



DL-109 Running at sunset. *All photos Alex O'Donnell*

Spring Meet 2018: Let's All Pitch In

By Brenda Garcia

Our Spring Meet is officially a “go” with Brenda Garcia stepping up to the plate as General Manager, and Larry Tighe and Bill Walker signing on as field managers. The dates are Friday to Monday, May 25–28. Plans are underway and our team is beginning to take shape.

Kountry Kitchen and Food

John Garcia will be managing the Kountry Kitchen. Bill Schirmer and Frances Barnes will pinch hit with cooking breakfast, and on Sunday, our loyal chef Jaime will prepare lunch. Cooks are needed for Saturday lunch and Sunday breakfast, as well as set up, clean up and cashing over the weekend. We also need a few people to help serve our Saturday evening dinner, which will be catered again by Handy Market of Burbank. The menu will include grilled chicken and barbecued ribs with all the

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Year's Work to Scratch Build Unique Alco DL-109

By Alex O'Donnell

A few weeks ago, my newest and largest 1” scale diesel, Santa Fe ALCO DL-109 #50L, ran under its own power for the first time. This was a project many months in the making with tons of scratch building and restoration work. From scratch building the trucks, roof panels, drive system, and electronics to restoring the bodywork, paint, and details, this project has taken me about a year from start to finish.

The real full size prototype was a rather unique diesel locomotive built by the American Locomotive Company in 1939 for the Santa Fe in response to the EMD E1 that powered the 1937 Super Chief. Its external appearance was designed by famed industrial designer Otto Kuhler, but in terms of powering the sleek machine, ALCO’s mechanical engineers opted to utilize dual 12-cylinder 539 diesel engines that were common in their early switcher models. Immediately after

unveiling the locomotive to Santa Fe executives, they complained that the dual engines shook the carbody so much they were concerned of its reliability at higher speeds.

Despite corrections made by ALCO, the engine had its fair share of mechanical problems during its service life, the majority of which was during World War 2. After the war, the engine was upgraded with an additional headlight and Farr air grilles before being sidelined in the early 1950’s and ultimately scrapped in 1956. The DL-109 would later go on to serve as the basis for ALCO’s postwar passenger diesel, the ALCO PA-1. Thus, DL-109’s sometimes get nicknamed “prewar PA’s” though they resemble the EMD E1 more closely. For my modeling purposes, I elected to go with its 1939 as-delivered appearance minus the second headlight and Farr air grilles since they would require extensive modifications to add.

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Public Service

April

29 Public Rides

May

6 Public Rides

13 Public Rides

20 Public Rides; Disney Barn Open/Steam Plant operating

25-28 *Spring Meet; no public rides*



From the SUPER



By
Ted
Merchant

Our recent work day saw the usual members coming out and working hard. All those listed on "Who's Been Working on the Railroad" worked until 4 pm! Please make sure to thank them when you are at the Club.

Diana Manchester deserves a "shout-out" as she provided freshly baked chicken and roll-up sandwiches straight from Ralphs. So, we actually had a gourmet lunch!

The sprinkler crew exposed significant elements of the West End water supply to

2018 Roster

The Roster membership directory and other information is being updated and will go to press early in May. We plan to have the printed books in time for distribution at our Spring Meet.

plan the instillation of pressure regulators. It is obvious that LALSRRM has grown organically over the decades with multiple repairs and add-ons. Consequently, our understanding of the water supply and irrigation systems is confused at best. We are interested in the wisdom of anyone involved in the construction or reconstruction of the West End plumbing during the prior millennium. Please send Ross Harper or me an email if you can help.

Our understanding of the interrupted electrical supply to the light pole between the Richardson and Alkire Sheds is also limited. I can use feedback from anyone aware of the electrical grid that once fed this area. The help of members that like to dig trenches and work with 110-volt current will be appreciated.

We removed the fence between the new olive-green storage container and the main line west of the tunnels.

Rails around the reversing track at the West End have rusted and now float above the ties. We locked the switches leading to this area and will ask the track repair group to address the problem.

