

THE R.L.S. CHRONICLE

A REPORT OF LIVE STEAM ACTIVITIES ON THE R.L.S.

BOARD OF DIRECTORS

TED CRANFORD PRESIDENT
VICE-PRESIDENT
ERNEST WILSON TREASURER
KEN CASFORD SECRETARY

JOHN NOBLE
JACK SESSUMS
BARNEY ROOT
JAMES KEITH

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BACK IN SERVICE IN TIME TO HELP WITH THE APRIL 1 CRUSH OF PASSENGERS IS BARNEY ROOT'S 2-8-4 WITH BOB BABB AT THE THROTTLE. AFTER BEING OUT OF SERVICE FOR OVER A YEAR, MASTER MECHANICS PIATT AND BABB HAVE DONE A FINE JOB OF RESTORING BARNEY'S ENGINE TO SERVICE, WITH BARNEY ALREADY GETTING QUITE A FEW MILES IN HIMSELF.

COMING EVENTS

APRIL 1972

- 22..... Run Day
- 23..... Run Day
- 27..... General Meeting, 8:00 P.M., Engine House, Hunter Park

MAY

- 11..... Board Meeting, 8:00 P.M., Hunter Park
- 13..... May Work Day - 9 to 4
- 25..... General Meeting, 8:00 P.M., Engine House, Hunter Park
- 27-28-29..... Run Days

GOOD BY AND GOOD LUCK JOHN STROUD At the March 23 General Meeting, John Stroud regretfully announced his resignation as vice president of RLS. The following day, John, his wife Doris and young son Terry moved to Cedar City, Utah, where they have a new home under construction. John has served RLS for many years devoting countless hours of labor as well as financial support when needed to help make RLS the outstanding railroad it is. John will be missed, but we hope that from time to time, the Strouds will venture back into the smog so we can all say hello to them again. John's new address: Box 222, Cedar Cy.

One of the many benefits to be found in live steaming are the many fine friendships one makes with others in this hobby. I will always remember John for his coming to my aid when the first time we fired up the 2-6-0 and the lubricator shaft failed. Setting aside his own interests, we went over to his house where he made a new shaft so we could run the next day. There really is a Brotherhood of Live Steamers.

JIM KEITH ELECTED VICE PRESIDENT, GEORGE HILDEBRANDT ADDED TO RLS BOARD OF DIRECTORS. To fill the vacancy of the office of vice president, at the April Board Meeting, Jim Keith was elected to the post. Jim, a charter member of RLS, is one of the hardest working members of the club, and his quiet, persuasive manner is an inspiration to all of us.

Jim

With/moving up to the post of vice president, a vacancy developed on the Board, and after much discussion and serious contemplation, the Board elected George Hildebrandt to the open spot. George is another RLS stalwart whose contributions to the success of the club are many. Although a 1" engineman, George is always in there helping where he can on any club project, whether it be on the 1" or 1½" part of the club. Welcome to the Board George.

MARCH GENERAL MEETING A HOWLER The 27 members present for the March general meeting were treated to a special showing of "The General", featuring Buster Keaton. Through the courtesy of Barney Root, this movie kept all laughing throughout its hilarious course. A great movie Barney, and many thanks for sharing it with us. Incidentally, Barney was presented with his honorary membership certificate in recognition of his outstanding work and contributions to RLS.

WHERE DO WE STAND? At the present time, there is a survey being made of live steam clubs. It will be interesting to see where RLS ranks in size among the clubs. We know we are no where near the top as far as the number of members. But consider these facts about our track:

1" - The main line is 2,300 feet long, with 350' of sidings and lead tracks. Engine facilities account for 306 feet, a grand total of 2,956 feet.

1½" - The upper main line is 4,230 feet long and the lower loop main line is 1,490 feet, a total of 5,720 feet on the main lines. We have 1,800 feet of sidings and lead tracks, 521 feet of engine facility trackage, a total of 8,041 feet.

RLS total trackage is 10,997 feet! Are we Number One??

While we can share with pride our 10,997 feet of trackage, it does point up a serious need. A railroad this size needs manpower to keep it maintained, let alone allow for any expansion. A railroad this size requires more than 15 to 20 men working to keep it in shape. If RLS is indeed the Number One live steam railroad in size, it will be a matter of considerable pride for each of our members. It also means that the members of RLS will have the eyes of the nation in the live steam fraternity upon us. Shall we have a show place for live steam -- or a basket case?

MAY 13 WORK DAY Another full work day is planned for May 13. Vital task to be performed is all out war on the weeds, especially on the 1" line. The weed car was run April 15, but we need men with hoes to really attack the weeds before they cover the trackage.

