



Board and Bylaw Election Results



2018 LALSRRM Board of Directors. Clockwise seated around table: Wayne Crabb, Diana Manchester, Christie Edinger, Peter Fuad, Fred Lack, Martha Figueroa, and Doug Young. Inset: Board Member John Garcia. Outgoing President Ron Hitchcock stands in back.

The 2017 LALSRRM election results were counted on November 27. All by-law proposals were adopted, as well as the Honorary Membership for Les Kovacs. There were 137 total votes.

Here are the official results:

Directors 2018-2019 Term (Names in red elected)

- Wayne Crabb 96 votes
- Martha Figueroa 95
- Diana Manchester 78
- Doug Young 74
- Andrew LaGaly 49
- Flemming Nielson 38
- Don Kallgren 37
- Zak Holman 36

Bylaw Proposals-- Needed 2/3 approval to pass (92 votes)

Proposal 1 (Late fee for late payment of membership dues) *Passed* 112 votes

Proposal 2 (Directors conflict of interest rule) *Passed* 98 votes

Honorary membership for Les Kovacs - *Passed* 96 votes

2018 LALSRRM Officers Named; First Order of Business: Selecting Committee Assignments

The 2018 Board of Directors elected their officers at the Holiday Banquet. They are: Peter Fuad President; Doug Young, Vice President; Fred Lack, Treasurer; and Christie Edinger, Secretary.

Committee Assignments

The first order of business for the new Board is the selection of the various committee chairs and members. In selecting positions, Board members are considering ability, willingness to serve and not overloading any one member with too many assignments. Proposed assignments will be announced at the January 8 Board meeting for comments by Club members,

and finalized at the February meeting.

2018 Initiatives

Peter Fuad, incoming President, commented that the 2018 Board has tremendous strength and depth to lead the Club next year and has the willingness to undertake and complete several important initiatives, including putting more routine tasks, such as membership renewals, online; refining the POS system for the Ticket Booth and Kountry Kitchen (see story on page 6); strengthening the FCR process; and (finally) completing the electrical rewiring and painting the Moore-O'Brien Bridge.

Public Service

December

- 17 Public Rides; Disney Barn Open/Steam Plant operating
- 24 No Public Rides
- 31 Public Rides

January

- 7 Public Rides
- 14 Public Rides
- 21 Public Rides; Disney Barn Open/Steam Plant Operating
- 28 Public Rides

SPLINTERS FROM THE BOARD

By Alex O'Donnell, Secretary



December 4, 2017 Meeting

Membership: Wayne Crabb introduced Robin Walsh as a probationary member. Congratulations Luke and Matt McGinnis for completing their hours and becoming full members.

General Superintendent: Ted Merchant reported that he and Andrew Chaves are working on procuring several native Toyon trees to be planted along Bagley Siding to help restore the tree tunnel that used to be through there.

Ted also proposed fabricating some additional narrow gauge maintenance flatcars along with the purchase of trucks/couplers for them. These cars would have stake pockets and be based off of the cars currently used to carry the super sucker track cleaner.

Program: Martha Figueroa thanked everyone that attended the Holiday Banquet - it was a fantastic dinner and a merry time was had by all. Next summer, volunteers will be needed to help with the setup of movie nights. Additional volunteers are still needed for the Ticket Booth and Kountry Kitchen as well. Martha was commended by the outgoing Board for her strong dedication and service to the Club.

Safety: Jim Cammarata noted that on public trains, drawbars or safety chains must be employed between locomotives and engineer riding cars. Additionally, cars without automatic air brakes such as cabooses and show cars must have safety chains as well. Before Sunday public operations commence, the safety coordinator is responsible for walking the track to ensure the tracks aren't fouled or unsafe.

If a public consist is stopped on the mainline for a period of time, the conductor must get off and flag the rear of the train from a sufficient enough distance back.

Engineers are responsible for com-

municating to the conductor that a prolonged stop on the mainline is imminent and that they need to flag the rear of the train. There are many blind spots on the railroad such as tunnels and curves, so making sure the train behind you knows where you are stopped is very important.

Jim and the rest of the safety committee are planning on reviewing and updating our safety documents to reflect our current operating practices/policies. Level 1 equipment inspections will be held on January 20.