The Spring Meet is coming up. The adopted tracks have been nicely attended by their "parents". None of the track west of the tunnels has been adopted so the services of anyone willing to rake up and dump leaves west of the tunnels will be greatly appreciated.

Much thanks to Andrew Chaves who has been cutting all the lawns in our facility and reseeding the Station Meadow."

EdwardBMerchant@gmail.com.

President's Message



By Peter Fuad, President

Hard to believe, but the Spring Meet is almost upon us. Special shout-out to Brenda Garcia for taking over the organizing role for the Meet from Martha. Speaking of Martha, her surgery was successful. Hurray! Rest up, Martha, and we hope to see you soon!

We have had reports of people driving their vehicles too fast down the driveway towards the exit. Folks, slow down!

Engineers driving private trains during our Sunday public run period must have radios. All rules applicable to trains carrying the public also apply to private trains during that period.

Enough scolding. Many thanks to Jim Cammarata for taking the initiative to make sure our emergency packs are up to date and buying items that were missing. He is also drafting one-page summaries of the duties of our various train personnel on Sundays that he will laminate and make available at New Sherwood Station.

We have submitted our quarterly report to the Ludwick Foundation, which gave us a generous grant to fund a number of projects. One such project is the new electric drop, which has been approved by the DWP. We are now awaiting an estimate from our electrical contractor to proceed.

Another project is the sandblasting, weld inspection and coating of the O'Brien-Moore Bridge. Tim and Les are exploring a novel approach to the project. Rather than erecting costly scaffolding and having to tent the entire bridge to prevent contaminants from polluting the park, maybe we can dis-

62nd Annual 2018 SPRING MEET MAY 25, 26, 27, & 28

- 6 pm Friday Night –Spaghetti Dinner & Potluck Dessert
- Movie Night Friday after dark
- Saturday Night BBQ Dinner \$20 ticket (R.S.V.P. required) with raffle & live music
- President's Auction
- Steaming bays for railroaders bringing equipment – 7 1/2", 4 3/4", and 3 1/2" gauges plus gauge-1
- Meals \$8.00 Kountry Kitchen
- Arts & Crafts for the Kids
- Railroad BINGO by Christie
- Overnight camping available

Plan to join us for our biggest Meet of the year!

For more information, or for volunteer opportunities please see Brenda Garcia or text her at 213.219.4051



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SPLINTERS FROM THE BOARD



By Christie Edinger, Secretary

The LALS Board of Directors met at 7 pm April 2, 2018 with seven Board members and 23 members present.

Minutes from March were approved. No member party requests were submitted but LALS has been approached by Walt Disney Animation to possibly hold an

employee event at the Club to take place on a Thursday or Friday afternoon in the summer. The event would be catered; we would provide train rides and have the Disney Barn open. We are still in the negotiation stage, but if we do this it will require the help of several volunteers from both LALS and the Carolwood group.

LALS has again been asked by Travel Town to assist with their Railroad Merit Badge program. On Friday May 4th we will take three passenger trains out to the west end and park them at the Bagley siding, then enter Travel Town through the back gate and join the Boy Scouts for railroad chow including chili, salad and cornbread. Wayne Crabb will present a program on railroad signals, then we will all proceed through the fence to Bagley siding where the Scouts will board trains and take a tour of our layout to see railroad signals at work. Check the May Booster for story and photos!

Membership Chair Wayne Crabb congratulated Tristan Fritz on completing his probation. The Club received a request from Sy Sydell's widow, Wenni to assume Sy's membership. We welcome her and the twins to the LALS family.

Superintendent Ted Merchant reported that we hired a tree trimmer to clean up the broken pine tree that had fallen limbs on the Alkire shed. Because of safety issues our members were unable to do the task. While here the pros trimmed other large trees on the property. Since this is not the season to trim pine trees we need to revisit that issue in the winter. Ted will take care of mounting the new trash container properly. He will also see about installing a regulator for the west end water supply. Many thanks to Ray Burden, who spent several days spraying the track area for weeds.

