

THE R.L.S. CHRONICLE

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

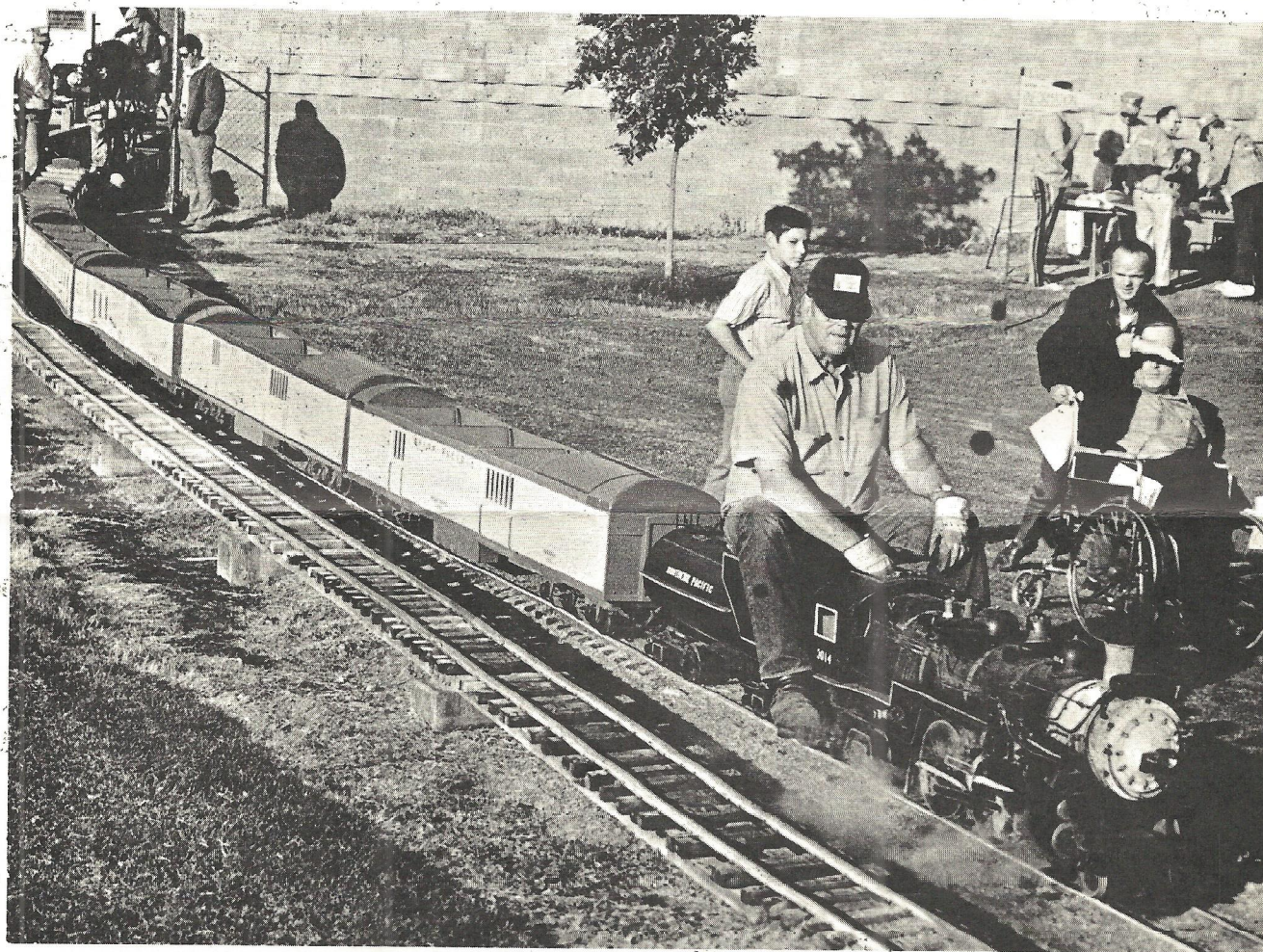
BOARD OF DIRECTORS

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

JOHN NOBLE
JACK SESSUMS
BARNEY ROOT
JAMES KEITH

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



1 1/2" "HOGGER OF THE YEAR," JOHN PIATT, R.L.S., IS MAKING HIS ATLANTIC WORK UP THE HILL, WITH SIX HEAVY U.P. PASSENGER CARS LOANED BY L.A.H.S. FOR OUR USE ON N.M.R.A. DAY, OCTOBER '71. THERE'S NO DOUBT IN JOHN'S EXPRESSION, HE'S LISTENING TO A GREAT SOUND.