On the 1½" line, we will continue with in-track maintenance until the line has been completely covered. We need to have 45 10' track panels assembled for the tunnel by-pass. Contact Barney Root or Al Easley if you can work on track panels on weekends. Both of these men are expert at precision track panels - a must for good trackwork. They will be pleased to get you started.

On May 13, we will work from 9:00 a.m. until 4:00 p.m. Bring hoe, leaf rake, 3/8" wrench, shovel and your lunch. While it is still cool, let's have a good turnout. Mark you calendar now!

A BIG THANKS DUE PHIL WIBORG One of the most important contributions to RLS by a member is the illustrated front cover of the Chronicle. Long time member Phil Wiborg picks up the tab each month for the cover, and although Phil is now a little too far away to get to the club often, we want to thank Phil for this major continuing support.

STATION HELP Stationmaster John Powelson is always looking for men to assist in loading at the station and for flagmen on the trains. Offer your help if you can next time you are out.

A reminder, that when loading cars, make certain the weight is properly distributed. For example, if you have two children and one adult for a car, have the adult sit in the middle. Otherwise, the unequal weight on either end of the car may result in derailments!

AIR HOSE FOR ENGINEMEN The air hoses at RLS apparently have legs and only three hoses are left in the compound. At the March general meeting, it was decided the club would no longer furnish air hoses. Therefore, enginemen be aware. Bring your own air hose in the future.

MARCH RUN DAYS Saturday turned out to be the busy day with you-know-who being the first out on the line with the vertical inhaler. The big event of the day was the firing up of Barney Root's 2-8-4. Out of service since March 1971, the engine has been rebuilt by Bob Babb and John Piatt. It performed beautifully and Barney was one happy engineer at the end of the day.

Other enginemen at work were John Piatt (4-4-2), John Keith (4-4-2), Ted Cranford (4-4-4) and Steve Easlon (Car body diesel) along with his guest, Mr. Garrett with another car body diesel. Although I offered the tender from our 4-6-2 to Al Easley, he decided to use Jack Sessum's tender and spent the afternoon getting some mileage in on his new 4-4-0. It is a fine engine, and Al can be proud of it.

On the 1" scene, Louie Thomas was down from Hesperia with his 4-4-2 and joined Carl Allen (4-6-2) and Richard Stokes (4-6-0) in keeping the main line humming. Other members that helped to make the day a good operating day were Bob Babb, Paul Vener, Jim Keith, John Powelson, John Thorpe and Ken Casford. Visiting from Trona was member Joe Pickett and wife. Good to have you folks down to Riverside.

Sunday was a quieter day, but Doc Creighton was out getting his 1½" 4-6-4 back in service after repair of the front end damage received last fall. John Piatt was the passenger hauling train, with Jack Sessums (4-4-0) getting in a little mileage. Sir Francis was out as usual, and Carl Allen was scorching the ballast on the 1" line. Jack Sessum's had a guest, Ed Behm of Anaheim, who brought along a 1" 4-6-2 for some running and observation. Members present included the Ken Kepners, Bob Babb, John Powelson, and Frank Krohne. Since your secretary could not be there, undoubtedly I have missed some names.

APRIL 1 EASTER EGG SPECIAL RUN April Fool!!!! With some 2,000 kids in the park for an Easter egg hunt sponsored by radio station KMEN, this turned out to be an unusual day. Passenger train service was provided by John Piatt (4-4-2), Barney Root's 2-8-4 with Bob Babb at the throttle, and Fran Zappen (2-6-0). A number of interesting and unusual events occurred to make it the screwiest operating day I can remember. A hearty thanks to the 18 members who made the special effort to make a lot of kids happy. In addition to the four named above, helping were John Allen, Ken Casford, Ted Cranford, Doc Creighton, John Edwards, Jim Keith, George Lavacot, Chuck Leet (good to have you aboard for the first time), Cliff Morgan, John Noble, John Powelson, Francis Smith, John Thorpe, Paul Vener and good weather.

I am afraid we did not realize but a portion of our potential with this mob of kids due to a shortage of cars. Many waited up to an hour for a chance to ride, with many more being discouraged and just leaving without waiting longer. RLS is now in the position of having almost as many engines as cars and this shortage of cars is a matter for serious future consideration.

APRIL BOARD MEETING The treasurer reported \$601.61 in the checking account and \$726.93 in the Reserve Account. \$17.55 was taken in on April 1 run day. \$193.00 of the checking account represents donations to Machinery & Tool Fund. We have 70 members. Problem of compound security discussed with bids to be obtained for additional barb wire on gates especially.

