues, updating membership information on the website, and the monthly Booster. Zak briefly discussed his progress on the final parts of the new Club Wi-Fi system.

**Other items:** The 1" water tower is now being refurbished by Richard Ronne. Ted discussed the scale buildings around the Club, and his desire that they would add to the enjoyment of all who ride the trains during the day or in the evening.

There was also minor discussion about the possibility of rebuilding the retaining wall at the east end of the Club where it meets the east parking lot. The Board reconsidered and approved, in theory only, the new site where the Mine Train shed has been proposed to be located. The approval of this site is subject to the Carolwood Foundation providing a complete FCR which requires the Board's final approval before any work can begin. Miles requested that everyone remember to plug in the battery tenders when they return Club engines to their respective storage tracks. Also, Miles asked about several ongoing items which Tim responded to.

The next public BOD meeting will be September 14, 2020 at 7:00 pm (because of Labor Day).

## Welcome New Members!

Here are our newest members, all of whom are members of other live steam clubs: Steven Borchert, Anthony Duarte, Sean Hagan, Brian Stephens, Timothy Wheeler, and new non-resident member Jerry Roseborough.



## FCRs Required for Building AND Removing Structures

At LALSRM, both building and removing a structure requires an Facility Change Request form. Removing a structure requires Board approval just like building a structure. This includes scenery buildings and façades around the track. If in doubt, ask!

## How to Dispose of Trash and Green Waste

**Important!** For anyone doing general clean up: do not use the big green bags anymore since they get way too heavy to lift to dump. For landscape debris: use the burlap flats in the tool shed. PLEASE fill the black trailer first; the yellow one is for backup. Do not use plastic bags for green waste; they are a waste of bags and the dump site does not want them.

## Have You Paid Your 2020 Member Dues?

As you know, we have changed our membership renewal process this year from paper to digital. This is a big change for all of us, and we thank everyone who has registered and paid. We realize there have been difficulties and frustrations, so thank you for reaching out to us for help, and for your patience as we all learn this new system.

If you haven't renewed yet, please visit [LALSRM.ORG](http://LALSRM.ORG) today. Go to **Member Resources**. Click "Register" and follow the instructions. Use your name and email address exactly as it appears in the 2019 Roster. You may pay using PayPal or personal check.

If you have any questions or concerns regarding how to register and pay, or what your status is, please contact Diana Manchester, [dm.ad@verizon.net](mailto:dm.ad@verizon.net), (626) 222-7499 (cell), or Nick Suncin, [nsunzzz@gmail.com](mailto:nsunzzz@gmail.com), (323) 788-3033 (cell).

They will be happy to guide you through the registration process and help bring you up to date.

# President's Message



By Ted Merchant, President

Hello Railroad Fans!

I am re-emphasizing my opinion that Los Angeles Live Steamers Railroad Museum exists because members want and need collegiality. All of us work together to make LALS RM one of the most exciting model railroad clubs in the United States.

Our last Zoom Open Board meeting lasted 1 hour and 15 minutes. The subsequent Zoom Social "Hour" lasted 1 hour and 30 minutes! That meeting was attended by 45 members! We all had a good time because of collegiality.

How about the condition of our campus? We have been in pandemic lockdown for six months. We have not had an official workday during that time. But for some reason the campus looks good. The right-of-way has been raked. The lawn is mowed. The Kountry Kitchen stays clean. Fourth of July decorations are put up and taken down.

Les Kovacs and team have repaired several infrastructure issues in addition to the Crystal Springs Drive renovation. Jeremy, Ross and Steve are hard at work on the powering phase of our vintage signal collection. How does this all happen? We like our Club. We like helping each other. And we know our efforts are appreciated. Collegiality works!

### Zoom Social Hour

A discussion during our Zoom Social Hour focused on miniature and full-scale model structures. These structures are popular and there is considerable interest in building more. We discussed the possibility of developing an LALS RM vision, so these structures complement one another. Subsequently Bill Walker organized a Zoom meeting at which nine of us discussed this topic further.

