

THE RLS CHRONICLE

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

BOARD OF DIRECTORS

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KEN CASFORD SECRETARY

JOHN NOBLE

JACK SESSUMS

BARNEY ROOT

GEORGE HILDEBRANDT

MAILING ADDRESS:

Riverside Live Steamers, Inc.
P.O. Box 5512
Riverside, Calif. 92507
PHONE: (Engine House) 683-9628

TRACK LOCATION:

1496 Columbia Avenue
Hunter Park
Iowa & Columbia Streets
Riverside, California

NO FRONT COVER PICTURE THIS MONTH. During the past two months, members of RLS have spent more time working on the railroad than running the railroad, and there is no way a photo could do justice to the many hours that been put in during this period.

For those of you that have not been out recently, the track was broken and removed at 13 spots on the 1½" and six locations on the 1" due to construction work by the Park Department. Many, many hours of hard, hot effort were needed to restore trackage and install the crossings. Both Saturday run days in June and July had to be used to restore trackage for Sunday run day operation, and even then, it was limited to running on the lower loop only.

If the construction was not enough, sometime between July 23 and 27, the trackage in the tunnel was pulled out of the ground rendering the tunnel useless. At a special meeting of the board on August 5, it was decided that all efforts would be concentrated on completing the tunnel by-pass with no effort to be made to restore the tunnel until security could be perfected. However, due to continued vandalism of the tunnel trackage, all of the track was removed from the tunnel on August 12.

At 6:45 p.m., Wednesday, August 16, the trackage completing the tunnel by-pass was cut into the mainline. All that remains to be completed on this new stretch of track is tamping the ballast, leveling the track and ultimately smoothing the grade to eliminate drainage problems this fall.

In addition to this new trackage, almost 250' of new track has been put in on the Iowa side of the park, the weed oil car has been run on both the 1" and 1½" mainlines, several hundred ties have been dadoed, and the old rail removed from the Iowa track has been stripped for reuse. The panels removed from the tunnel will be used in the future as they are in need of only slight rehabilitation before reuse. All of this has

COMING EVENTS

AUGUST 1972

- 24..... General Meeting, 8:00 p.m., Engine House, Hunter Park
26..... August Run Day, and Evening Bar-B-Que and Run
27..... August Run Day

SEPTEMBER

- 2-3-4..... Labor Day Weekend Run Days
14..... September Board Meeting, 8:00 p.m., Engine House
16..... September Work Day, 8:30 a.m on depending on weather
23-24..... September Run Days
28..... September General Meeting, 8:00 p.m., Engine House

OCTOBER

- 21-22-23..... Three Day Regional Live Steam Meet hosted by Riverside
Live Steamers, Hunter Park, Riverside

(Continued from page one) required a lot of hard work this summer, and you can't blame some of the members for saying "All this work is taking the fun out of live steaming!" However, without this dedicated service, it would have been a funless summer at RLS for no trains would have been in operation. And what is so boring as a stretch of dead railroad?

Many thanks to the following members who put in so much hard work:

JULY Allen, Carlson, K. Casford, R. Casford, T. Cranford, Creighton, Easley, Jim and John Keith, Krohne, Mason, Noble, Powelson, *Lavacot*, Sessums, F. Smith, Willoughby, Wilson

AUGUST (to 8-16) Allen, Bagley, Carlson, Ken and Rich Casford, Ted Cranford, Creighton, Garner, Hildebrandt, Jim and John Keith, Kepner, Krohne, Noble, Root, Rout, Seimears, Sessums, Vener, Willoughby and Wilson. (If someone missed, let Ken Casford know).

The Wednesday afternoon-evening work days have been very successful and one is planned for Wednesday, August 23, 4:00 p.m. This is a great time for work as it is cool and coupled with a lot of good fellowship, much can be accomplished. By taking advantage of these Wednesday work projects, a lot of the work that needs to be done by October 21 will be out of the way this fall. If you can join us on these Wednesdays, for August 23, bring something with which ballast can be tamped.

For those unable to help on our work days, contributions are always welcome in lieu of work, especially this summer as we have had a number of extra expenses and our treasury is low. Physical and fiscal help work hand in hand in making RLS a strong club today, and an even stronger club tomorrow. Everyone has a stake in our future!

WITH THE MEMBERS: I regret to report that Sir Francis Smith suffered a severe heart attack on August 8. Smitty is now at home, but will be on a reduced schedule for some time. Our best wishes to Smitty for a complete and speedy recovery.

It was good to see Barney Root at the July general meeting. While not back on his engine yet, nevertheless he found time to join with John Noble to strip ties from about 250' of old track. What a member!

Don Day made the UPI recently about his interest in live steamers, and how he built his engine in his apartment. A nice article. How about getting that engine back out to RLS soon, Don?