APRIL 15 WORK DAY Thirteen members turned out on a beautiful spring day to make further progress on many of our urgent projects. While the number turning out was disappointing, those that did show up made

up for the small number by all being there to work! Morrie Abowitz, Rich Casford, George Hildebrandt, George Lavacot and Jim Keith have just about completed the station roof. A little more needs to be done but this will not take long. Hurray for the station project!

Bob Babb replaced the broken windows in the rest rooms, Al Easley cleaned up the engine compound (after setting up the beautiful new Coke machine). Sir Francis and Carl Allen made a big dent in cutting ties, while Ted Cranford and Ken Casford spent the day working on track maintenance on the straight-a-way. John Noble, George Lavacot and Morrie Abowitz ran the weed car on the 1" and 1½" track. Doc Smith joined the track gang in the afternoon and tightened rail joints on the Marlborough side. A lot was accomplished and the attitude of those present more than made up for the small numerical quantity.

A big thanks goes to Eloise Babb for preparing the delicious hot lunch. It was thoroughly enjoyed by all and really hit the spot.

BY-LAW CORRECTION Due to a mechanical slipup, the By-Laws mailed to you several weeks ago need to be corrected. On page 10, will you please complete the bottom section (11.05) as follows: Reinstatement of a member so dropped may be made by the payment of (add the following) the regular initiation fee and the regular dues in advance for the current year.

NEW EQUIPMENT ON THE SCENE On April 15, Al Easley delivered and set up the new Coke machine. This equipment will provide a variety of drinks for members and guests. It is a bottle machine and we urgently ask that you cooperate by not leaving empty bottles lying around, as ample disposal facilities are available.

Because of the availability of funds in our Machinery & Tool Fund, RLS was able to realize a savings of 37% in the purchase of a new 1/2 hp 1" bench grinder. Now installed in the engine house, this new piece of equipment has already been put to work.

EQUIPMENT AND TOOL FUND REPORT At the last general meeting, a generous outpouring of members substantially increased the funds in this important account. At this writing, 24 members have shown their support by contributing \$193.00. The following members have given:

Babb	Helms	Root
Bredehoft	Keith, Jim	Seimears
Casford, Ken	Keith, John	Smith, Leonard
Casford, Rich	Lavacot	Stroud
Cranford, Ted	McChesney	Talbott
Creighton	Morgan	Thomas
Crowner	Pickett	Thorpe
Garner	Reese	Dixon (non-member)

At the last meeting, one generous donation slipped by our treasurer without knowing where it came from. If you donated, but your name is not shown, will you please advise either the secretary or the treasurer for we wish to acknowledge your support.

For members who have not yet contributed, we hope that you will consider supporting the activities of your club, especially those who are unable to offer services on run days or work days. Everyone can support RLS in one way or another, and a \$1.00 a month from each member will go a long way to filling some of our urgent needs.

CAN WE COUNT ON YOU IN '72?

FOR SALE: 1½" 4-4-0 American, copper boiler (no castings), axle pump, injector (that works). Good steamer, \$2,000 firm. Jack Sessums, 13035 South Lane, Redlands, CA 92373, 714-794-3379.

WHEEL STANDARDS Building some new trucks? A new locomotive? RLS uses Southern California Live Steamers wheel and gauge standards which calls for specified tire profile, gauge and tread. Wheels with square flanges will be banned from the track due to possibility of track damage. If you have any questions, please write to your secretary, Ken Casford, 8203 Edmaru, Whittier, CA 90602, and I will be glad to send you a copy of the standards.

MEMBER PARTICIPATION IN RLS ACTIVITIES Since the first of the year through April 15, there has been a total of 15 official events, plus the special Equipment and Tool Fund, in which members have had an opportunity to participate. A total of 56 members have shown their interest in club activities one or more times. This represents 80% of the membership, a truly outstanding figure. Maybe we will hear one way or the other from the other 20% before the end of the year!

Only one member out of 70 has 100% participation in all events. Any guesses as to that might be?

INSURANCE CLARIFICATION Some questions have been raised by members as to type of insurance coverage RLS has for its members and guests. This will be discussed at the April general meeting.

FLASHLIGHTS A MUST FOR TUNNEL TRAINS A reminder that enginemen and trainmen handling the public through the tunnel should have at least one, but preferably two flashlights on the train in case of need in the tunnel. Some of the problems involved with an incident on April 1 could have been alleviated if a flashlight had been on board.

A lot of news to pass on this month, so this is a little long. Don't forget -- Run Days, April 22 and 23, General Meeting April 27.

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