The meeting ended concluding that we would meet at the campus Saturday,

# Diesel Loco Instructions for Engineers

To better assist engineers taking out Club diesel engines, we have developed an "LALS Club Diesel Locomotive Check List". See below.

This list explains each step that needs to be taken by an engineer BEFORE and AFTER running a Club locomotive. It also explains how to fill out the "LALS Diesel Engineer Report."

The Engineer's Report must be filled out EACH time a locomotive is taken out and returned. If a different engineer is returning the locomotive, they need to fill out the second part of the Engineer's Report and

perform each of the steps noted on the Check List.

The forms cover items such as fuel and oil, disconnecting and reconnecting the batteries, how to safely move the locomotive, and what to do if there is a maintenance problem. Both forms will be kept in a folder on the engine, either under the engineer's seat or near it. If anyone has any questions, and especially questions regarding repairs or concerns about an engine, please contact Miles Kristman. And as always, our standard is always SAFETY FIRST.

## Loco Checklists

Complete before loco taken out ▼  
Complete when returning loco ►

### LALS Club Diesel Locomotive Check List

#### Taking the Engine & Engineers Riding Car out of the barn:

1. Open barn, fill out the Diesel Locomotive Engineers Report form (in a folder under or near the engineer's seat) with your name, time out, and other information requested.
2. DISCONNECT the battery tender from the engine.
3. Remove the covering and store it carefully.
4. Pull out the engine and engineers riding car by the body not the railings.
5. Check the engine for gasoline & oil. If the engine oil is very low do NOT use the locomotive - notify maintenance and put a trouble/repair order tag (orange colored tag) on locomotive.
6. Turn the gas valve ON, if the engine has one.
7. Do NOT start the engine on the transfer table.
8. Push the engine and engineers riding car to the outgoing track using the transfer table handle, not the engine.
9. Start the engine on the outgoing track and proceed to gasoline dock to refill if needed.

#### Putting the Engine & Engineers Riding Car back in the barn:

1. Bring the engine back via incoming track after refilling the engine with gasoline.
2. Turn the engine OFF before you roll onto the transfer table.
3. Push the engine back to the assigned track using the transfer table handle not the engine.
4. Make sure all switches are in the OFF position before you put the engine and engineers riding car away.
5. Turn the gas valve OFF - if the engine has one.
6. Cover the engine & riding car.
7. RECONNECT the battery tender to the engine.
8. Before pushing the engine & engineers riding car back into the barn, complete the return section of the Diesel Locomotive Engineers Report form.
9. Close and lock the barn.

It is the engineer's responsibility to note any problems with the engine & engineers riding car by filling out and attaching to the engine a trouble/repair order tag (orange colored tag), and reporting the problem to the necessary maintenance people.

Aug 19, 2020

### LOS ANGELES LIVE STEAMERS RAILROAD MUSEUM CLUB DIESEL LOCOMOTIVE ENGINEER'S REPORT

SP PA (orange/yellow) \_\_\_\_\_ Santa Fe (Elect: red/silver) \_\_\_\_\_ DATE / /

SP SW-1500 (red/gray) \_\_\_\_\_ EP S-12 (yellow/gray) \_\_\_\_\_

SP C415 (Center Cab: red/gray) \_\_\_\_\_ EVENT \_\_\_\_\_

Starting Engineer (Print) \_\_\_\_\_ Time out of shed \_\_\_\_\_

Ending Engineer (Print) \_\_\_\_\_ Time into shed \_\_\_\_\_

**ON DUTY REPORT** Hour meter reading at START \_\_\_\_\_  
Hour Next Oil Change Due \_\_\_\_\_

FUEL LEVEL (Check One)  
Full \_\_\_\_\_ 3/4 \_\_\_\_\_ 1/2 \_\_\_\_\_ Empty \_\_\_\_\_ Hour Next Lube Service \_\_\_\_\_

Check Oil Level \_\_\_\_\_ Turn on Fuel Valve (PA & C415)  
Battery % on Electric Loco \_\_\_\_\_