Old Business: The caretaker's caboose renovation is moving along smoothly with the flooring being addressed currently by Andrew LaGaly. He requested and the Board approved an investment in a new refrigerator for the caboose since the old one is over 20 years old and consumes more power.

Planning and meetings are currently being held with LADWP regarding the new electrical service drop and realigned pole arrangement. Tom McCarthy noted that they are hoping to get the project underway next spring.

New Business: Bill Walker proposed that the Club have a designated rental locomotive for members to rent to haul family and for private parties. Due to maintenance concerns, the Board determined that the issue would be further investigated at the January meeting.

Club-owned SP ALCO PA-1 #6006 is down for repairs due to a broken Lovejoy connector. The repairs on Club-owned ATSF EMD GP60M #163 will most likely extend for several months due to the worm gears it uses being out of production and custom parts having to be made. Please only use Club public-hauling locomotives for Club-sanctioned events - only the SP Center Cab is allowed to be used for workday service. Other small Club-owned engines such as the Toonerville Trolley, SPW 4-4-0, and 1" scale SP Atlantic are to be operated by qualified individuals with proper approval.

Announcements: Harrison Hitchcock announced that Steam Day will be held on Saturday, February 10th, 2018. It will be a celebration of steam and our Club's roots - live steam locomotives, traction engines, and other steam-



Time to Renew Your Membership for 2018

Look for your 2018 Membership Renewal in early January. When it comes, send it back with payment right away before you forget.

Remember there can be a penalty of \$25 if you are late, and the possibility of not being included in the Roster. *Important:* even if you owe no dues, please send the form back anyway so we know we are up to date with your information.

If you do not receive your renewal in the mail by January 12 or so, please contact Wilbur Dong or Diana Manchester.
Wilbur Dong

powered machines are welcome and encouraged to attend.

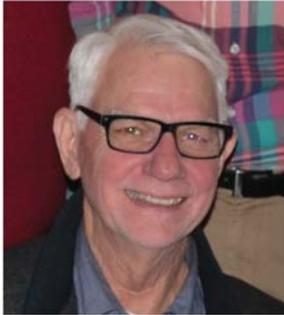
Special thanks to Nestle for donating water to the Club and Steve Ruatta for facilitating the donation. A Christmas donation pool was started by John Garcia for our chef, Jaime, who has cooked our Sunday lunches for many years. Kountry Kitchen volunteers should keep the food storage container door closed whenever possible to avoid animals entering.

Committee appointments will be reviewed and made in the spring by the incoming Board of Directors. If you're interested in a position or joining a committee, contact the new Board.

Sunday public operations will not be held on December 24th due to it being Christmas Eve, but they will be held on January 31st (New Year's Eve).

It has been a pleasure serving as your Club Secretary for my second and last year on the Board. I'd like to thank the rest of the Board for helping me do this job well and welcome the new incoming Board as well. Happy holidays and may this Club continue to be the best live steam railroad I know.

President's Message



By Ron Hitchcock, President

We've had a great run. Thanks to each Board member for your **service**, your **support**, your **friendship**, and your **help** keeping the Club operating on track all year.

The Board took on a full plate, stabilizing many negative influences on the Club. The Caretaker's caboose is underway, and we were able to bring back the Halloween night runs, a major Club fundraiser (with primary thanks to Gary Baker, Thaine Morris, Les Kovacs, Aaron Emmer, Doug Young and Johnny DePhillip Jr). Feedback from the public has been very favorable.

Other projects this year included the Kountry Kitchen being reworked and re-wired with subpanels (thank you Tim and Andrew LaGaly, and Les). A food storage container was added in the kitchen (thanks to Gary Evans and Les). The new/old Sherwood Station was completely rebuilt (thanks Gary Baker, Les, Aaron and Steve Altmayr). The Library was refurbished

(thanks Gary B). The propane tank installation was finish, wired and filled (thank you Les and Doug Young).

The calliope was assembled and demonstrated (thanks Thaine and Miles Kristman). It is now for sale as we feel the novelty could wear off and it would sit unused. It was a substantial investment and should be operated (going south on the Mississippi River).