COMING EVENTS

DECEMBER 1971

30.....General Meeting, 8:00 P.M., Engine House, Hunter Park

HAPPY NEW YEAR AND GOOD STEAMING

JANUARY 1972

13.....Board Meeting, 8:00 P.M., Engine House, Hunter Park

15.....Special POT-LOCK-LUNCHEON Work Day * 8:30 a.m. to 4:30 p.m.

22.....Run Day

23.....Run Day

27.....General Meeting, 8:00 P.M., Engine House, Hunter Park

As the old year draws to an end, and a new year is on the horizon, your new Chronicle editor feels like his work is really cut out for him in trying to follow the team of Cranford & Sir Francis. With so many favorable comments being heard about the Chronicle in recent months, I hasten to comment that there will be no change in personnel or policy. If you have any comments, suggestions or criticisms about the Chronicle, just let your secretary know. After all, the Chronicle's only purpose is to keep members informed of what is happening at RLS.

Under President Ted's leadership, the first objectives of your new officers and Board members will be to complete several important projects. On January 15, we need every RLS member that can possibly attend be on hand to help complete the station, start an urgently needed ballasting and track maintenance program on the lower loop, and the beginning of a programmed track replacement project on the 1½" main line. In addition to these "must" programs, several rather dramatic projects are in the planning stage for 1972 that will really make RLS the "in" railroad club when it comes to outstanding operating capabilities.

BUT! Regardless of the enthusiasm for completing these projects that the officers and board members may have, the final success of the 1972 RLS program rests with the membership. The turnout of members on Oct. 16 was terrific and more was accomplished that day than any other time during 1971. The fellowship was great, the meal served by the gals was terrific and a lot was accomplished. January 15 will be our next giant step forward, and we hope that you will be there.

On Saturday, January 15:

Please bring paint brushes (there may be some painting needed), rakes, shovels, hammers and brooms.

When you arrive -- please check into engine house so you may be assigned to a work team. Each work team will have a supervisor to coordinate work within that unit.

Bring your appetite - the gals will serve another great lunch!

A reminder that dues are payable for 1972 and treasurer Ernie would love to write you as "paid" for 1972.

CAN WE COUNT ON YOU IN '72?

Sir Francis Orates: Howard Byers, 3939 N.Delta, Rosemead Ca. 91770, 213-288-2822, has a new, never run, F9- Gas Electric Unit for sale. This unit is equipped with 24 volt generator & motor. The fiber glass shell is one of Railroad Supply units. Howard will sell to the best offer.

The week of 18-22 Oct has seen some frenzied activity by a few members trying to get our track & facilities in top shape for the N.M.R.A. meet. The railing & fencing erected at the station is due to the efforts of Jim Keith, Jim has been cutting, fitting & welding all week to get the station ready, nice artistic touch Jim has with the paint brush too.

Robert Babb, John Piatt, the Old One & John Noble with occasional visits by Ted Cranford have spent the week cleaning the area up and working on the track. After many trips round the track, replacing & screwing down ties, leveling track, replacing rail joiners & bolts, spreading ballast, etc, the track seems to be in excellent shape.

Happy surprise, Loren Waller & Robert Reese put in a long delayed appearance at the General Meeting. Loren is busy keeping the Santa Fe in an operational status while Robert is busy Supervising the H & R Automated Service Station Equipment Maintenance & Repair, when not fighting fires for the Colton Fire Dept. Happy to have you two come by for a visit.

The N.M.R.A. meet held 23 Oct was a tremendous success. People and engines galore. R.L.S. members showed up in force & did a tremendous job of making the day a happy holiday for members & guests. Theodore Cranford and Ken Casford worked like slaves planning the operation and attending to the wants and needs of all concerned. Thanks to their planning and the whole hearted co-operation of the R.L.S. members who did their assigned tasks so well, all had a pleasant day. I was enjoying myself so much running my vertical pride & joy I didn't take any notes so I will leave it up to Ted to make the honorable mentions.

Besides having an enjoyable day just running all by myself on the lower loop, I had the pleasure of riding behind two apprentice engineers, Norma Casford & Katherine Cranford. Kay had a little difficulty getting the engine thro the overpass without derailing, not her fault tho, bad track, she got so carried away she forgot the slow order section two out of three trips. Norma did much better, she learned from Kays miscalculations and went thro all three times without any trouble. Ken & Ted will receive an itemized bill for the training session, \$10.00 from each one should be enough to cover expenses.