On Duty Comments: (Note any Damage) \_\_\_\_\_

**OFF DUTY REPORT** Hour meter reading at STOP \_\_\_\_\_  
Please service and fuel locomotive after run as needed. Leave locomotive ready to run.  
Check/Fill Oil \_\_\_\_\_ Fill Gas Tank \_\_\_\_\_ Shut Off Fuel Valve \_\_\_\_\_  
Electric Loco. Batt. % \_\_\_\_\_ and Ah \_\_\_\_\_ Plug Electric Loco. Into Charger \_\_\_\_\_

Off Duty Comments: (Note any Problems) \_\_\_\_\_

**OIL CHANGE SERVICES** (every 60 Hrs. or 6 months) DATE / /  
Hour Meter At Oil Change \_\_\_\_\_ 30w Detergent oil \_\_\_\_\_ 48oz. with filter PH3614  
B&S Vanguard 16 HP Do not overfill. Check level.  
Oil Service Done By \_\_\_\_\_ Next Oil Change +60 Hrs. \_\_\_\_\_  
Clean Air Filter \_\_\_\_\_ (use compressed air or change as needed)  
Check Battery \_\_\_\_\_ (clean terminals and check cables)

**LUBE SERVICE** (Every 100 Hours) DATE / /  
Hour Meter at Lube Service \_\_\_\_\_  
Lube Service Done By \_\_\_\_\_ Next Lube Service +100 Hrs. \_\_\_\_\_  
Change Spark Plug \_\_\_\_\_  
Grease Truck Axles & Gearboxes \_\_\_\_\_ (1/5 pump each journal - fill gearboxes)  
Lube Chains \_\_\_\_\_ Wipe down frame free of grease \_\_\_\_\_

Superintendent of Diesel Motive Power is to be notified of any locomotive problems.  
\*Use unleaded gas only and please do not make any adjustments of any kind. Thank you for keeping our club locomotives running!  
Rev. 11/09/16

Locomotive-Log-Diets 2016 Rev. 06/03/14

August 22, with appropriate masking and social distancing, and spend time dreaming of how this vision may develop. This was an exciting meeting and demonstrates what happens when artistry, a love of railroads, leadership and collegiality collide. Any of you wanting to participate in this effort are invited to contact Bill Walker at [LoadAndGoTrainDepot9@gmail.com](mailto:LoadAndGoTrainDepot9@gmail.com). Come on board! Bill will have more to report next month.

And that's the way it is. Stay safe. Stay well. Think railroads. Your comments are always welcome.

Ted Merchant

[www.EdwardBMerchant@gmail.com](http://www.EdwardBMerchant@gmail.com)

## Fire Season Requires Extra Vigilance

If it hasn't already been obvious from the news, fire season has arrived! All coal burning locomotives must have spark arrestors and be cautious when dumping their ash pans.

Every engineer should keep an eye out for sparks and be familiar with fire extinguisher locations as well as where the nearest hose is. Any volunteers that can help with leaf removal are appreciated plus it's a good excuse to play trains! We all need to do our part to keep the Club safe. *Jeremy Steinert*

# 1967-1969—Club Hits Stride With New Projects

*(Continued from page 1)*

son) by donations from members as well as Little Engines. We also passed a new Bylaw raising annual dues to \$15 with members in agreement for a “first-class Club”.

## Food and Drinks Emerge

Sutchville was improved with cement sidewalks poured on both sides of the station track. Dave Conway suggested we invest in a coin-operated cold soda machine for the public station. This would offer thirsty train crews and waiting passengers refreshment, plus provide some revenue for our struggling bank account.

In November of the same year, Marge Conway began catering a hot lunch for train crews and members on the first Sunday of the month for a nominal fee. It was profitable from the start. These were the beginnings of what would later become known as the “Conway Commissary.”

## Club Logo Designed

Gordon Sherwood’s design of the Club logo was adopted in April of 1967 and began appearing on the Booster letterhead, and later into decals and jacket patches. In the same Booster Bill Webb published an article advocated the use of standard railroad hand signals.