Jim Cammarata and the Safety Committee are putting together material for a class on "Safety Coordinator" duties, procedures and forms. Fred Lack and Doug Young will assemble the material and announce the date for a class. Brenda Garcia says everything is working great in the ticket office now that both windows

are open. They now have separate banks for tickets and souvenirs. Everything is being tracked by the new system so no need to track everything separately, so much easier for volunteers. Brenda thanks all who have come to help in the Ticket Booth.

Diana reported on the Rail & Road Event happening Sunday, April 29th. Several Clubs will be present displaying cars, motorcycles, antique farm equipment and more. We will need many volunteers for this event so if you are available and would like to help contact Diana Manchester. We will still run public trains as usual, so will need lots of extra help that day.

Spring Meet: Since Martha has stepped down from all Club activities until she recovers from surgery, we need a new chairperson for the Meet. John Garcia will take care of kitchen coverage. Martha talked with John about the dinner and band but there's still a lot to do such as setting up vendors, the auction and bingo games. The Meet is the core of our Club so we can't cancel it due to lack of volunteers. See the Spring Meet article on page 1 for updates.

Tom McCarthy gave an update on the planned new electrical panel installation. He was able to meet with DWP and contractor Ken Shaffer.

Jeremy will continue filling gas containers as needed. We are looking into the purchase of a 250-gallon gas tank that would sit on the concrete pad adjacent to the propane tank. Peter would like to get bids on this.

As for the proposed new locomotive the consensus of opinion is to go with a gas-powered engine rather than electric. We will look at demo units shown by vendors up at Train Mountain this summer.

Robert Guzman will build the souvenir display cabinet. It will be made of safety glass that will not break or get cloudy. It will have a custom cover and wheels so it can roll under the alcove when not in use.

Miles is nearly finished with the new riding cars for Club locomotives. Each car has two seats, front and rear facing. When ordering items for Club locomotives and cars please clear it first with Master Mechanic Ray Burden, as he may be able to get a better price.

John brought up the problem with visitors from the adjacent park area coming in to use our restrooms, especially on holidays. There is only one portable toilet in the parking lot to serve the entire picnic area between our station and Travel Town. Ron reports he asked the City for two additional units last year.

Last of all, Peter reminded everyone to help with the Spring Meet!

President's Message

(Continued from page 2)

mantle the bridge in large sections and transport it to a painting facility where work can be done indoors. That will also facilitate the reconstruction of the center roadbed. Before any of this happens, we must rehabilitate the Smith Valley Line since the mainline over the bridge will be out of commission for several months. We probably won't start on this massive

project until after the Ghost Trains.

Speaking of the Ghost Trains, the GT committee has finalized ticket prices and is now looking at how we accommodate online sales and members "Friends and Family" rides before each night's run. We are thinking that we will give each member up to 10 tickets to share with their family and friends.

See you at the Spring Meet and please volunteer to help your Club put on an outstanding event!

Engineer Classes

Want to be an engineer entitled to pull the public? Engineer classes are held quarterly and include testing. If you would like to attend a class call Michael Murphy at (818) 897-4254 to reserve your spot in the class.

You must have passed the Level 1 Conductor class.

Scratch Building Unique Alco DL-109



▲ Painting the engine compartment. ▼ Loco before restoration.



(Continued from page 1)

Purchased at Age 15 in 2010

While I did not scratch build the car body myself, its origins are a mystery, although there's a theory that it may have been a movie prop. However, when I purchased it in spring 2010 when I was 15, the car body was in very poor shape – lots of surface rust, chipping or wrong colored paint, broken rivets, and large cracks in some of the bodywork panel seams. The rusting hulk had no electronics, drive system, or any sort of controls. While there were some wheels, axles, and homemade truck frames that came with it, the frames were out of scale and were missing spring rigging. Several years later, I would also find one of its original trucks which was, strangely enough, spaced for roughly 4-1/2" gauge and had large rusted roller chains.