Mr Casfords bill will include an item for a visit to a psychopath after my ego suffered a traumatic shock, imagine anyone addressing a letter to poor old Sir Francis as Sir Francis Something, how the mighty have fallen, Selah.

Joseph Pickett you & Edward Buelتمان have added twenty years to the old ones life. Never have I been so happy with any thing as I have with my engine I've modified it & the car until you would never know it, but does it run, & I have ran it everyday I could get out since ## I've had it. By the way there is a nice picture of this engine in it's original state in the new railroad magazine, Railroad Modeler, full page spread, taken at L.A. in May 71. You two come visit the track & Joe bring your engine along for a run. Its in Vol 2. Believe it or not, this engine pushed ten (10) of the cars lent us by the L.A.L.S up the lead from the engine house to the top of the hill, and made a photo stop for Mr Casford, on the hill, & took off again without any slippage, unbelievable but true. What an engine.

After the success I've had with the vertical engine, I am converting the 1" Atlantic I bought to a 1½" chain or geared driven engine. Wish me luck.

Eloise Babb & Katherine Cranford have both presented me with small figures of the devil to go on my engine, being as it's named Smith & Satan. I've got to find room for them both, but it's a problem, because of the big signs all over the front. Thank you both & I'll make room somehow, The Devil makes me do these things Katherine.

Something I read in the paper, I'll try & take heed.

Lord, Thou knowest I am growing older.

Keep me from becoming talkative and possessed with the idea that I must express myself on every subject.

Release me from the craving to straighten out everyones affairs.

Keep me from the recital of endless detail.

Give me wings to get to the point.

Seal my lips when I am inclined to tell of my aches and pains.

They are increasing with the years and my love to speak of them grows sweeter as time goes by.

Teach me the glorious lesson that occasionally I may be wrong.

Make me thoughtful but not nosey, helpful but not bossy.

With my vast store of wisdom and experience it does seem a pity not to use it all.

But thou knowest, Lord, that I want a few friends at the end.

It's time to pay your annual dues, get them in on time, and VOTE for the candidate of your choice for the Board of Directors, and send in the form for the Membership Roster, about fifty percent have ##### returned them.

Through the efforts of the members that turned out Sat 16th Oct and a concentrated effort of a few dedicated members the week before the N.M.R.A. meet, the track was patched up and we got thro the meet in tolerable shape, but much track maintenance is still required, come out, help when you can.

It's not only a car that can be recalled by it's maker. At the Board mtg 9 Dec 71 Safety was vehemently discussed and President Cranford appointed a Committee to re-examine the Safety Rules as printed and to come up with a set of enforceable rules. The Committee consists of Sir Francis, Albert Easley (Safety Inspector & Roundhouse Foreman) and George Lavacot. Mr Easley has done a very creditable job, without too much assistance from the Board of Directors & members. Safety is every bodys business, and we need a set of workable, enforceable rules that will protect the club members & their equipment from damage as well as protecting the club as a whole from being involved with damage claims from the public. If you have any changes revisions, additions or deletions to the rules as written send or bring your suggestions to the safety committee. Our club is growing, more & more engines are operating at one time, and chaos will result unless we get a standard set of enforceable rules to operate by. Safety rules should be enforced without fear or favor and each member can do his part by reading and knowing the rules, and abiding by them. Members should recognize the fact that rules are necessary, it behooves each member to get his engine and cars up to the standards set forth in the safety rules and to obey them when operating. According to the Boards recent decision to revise the rules, you might as well recognize the fact that there will be rules and standards and they will be enforced. If sensible, enforceable rules are adopted and enforced without fear or favor to violators, operations will be more enjoyable for all. If the whistle and hand signals are used as required by the rule book, you will know what the other engineer is going to do, instead of wondering if he is going to back up or go forward or just & talk.

The Safety Inspector, Round House Foreman & Train Master have thankless jobs trying to enforce the rules & standards. Mr Albert Easley is doing his best to carry out the responsibilities of his position. He needs the help and co-operation of all the members to do his job.

One of the biggest needs in the club today is for members to volunteer for one of the many positions open, that need filling to enable us to run in a railroad like manner. The club now has seventy five (75) members to date, surely we should be able to get enough members out on run days to man the station, steaming area and the passenger trains. We urgently need responsible individuals to alternate as station master, conductors, etc. If you are interested, come out and volunteer for some of these positions.