Joe Nelson’s articles from his book “So You Want to Build a Steam Locomotive” continued to appear in both the Booster and the one year old “Live Steam Magazine”.

The 1967 Spring Meet was a resound-

ing success with 1,346 steam fans attending, some from as far away as Boston, Miami, St. Louis and London. The large and small scale tracks were full of locomotives; 5,000 rides were given over four days. The Booster reported, “For the first time we had ample air pressure for operation, and the new water tank served us well.” In other live steam news, all were invited to the grand opening of the “Martin Lewis Railroad Museum” in Lomita June 23, 24, and 25, and plans for the forming of a 15” gauge railroad, the Joshua Tree & Southern Railroad Club, was announced.

## October 1967 Fall Meet Success

The October Fall Meet was a success as well, with 2,612 riders over two days. The total rides for the year up to then totaled 22,220 – more than the entire year of 1966. Saturday saw the “largest run of one inch equipment than we have ever seen, thanks in part to William Devine’s new train of 10 boxcars, double- and triple-heading to pull heavy loads.” Before the close of 1967, an FCR was submitted for the construction of Cooper Yard for the one inch track.

In December the Board voted to rent a skip-loader to remove dirt and mud away from the track at the southwest end. We had experienced significant mudslides with a Fall rain storm, and there was concern that if this problem was not addressed, it “could be worse next time.” This was prophetic. Heavy rains and mudslides were to hit again in 1968 and ’69.

## 1968

The new year was kicked off with Harry Dixon (west coast Secretary of the BLS) asking us to consider hosting the BLS Meet in 1970.

A second FCR was submitted for the small scales: the enhancing and expansion of the one inch track, with Doug Alkire the coordinator of this and the one inch yard projects. By April, all the rail needed had been purchased from Little Engines, lines for both the ¾” and 1” scale tracks had been staked, and several truckloads of DG (from the earlier mudslides) had been dumped in the switching area courtesy of the Park Department. Members brought donated lumber remnants for ties and made up track panels.

## 1968 Spring Meet

Our Spring Meet was well attended, not only by members and visiting live steamers, but also photographers and reporters from KTLA and KABC. On Saturday night, “steam whistles could be heard on the evening news.” Member Gene Hackley (staff photographer for L.A. Times) brought his camera and took many pictures. The Booster published its first B&W photo. Gene’s photos were printed in local newspapers and one photo was even sent through the Associated Press. Frank Mann brought his newly constructed 1-1/2” scale 2-10-4 ‘5001 Series’ Texas that he built in 27 weeks on a bet. Our Club had grown to 201 members.

Summer brought an invitation to the annual meet at the Goleta Valley Railroad Club in Santa Barbara for July 6 and 7. A new men’s and women’s restroom was installed at our western border in time for the Fall Meet; included was a men’s shower as well as an exterior wash basin. A new track workshed was also constructed nearby. During these months, Doug Alkire put in 872 evening and weekend hours at his shop machining and constructing eight switches (six of them were three-rail types) and a crossing for the one inch track expansion. In December Live Steam Magazine ran an impressive photo essay feature about LALS by photographer and Club Publicity Chairman Gene Hackley, who tragically passed away a month later.

## 1969

With the 1970 BLS Spring Meet now on the horizon, Club projects progressed at a good rate. More steaming bays would be



David Rohrer compacts the soil in the Webb Yard area in 1969. New steaming bays are on the left.