We were graced by a substantial grant from The Ludwick Family Foundation which funded the purchase of our own fork lift, will assure a new 400 amp 3-phase electrical service panel, fund the sandblasting and electrostatic repainting of the Moore-O'Brien bridge, and allow us to refurbish the UP Club car caboose. Thank you to the Ludwick family for their generous consideration.

Untold thanks to personal advisors Gary Evans and Les Kovacs. And special recognition to right hand man John Garcia.

We've left the Club well funded, and next year's Board is quite qualified to carry on our mission. On behalf of the Club, thanks to all who stepped up and ran. Let's welcome and support the new Board under President Peter Fuad.

I'm happy to announce the 3100, a steam engine from the past has returned to the Club with a new boiler. Members James Grzesiak, Brandon Ruiz and Harrison Hitchcock fired it and have agreed to re-plumb it. They may switch it out to propane, making it easier for Club members to learn steam and enjoy. Thank you, Wolf Fengler for obtaining the new boiler.

Remember to bring your engines (with spark screens) to the Steam Day Run scheduled for Saturday, February 10th. And have yourself a safe and enjoyable holiday season.



Hello Train-Fans!
Once again, let's give it up for our sprinkler crew, which has shrunk to two dedicated members, Steve Rodstein and Ross Harper. They are working their @#%s off! Unfortunately, the more they work, the more problems they find! They could use some help. Are there two or three of you who can join their team? It is an excellent opportunity to serve the Club and be associated with a job well done. Their phone numbers and email addresses are in the Roster. Steve and Ross will be happy to hear from you. Please thank these guys when you see them at the Club.

Next time you are on the Bagley Siding, look east and you will find three newly planted Toyon trees. They are provided at a discount from Andrew Chaves, Director of Operations at the Theodore Payne Foundation. Our intention is to have them form a tunnel of trees over the Bagley siding. The trees were planted December ninth.

The December work-day saw limited attendance, not surprising due to the holidays, but we raked and cleaned as though there were thirty of us! I think the Club looks great, but there is always raking and cleaning to be done. Please thank those listed under "Who's Been Workin' on the Railroad" and anyone else you know that contributes to making the Club the great place it is.

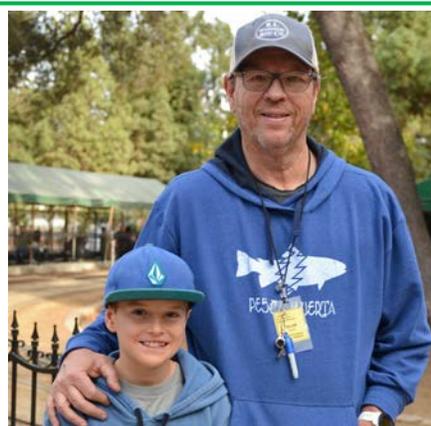
Please accept my best wishes for Happy Holidays and a healthy, prosperous 2018.

So that's the way it is. Remember our next work-day is January 20, 2018.

EdwardBMerchant@gmail.com.



Congratulations new members Matt (Dad) and Luke McGinnis.



Welcome Probationary Members Scott (Dad) and Matt Carlin



Welcome to another edition of *BLOCK TALK!*, bringing you the latest news and adventures of the LALSRM Signals Division. We've been asked to write an article explaining the basics of our signaling system, as there are some new members in our club who might benefit from an overview of what it is and how it works.

Brains

There are many components that make up our signaling system. The most important ones are these panel boxes, which are spread throughout our railroad:



There are 15 of these boxes, all connected together and functioning as a single network, and they can be considered the electronic brains of the operation. Inside

This month's topic: Back to Basics

each box are circuit boards, power supplies, and plenty of wiring, all working together to perform the following tasks, among others:

- Detect when trains enter & leave blocks
- Conditionally display green, red or yellow signal aspects based on block occupancy and turnout position (not unlike the way it happens on 'real' railroads)
- Throw electronically controlled switches (turnouts)
- Activate flashing lights & bells at crossings

When the signal system is active, nominal DC voltage is present on the rails. As a train travels over the track, the train's wheels create electrical connections along the way, which tips off the signal system that a block of track is occupied.