The DL-109 body also had a set of four matching Super Chief passenger cars that went with it which were sold separately up to Northern California and got re-

painted in SP Day-light colors. Some evidence suggests perhaps the builder spoke Spanish since there are a few construction stencil notes on the inside of metal panels and such. Furthermore, it should be noted that many of the

basic dimensions such as length, width, height, et cetera are slightly undersize and the whole thing was probably freehand fabricated without drawings originally - very impressive, to say the least. Another photograph dated circa 2001 shows the body and cars sitting on the inner 7-1/2" bays adjacent to the Kountry Kitchen which was under construction at the time. If anybody has information or knows any history on this set prior to 2005, I'd be very interested to hear.

Restoring Derelict Car Body

Anyways, the derelict car body sat in my possession for seven years before I finally got around to working on it. Since the frame and shell are integrated into one unit like the real covered wagons were back in the 30's and 40's, I decided to work on restoring it first in April 2017 before I tackled making the trucks, drive system, and electronics. After separating the nose from the engine compartment, I masked off and spray painted the silver portions – make sure to research and invest

in some good chrome-looking silver paint if you're going to paint an old warbonnet. For the nose, it took weeks of sanding, Bondo, replaced screws, and sheet metal bending to fix the cracks and dents that had accumulated over years of rough handling. I decided to keep the old herald since it was in good condition and the lining was very well done.

Using the old herald and yellow lines as a guide, I masked off the red portions and painted several coats. The red paint I utilized was pretty close to the hue used by the Santa Fe, whereas the old coat was actually more or less orange. While much of the yellow portions were in good condition, the band above the herald needed some touch up. Finding a match for old cadmium yellows can be difficult since modern paints often substitute the cadmium pigments for cheaper synthetic pigments resulting in yellows which are tinnier and more of a lemon hue. True cadmium yellows can be found at art supply stores and mixed to produce a more satisfactory match – having some experience as or knowing an artist helps, too.

Roof Panel Detailing

The roof panel needed some extensive detailing – some versions of the DL-107/109 had close to fifty roof vents and panels! For my version, I elected to go with one of the simpler arrangements by making two circular radiator vents from cut PVC drainage pipe and screen door mesh as well as aluminum plate prime mover access hatches. I may add smaller details in the future, but these were the



Nose Work

Scratch Building Unique Alco DL-109

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major roof items necessary for painting. After sanding and priming, I re-masked and painted the roof silver, red, and yellow as well. For the windows, many of the old plexiglass windows were missing, so I cut and fitted new ones. The first set of windows just behind the cab was fitted with printed number boards per the prototype. The other vinyl lettering on the engine room compartment will be added in time as well. Later on, a dummy fuel tank and rear door were crafted as well.

Trucks

After showcasing the fully restored car body at Fullerton Railroad Days in May 2017, I shifted my attention to the trucks and drive system. It took me three months to scratch build all the components with the exception of the wheels, axles, and journal boxes. Since my metal band saw was down for repairs and the drill press was inaccessible due to stuff getting reorganized in my shop at the time, I crafted the trucks with nothing but a handsaw, hand file, set of taps, and a corded drill. With enough patience, sweat, and determination, you can build anything with anything in almost any given set of circumstances. As famed microbiologist Louis Pasteur once said, my strength lies solely in my tenacity.

After crafting and painting the trucks, I added #25 roller chain and sprockets to the axles. My original plan on each truck was to have the center axle feed a chain up to an L-shaped bevel gear which would transfer to a 1:4 gearing up to a 24 volt 500 watt motor which would be mounted above

the bolster on the truck. In hindsight, adding 6 little motors may have been an easier alternative, but it would be a very tight fit since the wheels are relatively small. After constructing the motor platforms and wiring the Syren 50 motor controller, I brought the whole powered unit out to the Club in January for the first time in 5 years.

First Run

The first couple laps around the layout were dedicated to pushing the unpowered unit around to make sure it tracked well and didn't have issues staying on the track. Fortunately, the trucks handle very well and are a testament to my mechanical engineering skills. However, when the motors were hooked up, it became apparent that the drive system was prone to chain skipping as well as very difficult to work with. The poor ergonomics of the system as well as continued issues meant I had to redesign it. So, I spent 4 months rotating the orientation of the motor mounts, adding an idler shaft instead of a central L-gear, and additional bracing to prevent any flexing or chain skipping.