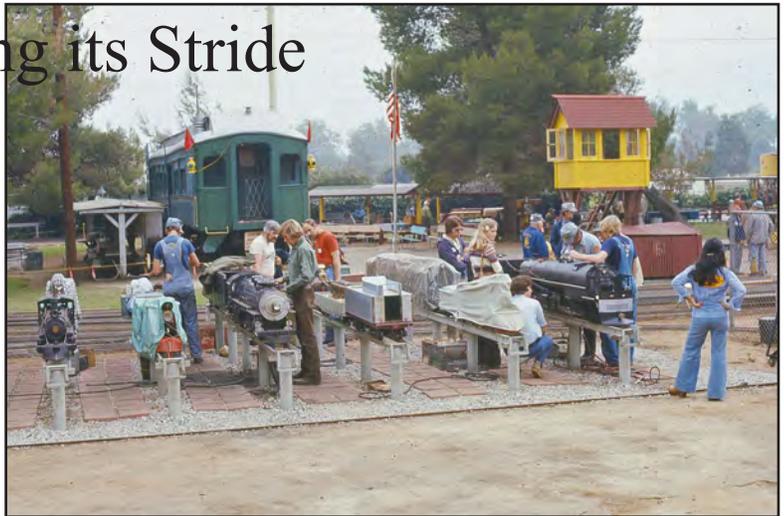
*(Continued on page 5)*

# 1967-1969—Club Hitting its Stride

*(Continued from page 4)*

needed to accommodate the crowds we expected for this event. Discussions about parallel steaming bays led to an FCR approval in June which also included an 18' transfer bridge. The track beds for the one inch expansion were prepared along the north and west borders of our facility, and track laying resumed. David Rohrer submitted plans to build a one inch car barn in the one inch yard area.

Torrential rains in February caused massive mudslides to erode the hills on south side of property bringing tons of mud to the southwest track where much progress had been made on the 1" track expansion. A flyer was mailed out to members urgently requesting help and 38 volunteers responded. The City offered to clear the mud from Crystal Springs Drive up to the south side of the layout. Club President Chet Petersen met with the City Council to obtain assurance that Parks would henceforth maintain the south hills along Crystal *(text continues below)*



▲ Steaming bays in early days. Note absence of Alkire carbarn in foreground and green Tonopah "club car" in the background.



▲ Looking north at hillside washout damage to LALS RM during 1968 flood from heavy rains.

Springs Drive so that future mudslides could be avoided. Club leadership explored plans to install a 24" pipe line on the south side of the property. Frank Mann was able to obtain donation of 100 feet of 2' corrugated pipe from Charlie Brown Construction of Las Vegas.

In April an invitation was extended from Riverside Live Steamers to attend their Golden Spike Ceremony on May 10 and 11.

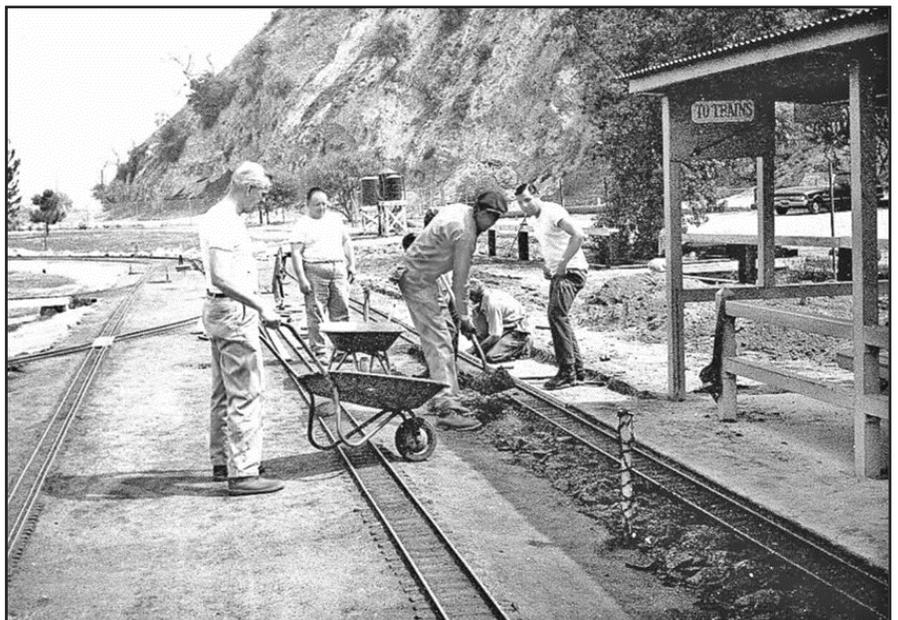
Assignments were made for a track maintenance plan like our "adopt-a-track" program. Safety rules were revised and published in two pages: for operations and for equipment. Vacuum brakes were discussed for trains carrying the public, which brought about much debate.