Signals and Switch Posts

The tempting gadgets that our public riders can't resist swatting at, these are the tools our engineers rely on for navigation when operating their trains. Here's the lowdown on double-headed searchlight signals, a common sight at LALS:



A green signal means the track ahead is clear and the next switch is set to the main line.



A red over yellow signal means the next switch is set to diverge from the main line.



A red over red signal means the next switch is thrown to the diverging route, which is occupied.

There are also single- and triple-headed signals, dwarf signals, and a Pennsylvania RR style signal on our railroad, so come talk to us if you want to dig a little deeper.

Like signals, *switch posts* are also spread throughout our railroad, and you'll see engineers tap them when they want to change the way an upcoming switch is lined. When they tap it and the switch gets thrown to a different position, a corresponding signal will change to reflect the new route (it might change from green to red over yellow, for example).

How Did it Get Here, and How Do You Maintain It?

LALSRM member John

Smith built our signals system over a period of several years. It's very impressive in all that it does, especially the fact that it allows for bi-directional running of trains. Maintenance of the system is handled by the LALSRM Signals Division.

We have a variety of problems to contend with such as rodents chewing on bond wires, water seeping into underground con-



Bee Unit? Yep, a colony of bees really did occupy the semaphore signal last year. Honeycombs and everything.

duits & wire vaults, corrosion & oxidation on various surfaces, and circuit boards & electronic components that fail over time. (We even found a 2-inch-high stack of dead bees inside the semaphore signal last year!) When a new problem crops up during a Sunday public run day, we'll try to fix it right away if possible. But if it's a complex repair (or if we're getting chased by angry bees), we'll log the issue and fix it during the next scheduled work day.

How do I Report a Signal Problem?

Find a member of the Signals Division during a Sunday public run day or Saturday work day and let him know. Be as specific as possible: we need the exact location and/or letter designation of the malfunctioning device (many signals have 2 or 3 letters marked on the back), and the scope of the problem (i.e. if it happens consistently or intermittently, rain or shine, etc).

We hope you found this article to be informative. For more information, contact any member of the Signals Division, which is headed up by Jeremy Steinert, Stevo Brock, Charles Rhoades, Wayne Crabb, Steve Sauber, and John Smith. Our threefold mission is to ensure the safe operation of trains at our club, to educate members about the signal system, and to

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maintain and upgrade the system so it continues to operate reliably for years to come. You'll find us at the club during Saturday work days or Sunday Public Run days. We'd be happy to discuss any topic regarding the signals system with you. And don't forget: If you're aware of a signal problem that we might not know about, come find us and give us the details. We'll do our best to get it fixed promptly.

Look for another installment of *BLOCK TALK!*. See you trackside!



No Sunshine? No Problem!

The brave men of the Signals Division aren't afraid to play with electricity in the rain.

Christmas Berry and Archives Welcomed at Club Grounds

By Andrew Chaves

Late this past summer, Ted Merchant reached out to me to assist in the selection of some plants for a bare patch on the west end. Naturally, we were attracted to native plants as many are drought tolerant, don't require fertilizers or soil amendments and support local birds and butterflies. I gave him a tour of the nursery and after discussing sun exposure, soil and size, we decided the best option would be to plant three *toyon* plants (*Heteromeles arbutifolia*). When mature, they'll be about 12' high and 12' wide and form a nice screen and enhance the landscaping at Bagley. On Saturday December 9, Ted and I planted three toyon. Toyon is a beautiful, easy to grow, perennial shrub native throughout the western part of California and the Sierra foothills. It is also known by the common names Christmas berry and California holly from the bright red berries it produces. Another reason for choosing toyon is that they are already growing naturally on the LALS grounds!



The "toyon" shrub is also known as the Christmas Berry or Christmas Holly. It is native to our area, grows quickly, and attracts butterflies and birds.

It's the official plant of the City of Los Angeles and legend has it that Hollywood was named for this plant, which used to cover the hillsides there. If properly situated, they can grow very quickly, up to 10 feet in three years. It's a great choice for almost any garden.

I've been with the Theodore Payne

(Continued on page 7)

SAVE THE DATE!