At long last after months of troubleshooting and modifications, the unit ran under its own power hauling several cars



▲ Making truck parts. ▼ Painted Truck

as well as guest engineers. My next order of business prior to the Spring Meet is to tidy up the electrical systems, install the speakers for the sound system, and add lighting. After the meet, I plan on making a few changes to some of the motor support fixtures to ensure further longevity as well as fabricating the drive system for the front truck.

The unit has more than enough power, even with only one truck powered. I can remember when I was twelve and I first got into 1" scale back in late-2006, I wanted the biggest and fanciest diesel locomotive out there – and ten years later through extensive labor and perseverance, my wish has finally come true.



Bill Webb – Built Puzzle Switch; Established Handicapped Run

By Diana Manchester

Bill Webb is best known for the “puzzle switch” he developed. These were commonly used in prototypical railroads and are technically called “double slip switches”. The LALS puzzle switch was the first of its kind in the live steam hobby. It was installed in the “Webb Yard” which is just north of the parallel steaming bays, and provided efficient access between the main line and the siding switches there.

Some engineers found it complicated to follow, so it was color coded with paint. Later, color marker lights were installed. The switch lasted for a number of years until the wood ties under it became rotted. William Stewart and his dad, Erich rebuilt the ties using green G3 fiberglass, the same material the military uses for building circuit boards, yet much thicker. It was very expensive, but durable. Later, the puzzle switch was replaced with the switching system still in use today.

Spearheaded Initiative to Establish IBL Standards

William H. Webb, an accountant by trade, was a quiet man, but also a leader and initiator. He joined the Club in 1959 and served as President in 1971, 72 and 75, while also maintaining active memberships



in the SCLS, RLS and Goleta Valley clubs. He spearheaded the initiative for the IBL to synchronize national BLS meets, and to establish worldwide specification standards in the major scales of live steam. This included gauge widths, wheel standards, and coupler heights, which enabled railroaders to run their equipment at other clubs. The very first IBL Meet was hosted at LALS in 1980. A Japanese group chartered an entire airplane in order to participate that first year. We often had railroaders from England, Australia, New Zealand, Canada and many other countries join us. Some of them brought their equip-

ment to run. LALS hosted the IBL Meet again in 1985 and 1990.

Meets in the early days included good-natured contests. One of the popular contests involved testing engineers’ skills in handling their throttle and brakes. Bill built the “bowling ball car,” which had first been seen at the Goleta meet. It was constructed of two parallel rails, with a bowling ball balanced at a slightly lower center point, and mounted on a flat car. The contest would start as each engineer coupled his locomotive to this car, ran forward 50 feet, stopped and then ran in reverse to the starting point. The trick was to handle the throttle so skillfully that the bowling ball

traveled minimally. A measuring system tracked the total distance the ball moved, which became the engineer’s score. Of course a lot of cheering and heckling filled the air during this contest, which added to the entertainment value.

His Unique 4-6-2 Pacific Still Runs at LALS Today

Longtime members recall Bill’s steam locomotive; a 1.5” scale 4-6-2 Pacific that he built in 1959, as well as three cars and a caboose. Bill named his railroad the “Pacific Southern” with the motto “Serves

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▲▲ Bill Webb (left), incoming president at the 1970 Holiday Banquet with outgoing president Tom Crawford. ▲ Japanese guests at first IBL at Museum. ► Portrait of Bill and his 4-6-2 Pacific at LALS by professional photographer J. Allen Hawkins.



Legend Bill Webb

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You Right". His engine was unique; it employed drivers from a Northern and other modernized features such as the ladders and domes, and had a Vanderbilt tender. His locomotive is now owned by Thaine Morris, who refurbished and rebuilt many of its components. Bill was very active in hauling the public monthly at the Club, and served on various committees and projects throughout his membership. He was voted an Honorary Member in 1977 for his many contributions.