Meanwhile, since 1966 many a near train accident took place at the convergence of the

newer Disney Loop with the older mainline, where a blind spot existed. This crossing was known as "Kamikaze Junction". A temporary fix was tried for awhile. Cary Stewart writes, "The first train to enter the controlled sections had the right of way. Sensors were placed in the tracks that detected trains entering the crossover. Now if another engineer wasn't paying attention and entered the section, a klaxon sounded. It was so loud that it could be heard in the Burbank Rancho area across the LA River. The errant engineer really got a wakeup call and so did everybody else on the area." The Board demanded a better solution. The first signal system

*(Continued on page 6)*

▼ Frank Mann, with shovel, Dave Conway, with wheelbarrow in the back, and other LALS members working on forms for the concrete platform at Sutchville Station in 1967.



# Club in 1967-1969

*(Continued from page 5)*

was designed and installed by William and Hal Hoadley with support from Bill Webb. The electrical/electronic system included six blocks with relays to break the track into circuits with signal lights. It started east of Sutchville and ran counterclockwise only to just past the crossing.

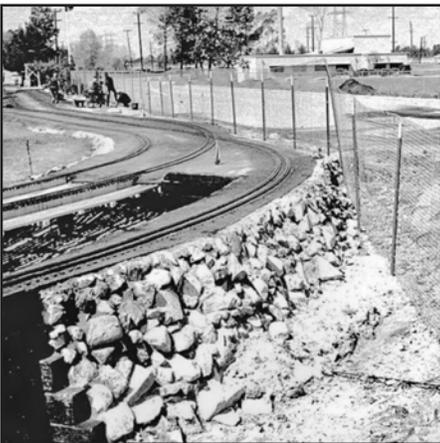
By October all materials needed for the parallel steaming bays had been procured and work continued at a good pace. In December a concrete slab was poured for the turnaround. Power was installed for the new bays and a "fine cam-action latch" was designed and installed on the transfer bridge by Hutch Cooper.

Year end brought our membership to 243 and non-resident dues were raised from \$3.00 to \$5.00. Brakes were declared a requirement by June 1970 on trains pulling the public.



▶ Looking East from Webb Yard at 1970 IBLS Meet.

▼ Disney Loop (on right) meets mainline at "Kamikaze Junction".