First Annual "Steam Day"

Saturday, February 10, 2018 – 9 am

Calling all steam enthusiasts! Enjoy a day of STEAM ONLY on the LALS tracks. For all members as well as railroaders from other clubs. Tracks in five gauges: from 7 1/2", 4 3/4", and 3 1/2" to One Gauge and G-scale Garden Railroad.

Day will officially start at 9 am. Come early and stay late. A hot lunch will be served in the Kountry Kitchen. Please note: For fire safety, make sure you have a spark arrestor system in place and an ash pan set up.



For more information, contact:

Harrison Hitchcock

harrison.hitchcock@gmail.com

323-382-9000 cell

Los Angeles Live Steamers Railroad Museum

5202 Zoo Drive, Los Angeles, CA 90027



Who's been Working on the Railroad

Steve Sauber	Nick Suncin
Wayne Crabb	Christie Edinger
Jeremy Steinert	Bill Schirmer
Mark Vreeken	Steve Rodstein
Jack Streit	Doug Young
Diana Manchester	Phillip Tucker
Glen Manchester	Matt McGinnis
Robin Walsh	Luke McGinnis
Keenan Walsh	Jim Baker
Jay Hawver	Dave Clark
Charles Rhodes	Ted Merchant
Mel Bresee	Less Kovaks
Bill Walker	

Station Masters - Gary Evans, Robert Guzman, Wayne Crabb, Tom Crue, Bill Schirmer

SUNDAY EXTRA BOARD

November

Locos	Engineers	Conductors	
City of LA—Fuad	Francis Barnes	Bob Quinn	Roderick Fritz
SP PA1—LALSRM	Tom Harwood	Roberto Lopez	Tristan Fritz
Santa Fe Electric—LALSRM	Christie Edinger	Jay Hawver	Jack Streit
No. 8—LALSRM	Peter Fuad	Bob Crone	Bill Walker
ATSF 940—Bresee	Mel Bresee	Greg Pschaida	Brian Webster
CSRR #73—Edinger	Greg Pschaida	Wayne Crabb	Doug Stephens
Union Pacific—LALSRM	Steve Sauber	Karl Strauss	Darrell Payne
SP 1500—LALSRM	Bill Walker	Gage Detchemendy	
SP 2468—LALSRM	Bob Crone	Safety Coordinators - Chuck Mohr, Ron Hitchcock, Bob Crone, Wayne Crabb	
	Jeremy Steinert		
	Harrison Hitchcock		

Souvenirs and Tickets - Martha Figueroa, Larry Tighe, Lynn Bebenroth, Matt McGinnis, Joaquin Chaves,

Ridership and Max Temps

November 5	734	70°
November 12	670	70°
November 19	839	79°
November 26	730	77°

November 2017 — 2,973
Year to Date — 29,742
November 2016 — 28,194



New Clover POS System Installed

By Diana Manchester

The new Clover POS system is up and running in both the Ticket Booth and the Kountry Kitchen.

The above photo shows the new system in the Kountry Kitchen in use on Sunday, December 10. John and Brenda have trained several Club member volunteers how to use it, including Roderick Fritz,

Jack Streit, and Bonnie Kaufman.

It contains a touch screen with all our food items listed, plus their sales amount. The system adds each bill automatically, and allows members to pay by cash and credit card.

It will help us keep a more accurate and detailed record of income received, and assist us in tracking inventory.

Member Schedule

December

- 24 **Christmas Eve**
No Public Rides
- 31 **New York Days Eve**
Public Rides

January

- 6 **Change Directions**
- 7 Public Rides
- 8 BOD Meeting 7:00 p.m.
- 14 Public Rides
- 20 Work Day/Member Meeting
- 20 **Safety Inspection:**
9 am **Club Riding Cars**
2 pm **Member Equipment**
- 21 Public Rides; Disney Barn Open/Steam Plant Operating
- 28 Public Rides

Christmas and Trains Go Together

By Diana Manchester

When did the tradition of trains and Christmas get started? Probably in the early 1900s, around the time when Lionel began to produce the first electric toy trains. Toy train sets became popular requests for Christmas gifts. After opening and assembling a toy train set, running it under the Christmas tree was the natural thing to do.