Well known in HO Circles

In HO modeling circles, Bill was well known and respected. He had an extensive and beautifully built HO layout in a building on his home property in Lynwood, which was the meeting place for the local HO club. Many LALS members were invited over the years to visit and run their equipment on it. He was also the Booster editor from 1972-73 and was known for his plays on words and editorial opinions, which were sometimes controversial. He devised the column heading "Splinters from the Board" which we still use.

Motivating Force Behind the Handicapped Run

Perhaps Bill's most impactful contribution was the handicapped run he chaired annually. It began in 1972 as the "Christmas Run" with lighted diorama holiday scenes set up around the track. Bill

contacted agencies and organizations for miles around that served children with disabilities and invited them. He was adept at motivating a large number of members to come out and volunteer, as well as getting businesses to donate candy, electric generators and porta potties.

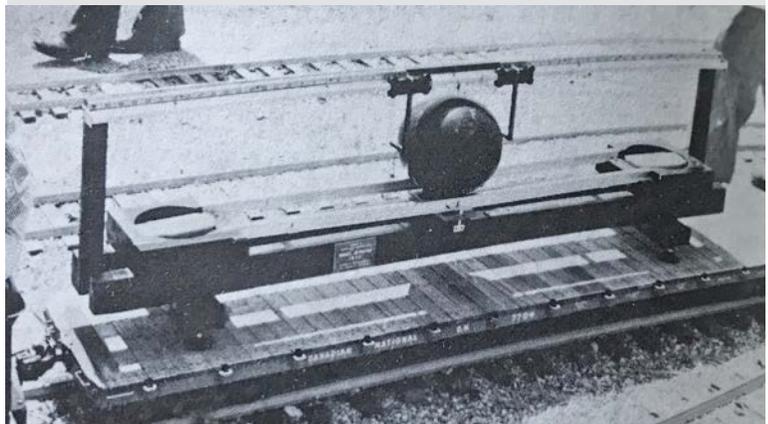
We involved Travel Town and the Recs & Parks Dept., and invited the governor, mayor and celebrities to participate. We would serve 2,000 children and their guests in a single day. Bill Semerau helped him for 10 years and after Webb's passing in 1982 of Parkinson's disease chaired it eight more years. The "Bill Webb Memorial Handicapped Run" was held annually in November, and from 1993 in October, and featured a full day of train rides, food,



games, prizes, and fun.

Subsequent chairs included Jay Carsman, the Stutson brothers (it was renamed the Webb-Stutson Run), Gail Woodward, Roger Bacon and Chris Mahony. This event thrived for three decades, and was very much anticipated by the children and well supported by the members.

▲ Bill's original puzzle switch mounted on the cement wall opposite the Disney loop. ▼ Bowling ball car.



Spring Meet

(Continued from page 1)

trimmings for \$20. Advance reservations are required; please contact Brenda Garcia with your name and number of tickets you'd like to reserve. Bring cash, check or your credit card to the Souvenir Table on Saturday to pick up your pre-reserved tickets.

Vendor contact will be Alex O'Donnell, so if you or someone you know wants to set up a booth, please contact him. Carolyn Hayes has stepped up to the bat again with her popular Children's Craft Corner both Saturday and Sunday. Coming in from the outfield, the Esquires will again entertain us with the smooth sounds of the Big Band era.

Our traditional Spaghetti Dinner, prepared by our Board, will kick off our Meet on Friday night at 6:00 pm. Please bring a potluck dessert to share. After dinner, family films will be shown in the parking area next to Goudie Pavilion. A President's Auction is planned, so start cleaning out your closets and garages and checking out your home railroad for items to donate.

Need Your Help

In order to score a successful Meet, we are going to need the whole team: this is where your talent and camaraderie come in. Tom Lang has started the batting order for Gate volunteers and there are still quite a few empty slots. This is a fun and easy job of only two hours. Other volunteer opportunities include trash detail, table-and-chair set up for dinner Saturday, Souvenir Table, sweeping tracks of pine needles and debris, and whatever you see needs doing to lend a hand or make our facility safe.

Signup sheets are on the bulletin board in the Kountry Kitchen; please stop by and add your name to a slot or two. Or contact John or Brenda.