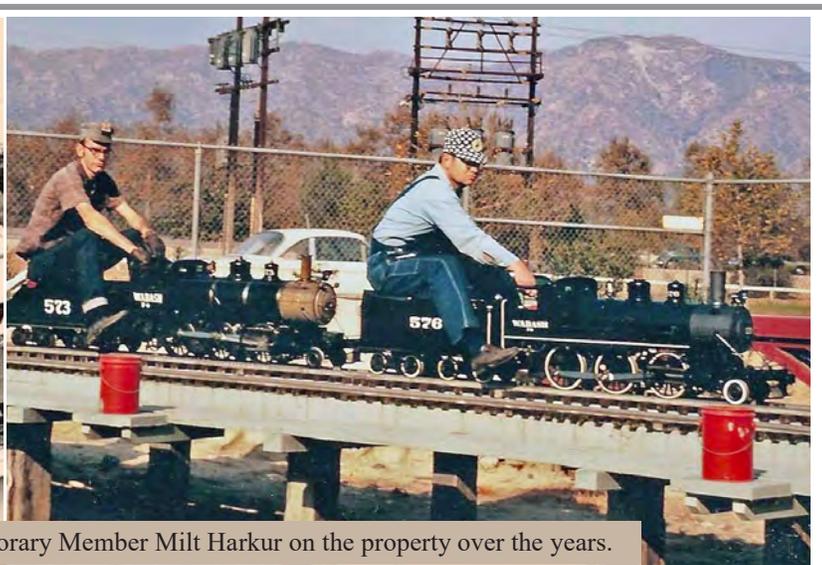
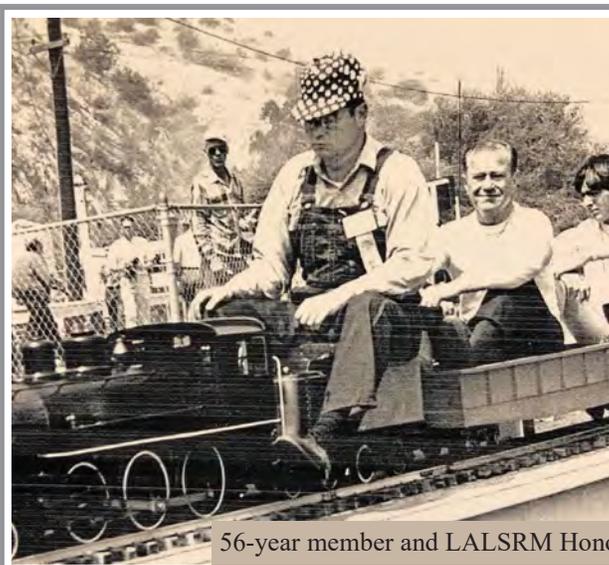
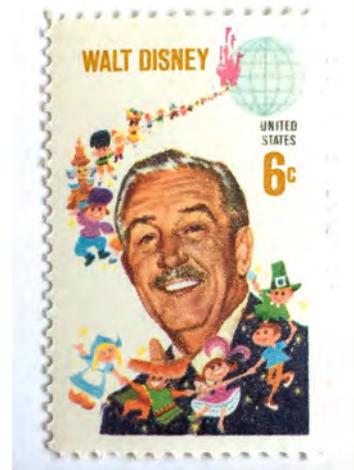
## Walt Disney 1968 Commemorative stamp

In September 1968, the United States Postal Authority issued its first Disney stamp, thereby commemorating Walter Elias Disney's (1901-1966) contributions to America and to the world.

Two Disney artists designed the stamp – Paul Wenzel crafted Walt's portrait and Bob Moore drew the background design of children of the world emerging from the Sleeping Beauty Castle.

First Day ceremonies were held in Marceline, Missouri, Disney's boyhood village that he regarded as an ideal community. Almost a million first day covers were cancelled in Marceline and over 150 million Disney stamps were purchased at U.S. post offices during the next ten days.

In 1967, the LALS Board wrote to the Postmaster General, reserving 200 first day covers for members.



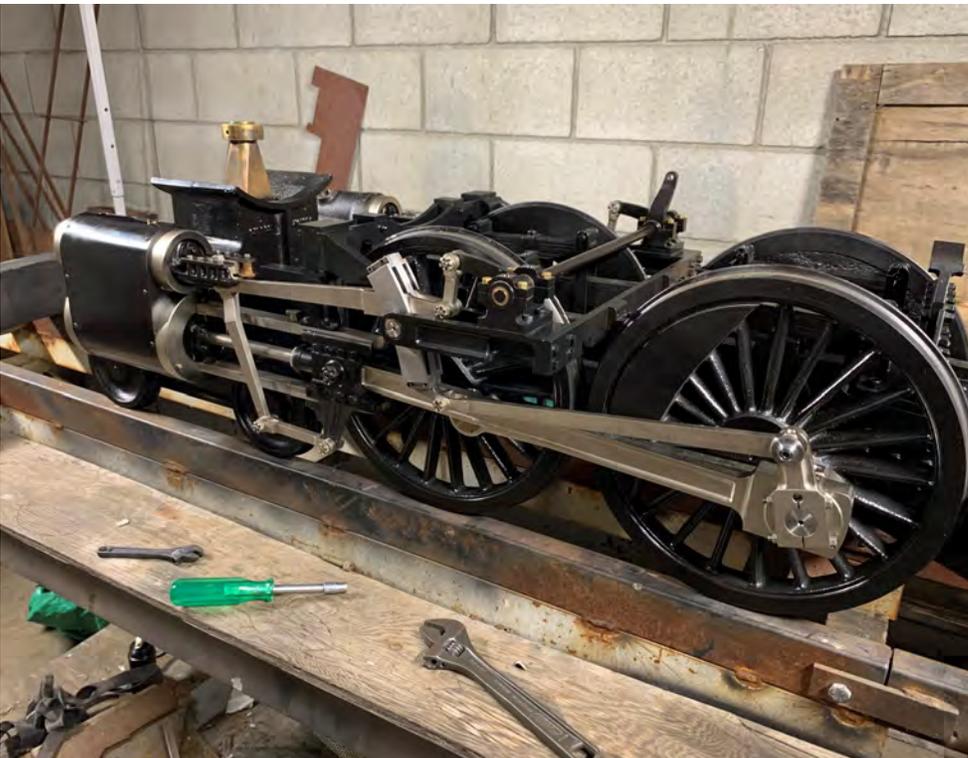
56-year member and LALS SRM Honorary Member Milt Harkur on the property over the years.