Trains also brought about sentimental feelings linked with other emotions associated with Christmas. The holidays were a time when many people traveled long distances by train to reach home or to see relatives. And the nation's railroads were at one time the main means of shipping packages around the country at Christmastime.

Likewise, trains and Christmas go together at LALS. Members who got new trains this December include Jay Hawver, who conspired with the elves at Titan Trains for a G-9 engine, gondola and caboose, finished in Southern Pacific colors. He decided on gas rather than electric, which will provide the power to pull the public and run for hours. Jay grew up with trains; his dad had Lionel and Ives model trains, and used to



Jay Hawver's Southern Pacific G-9 is an example of the big industrial engines he liked growing up in SoCal.



Josh firing up his coal-burner for the first time.

bring him to LALS in the 1970's. Once he had his own kids, a daughter age 5, and son 4, Jay built an N-scale layout, and brought them to LALS for rides. One Sunday, he got talking to Wayne Crabb, and one thing led to another, and he became a member last year. Jay and his wife Celia are excited to raise their children at the Club; it's a chance for them to play outside, make new friends, learn history, get hands-on experience operating and working on trains, and develop new skills they can use for a lifetime.

In the meantime, a younger LALS regular, Josh Garcia, age 12, has been learning to operate steam engines at the Club under the mentorship of older members. He, of course, has been dreaming of having a steam engine of his own. He and friend, Nick Guzman have been searching Discover Live Steam for a one-inch scale steam engine. They found a coal-fired PRR 0-4-0 switcher for sale in Arizona they thought would be perfect, and showed dad John Garcia, who said "we'll think about it." Knowing that parents often employ this phrase to put off big decisions indefinitely, he figured he'd have to be much older to get one. Then on Sunday, December 10, his parents led him to a tarp-covered package on the one-inch turntable. When uncovered it was revealed to be the very locomotive and consist he had seen on DLS. He fired it up that very day, got it certified, and ran it. Josh says it's the best gift he's ever had. It just needs some plumbing work. He has an injector ordered from Anthony Ruiz Duarte, and he and Nick plan to have it ready by the February 10 Steam Day.

Christmas Berry and Archives Welcomed

(Continued from page 5)

Foundation since 2012. The Foundation, a non-profit organization, was created in 1960 to perpetuate California's native flora and continue the work of Theodore Payne (1872-1963). Mr. Payne was an early proponent of using native plants in landscaping. We operate out of a 22-acre property in Sun Valley.

We house the Theodore Payne archives, seed program, nursery, library, demonstration gardens, offer horticulture classes, K-12 programs, and an annual native plant garden tour. When the Creek Fire broke out, the first week of December, I decided to evacuate the Theodore Payne archives. I contacted Ron Hitchcock and he allowed me to store some of the archives at LALS for a few days. At the time of this writing the fire is almost contained and the archives are being returned to the Foundation. Thank you, LALS!

Los Angeles Live Steamers Railroad Museum

2017 Officers and Directors

President	Ron Hitchcock	
Vice President	Peter Fuad	
Secretary	Alex O'Donnell	
Treasurer	Fred Lack	
	Directors	
Christie Edinger	Peter Fuad	John Garcia
Ron Hitchcock	Fred Lack	Chuck Mohr
	Alex O'Donnell	John Smith

Holiday Banquet

& 2018 Officer Installation

Saturday, Dec. 2, 2017



Holiday Cheer!

Clockwise from left:

- 1 Scott and Carolyn Hoagland, Jim Cammarata and the Strauss's.
- 2 Cary Stewart, Steve Ruatta, David and Laura Holman, Zak Holman, the Merchants and Helen Lack.