Parking Restrictions

Overnight camping will be part of the fun; spots are first come, first served. Please do not park your RV in our handicapped spot on Crystal Springs Drive near the Disney crossing. During the Meet there will be no parking in our inner lot so railroaders can easily bring in their trailers for loading/unloading and turning around. There is ample parking in our gravel lot outside the Members Entrance or on Zoo Drive. Public Trains will not be operating on Sunday, May 27 so we can relax and play trains.

Looking forward to seeing you and our friends from other Clubs. Remember, safety first. Let's hit one out of the park!

Who's been Working on the Railroad

Diana Manchester, Karl Strauss, Christie Edinger, Ross Harper, Miles Kristman, Ron Nelson, Jim Baker, John Hoffman, Steve Rodstein, Larry Tighe, Oliver Tighe, Stevo Brock, Jeremy Steinert, Charles Rhoades, Wayne Crabb, Mark Vreeken, Matt McGinnis.

Rail and Road Event Reminders

Plans are in place for our annual car show Sunday April 29, which will run from 10 am to 3 pm. Participating will be four car clubs, an antique stationary engine club, individual car and tractor owners, and a number of invited guests. Terry Spahr will be making Steam Cream, and the Kountry Kitchen is geared up to move people quickly through the chow line.

The Walt Disney Barn will be open, and we will have dedicated trains at Sutchville Station for our car show participants and special guests to ride. Thank you members who have volunteered to help. It will be a fun day.

IMPORTANT: We ask ALL members and their guests to please park in our large gravel parking lot outside the Members' Gate or on Zoo Drive that day. We will also be running public trains that day, so we will need engineers, conductors, Station staff, Ticket staff and others to donate their time and talent that day.



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Editor — Peter Fuad
Associate Editors—Diana Manchester, Christie Edinger

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SUNDAY EXTRA BOARD

March

Engineers		Conductors	
Tom Harwood	Mel Breese	Bob Quinn	Joseph Clow
Greg Pschaida	Bear Mustoe	Paul Liu	Roderick Fritz
Bill Walker	Christie Edinger	Scott Carlin	Robin Walsh
Mark Vreeken	Peter Fuad	Bear Mustoe	Seamus Walsh
Ted Naimy	Mel Breese	Tristan Fritz	Jack Streit
	Harrison Hitchcock	Nels Nelsen	Greg Pschaida

Locos	
City of LA—Fuad	SP 2468—
SP PA1—LALSRM	LALSRM
ATSF 940—Bresee	#8—LALSRM
CSRR #73-Edinger	U.P.-Naimy

Ridership and Max Temps		
March 4	624	64°
March 11	Rain	65°
March 18	879	62°
March 25	652	64°

Safety Coordinators - Doug Young, Ron Hitchcock, John Garcia, Chuck Moore

Souvenirs and Tickets - Larry Mitchell, George Becker, Brenda Garcia, Larry Tighe, Lynn Bebenroth, Kathy Crabb

Station Masters - Wayne Crabb, Larry Mitchell, Bear Mustoe, Bill Walker, Gary Evans, Greg Pschaida, Robert Guzman

March 2018 — 2,155
Total 2018 — 8,265
Total 2017 — 7,362

Member Schedule	
April	
29	Public Rides/Rail & Road Event (Car Show)
30	2017-18 <i>Shed Credit Earning Year Ends</i>
May	
1	2018-19 <i>Shed Credit Earning Year Begins</i>
6	Public Rides; Disney Barn Open
7	BOD Meeting 7:00 p.m.
13	Public Rides
20	Public Rides; Disney Barn Open/Steam Plant operating/ Small Scale Sunday
25-28	Spring Meet; no public rides



Los Angeles Live Steamers Railroad Museum

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Toluca Lake, CA 91610
Phone (323) 661-8958
Website - www.lals.org

2018 Officers and Directors

President	Peter Fuad
Vice President	Doug Young
Secretary	Christie Edinger
Treasurer	Fred Lack

Directors

Wayne Crabb	Christie Edinger
John Garcia	Peter Fuad
Andrew LaGaly	Fred Lack
Diana Manchester	Doug Young