# Atlantic Running Again with a Little Help From Friends

By Brandon Ruiz

With the help of members David Lazarus and James Grzesiak, the Atlantic (*above and below*) is now running on air again, this time with shiny new paint, nickel plated valve gear and cylinder covers. As the temperatures climbed into the triple digits, I moved indoors to work on the detail work on the smokebox, finishing the classification lights, number boards and smokebox door details.



## Los Angeles Live Steamers Railroad Museum

In Griffith Park  
Mailing Address—PO Box 2156,  
Toluca Lake, CA 91610

LALSRM.org  
(323) 661-8958

### 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



The *Engine Booster* is the monthly publication of the Los Angeles Live Steamers Railroad Museum, a not for profit 501(c)(3) organization.

Editor Peter Fuad

Associate Editor: Diana Manchester

## Member Schedule

### September

- 14 BOD meeting via Zoom  
7:00 p.m.
- 27 Souvenir Booth open 11-2

### October

- 5 BOD meeting via Zoom  
7:00 p.m.
- 25 Souvenir Booth open 11-2

# Annual “Men’s” Excellent Sojourn to Train Mountain

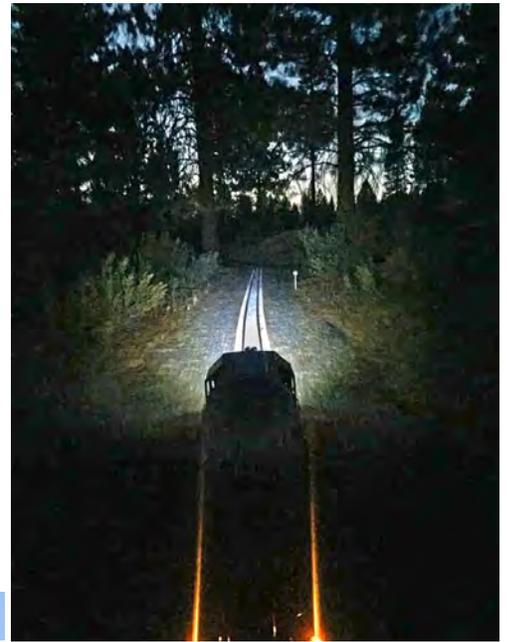
*Michael Murphy, Nick Suncin, Andrew Chaves and Eric Lipton made the annual Train Mountain “men’s” trip mid-August. Here is his commentary and some of his photos and a shot from the Train Mountain webcam.*

Weather was in the high 70’s to low 80’s. Went out for a night run for the first time on this trip. It’s amazing how many stars you can see from the North end of the railroad.

Drove up to Caboose Ridge and took a look around. The view of the lake and the mountains is really cool.

We did a night run to Hope Circle. Was very cool on the way back, turned the headlights off a couple times and just looked up. There is no ambient light so you were able to see thousands of stars, were also able to see a couple shooting stars.

Roger Frymire brought his train down from Portland.



*Clockwise from top right: (1) Night run to Hope Circle, (2) Caboose Ridge, (3) Lunch at Beauchamp, (4) Entrance to Train Mountain, (5) Daytime running,*