A surprise visit August 7 with John, Doris and Robert Stroud. John and Doris really like the clear air of Utah and report they have never felt better. Robert has undergone serious surgery on his foot this summer, and as soon as he can get back on his feet, he hopes to rejoin RLS. The Casford's had the 4-6-2 out when John stopped by, and he was introduced to oil fired locomotives in a hurry.

While I have not had any official change of address, we understand the Al Easley's are off to Searchlight, Nevada, to enjoy fresh air and clear skies. Too bad we can't have clear skies in California!!

WELCOME MAT OUT TO TWO NEW MEMBERS RLS is pleased to announce that two new members have joined. They are Rudy Van Wingen, 3244 E. Orlando Rd., Pasadena, and Harold W. Riesen, 734 S. Keenon Ave. Los Angeles. Rudy has a 1½" scale n.g. engine (The Yankee Girl) and Harold is building an 1½" 0-4-0. Let's make these new members feel at home and become involved in RLS activities.

JULY RUN DAY July 23 was the only run day in July due to track being out of service. Rich and Ken Casford had their 4-6-2 out to haul the public, but the rest of the railroad was quiet. Sir Francis and his engine were out on July 22, but did not have much railroad to run on and then had mechanical troubles develop. Members seen on Sunday included Noble, Krohne, Willoughby, Francis Smith, M/M Carl Allen, M/M Kepner, Talbott, Gneiting, Mason, Powelson, Jim Keith, Easley, Root, Creighton, Hildebrandt and Ted Cranford. Not only did this group help man the trains, many worked on the Iowa trackage as well.

JULY GENERAL MEETING As a surprise to the members, and to also show how delightful it is to run at dusk, Rich Casford had his 4-6-2 fired up before the meeting to haul members over the railroad. Unfortunately this was when the tunnel damage was discovered, so only the lower loop was used. Twenty five members and three guests were in attendance. Need for October three day meet outlined, and plans are under way. All RLS members will be asked to participate if possible, and assignments for work duty will be announced in September. A new PA system was put into service at this meeting. The system was acquired and donated to RLS by Fran Zappen, and will be a great addition to our facilities. Slides taken by Rich and Ken Casford, and Steve Tarter, Ken's son-in-law, of the Goleta Valley golden spike July 4th run were shown at the conclusion of the meeting.

OCTOBER 21-22-23 THREE DAY MEET At the July general meeting, president Cranford announced that for the three day meet, he would function as superintendent with Ken Casford, assistant supt. Major committees to be formed are Operations; Depot; Compound; Security; Public Relations and Housing. President Cranford asks that members volunteer now so they may have work preference. Contact Ken Casford or Ted Cranford.

HELP WANTED: Roundhouse Foreman and Safety Inspector; Trainmen and station personnel for expanded train service starting in September; CONTACT: Ted Cranford (714-792-2403) or Ken Casford (213-696-0053). The position of Roundhouse Foreman and Safety Inspector is one of our most important positions, and is now open due to Al Easley's moving to Nevada.

EXPANDED PASSENGER SERVICE If sufficient help can be obtained, it is hoped that starting September 10, RLS will offer passenger service on the second Sunday of the month as well as the normal run days. Not only will this provide an opportunity to utilize the railroad more, it will also offer expanded opportunities to haul passenger trains, will increase our revenues and allow greater use of our motive power and cars. It is hoped that two locomotives will be available for each of the additional run days, with sufficient help to man the station and trains. A number of members have already signed up to help, and if you can help, but have not signed up, contact Ken Casford who will be coordinating the scheduling of equipment and manpower.

AUGUST 26 RUN DAY AND BAR-B-QUE A lot of members do not realize how delightful it is to run at dusk at RLS during the hot days of summer. This coming August 26, it is hoped that as many RLS members as possible will plan to bring their picnic supper and enjoy meeting with other RLS families as well as running engines during the cool evenings. Grills will be set up for broiling meat, so plan now to attend and join the fun. These Saturday evening events are a real highlight of the summer!

CABOOSE KITS STILL AVAILABLE A few caboose kits are still available for building cabooses similar to those fabricated by John Noble. They are \$19.00 each including sales tax. Profits from the sale of the cabooses goes into the RLS treasury. Contact John Noble or Ken Casford.

CHESAPEAKE & ALLEGHENY SECRETARY VISITS RLS Bill Bell, secretary of the Chesapeake & Allegheny Live Steamers, was a visitor at the August board meeting. The C&A is a newly founded club located in Maryland. Think we have problems, their locomotive roster is about 50-50% 7-1/4" versus 7-1/2" gauge and they are trying to figure out how to lay the track to accommodate both gauges. We enjoyed having Bill with us.

RIVERSIDE LIVE STEAMERS, INC.
Box 5512
Riverside, CA 92507



FIRST CLASS MAIL

JOHN H. KEITH
1410 SOMBRERO DR.
MONTEREY, CA 91754