3 Ron Hitchcock and Martha Figueroa announce the cash jar winner: Kathryn Bassett

4. Cindy Young and Zak Holman.

5 John Garcia giving Jaime the money we collected for him at the Banquet .



Fall Meet 2017



1



5



2



6



3



4



7

Clockwise from upper left:

1. David Lazarus's 1.5" PRR K-5 1929 Steam Locomotive
2. Anthony Ruiz Duarte takes out his Southern Pacific locomotive on Sunday afternoon.
3. Jack Bodenmann, Brandon Ruiz, and James Grzesiak with Brandon's renovated Allen 2-4-0 locomotive. He found it on Craigslist in Colorado and brought it back to LA to rebuild, and discovered LALS boiler inspection stickers from 1968.
4. Alex Baez's Southern Pacific F-4 2-10-2 "decapod", finally running after two years following after a disastrous fire. Accucraft repaired it just in time to run at the Fall Meet.
5. Don Kallgren admires one of our Club steam locomotives, the South Pasadena 1
6. Riverside member Tom with his well-known Nickel Plate Road #777 Berkshire. He built it with drawings, mentoring and expert assistance from Jim Kreider and Jack Bodenman.
7. Scott Goddard, Ray Cadd's guest from Walt Disney Imagineering's model department brought his live steam Accucraft C-19 Rio Grande Southern #41 Consolidation. Customized to resemble the 1960 Knotts Berry Farm locomotive.

Barn Celebrates Santa, Animators and Trains

By Carolyn Hoagland

December 17th was more than a normal day at Walt's Barn! Animator Mindy Johnson wrote a wonderful book about the ladies of animation, specifically Disney Animation! It is called "*Ink and Paint: The Ladies of Disney Animation.*" Mindy and some of the talented female animators/authors from the book came to the Barn for a book signing!

Christie Edinger brought Santa to the Barn on Dingerbelle at 12 noon, and guests got to visit with him and tell him what they wanted for Christmas. Toys were collected for Toys for Tots. Later in the day, Christie brought her beautifully decorated train down to the Barn to treat the ladies and their group to a train ride. It was well received by those of the Carolwood Foundation, and more importantly the ladies! At the Carolwood Christmas Party a lot of the talk among the authors was the beauty of the train and their enjoyment of the ride.

A personal note from Carolyn and Scott Hoagland: Thank you to the train crews for taking two special needs friends of mine out for rides. Both have teenage sons with special needs and they LOVE trains. Stationmaster Wayne Crabb and the train crews were so kind, gracious and supportive getting them on and seeing that they had a safe and fun ride. They greatly appreciated it and it made their visit to LALS and Walt's Barn even more special!



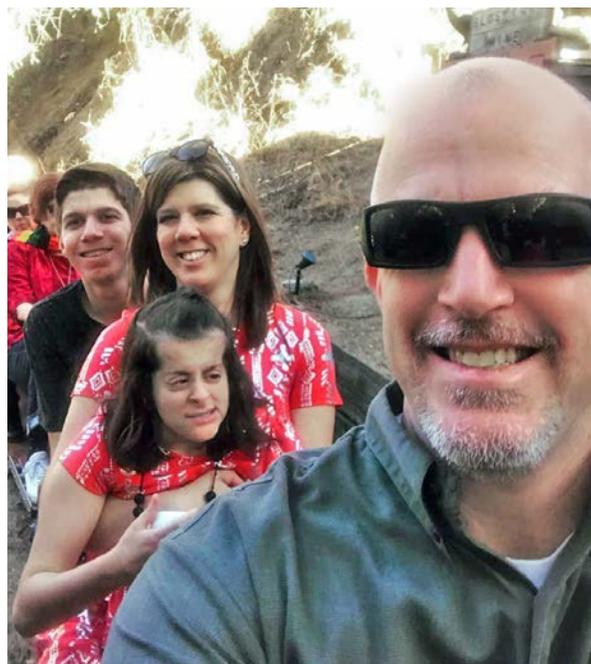
▲ Santa riding through LALS on Dingerbelle to join the guests at Walt's Barn's holiday event.

▼ Cael Carmichael and his mother Kris drove up from San Diego for the holiday event at the Barn and a train ride at LALS. They are pictured here with the authors of "*Ink and Paint.*"



▲ Author Jane Bear and Carolyn Hoagland on LA1. Jane drew the animation on the cake sequence from *Sleeping Beauty*, where Fauna was trying to bake a cake, but did not know how.

▼ The Schroth family enjoying a ride on Peter Fuad's train with conductor Bob Quinn. Both their daughter and son have disabilities.





2017 in Review