Something must be done about letting the public roam round in the steaming area. Mr Easley has been un-necessarilly embarrassed by trying to enforce safety in the steaming area by accosting invited friends of members. If you invite guests in, notify Al who they are.

1971

If you cant make both ends meat,make one vegetable.

The Annual R.L.S. Party was held on Wednesday, 15 Dec, at Howard Johnsons, Restaurant in Colton Ca. Private dining room: Seventeen peoples were there.

- Sir Francis & wife Gladys
- Robert & Eloise Babb
- Theodore & Katherine Elizebeth Cranford
- Ken & Meda Kepner
- Francis Zappen
- Cliff & Dorothy Morgan
- Carl & Viola Allen
- John & Maudrie Noble
- George & Patricia Lavacot

Me and the Frau rode to the dinner in style, being chauffeured by Robert Babb, with Eloise directing our inept engineer in the right direction, after sighting the Johnson sign, Robert used smoke signals to arrive at the door.

John Noble, displayed a caboose he bought at T G & Y Stores for \$15.00. It' supposed to be a toy box for children, but its well detailed, plastic knock down kit; sides one quarter to three eighths thick, and pretty close to 1½" scale, with some modifications could be made into a realistic operating caboose.

After everyone finished eating, President Cranford made a speech, starting off by eulogizing the ladies for their devotion to the hobby and their putting up with steam mad husbands, not leaving out the fact that they made delicious eats when required. Ted instituted an annual awards program that he hope will be continued at each annual dinner in the future. He gave John Noble much credit for the interesting, well designed, appropriately decorated plaques he made up for the awards. Very imaginative and artistic work done on the plaques by John.

The plaques were awarded to the persons considered most deserving by a committee set up by the President, which included John Noble & George Lavacot.

Best Brakie of the year award went to Mr John Powelson.

Nut Splitter of the year award went to Mr Cliff Morgan for the work he is doing on his 1½" J3 New York Central Hudson.Cliff has brought machined parts to the meetings for display and the attention to detail and excellent craftsmanship is a joy to behold. Excellent work by a skilled craftsman.

Gandy Dancer or Dancers of the year award went to Ken & Richard Casford. Couldn't hardly separate this award cause those two earned it together, th, I favored Richard because he's promised me a whistle someday. Our continued operation on debatable track is due to these two personages efforts.

Hogger of the year award for 1½" scale went to none other than our famous Hogger John (Cannonball) Piatt and his Atlantic. John Piatt has hauled more passengers and ran his Atlantic more miles on the R.L.S. than the S.P., U.P. and Santa Fe all together. There never was any doubt as to who would get this award. Congratulation Mr Piatt, you really earned this one. If John misses a run day its because of circumstances beyond his control, fair or foul weather, John is usually out roaring round the 1½" loop with a long string of passengers cars strung out behind his high stepping Atlantic, the sound of his whistle is so distinctive no one has any doubts that Cannonball John is scorching the ballast. Keep that Atlantic rolling John Edward Piatt.

Hogger of the year award for 1" scale goes to persevering, cigar chewing, fast running, Carl Allen & his 1" Pacific. Carl has had more than his share of malfunctions, but he manages to keep running when most people would be in the shop. Carls years of experience as a millwright keeps the Pacific on the track. Of course if Carl would take the time to machine his parts as intricately and to as close tolerances as I do he'd never keep running. Carl is building a 1½" scale 2-8-0-as back up for his 1" Pacific. Carl has been using coal but he announced tonite he is converting his Pacific to oil.

The Live Steamer of the Year Award went to the one and only William Robert Babb or is it Robert William? There wasnt any difficulty in deciding on the winner of this award either. Mr Babb has spent more time and effort in building up the R.L.S. steaming facilities than any one else in the club. Robert can do anything, and he is always willing to postpone his own work to build or fabricate or install some needed piece of equipment or do some necessary work for the club. No matter what the job, whenever its necessary for something to be built, its always Mr Robert thats called on to do the job, and he's always ready, willing & able to give his time and labor.

After the awards were presented, those present relaxed and talked, Carl Allen reminisced about his younger days, such as using baling wire to make different items on his dads old anvil, he elaborated on his educated cats, now they are cramming coal into his tender water compartment, maybe they resent you changeing over to oil Carl.

All in all a very enjoyable evening, too bad so few showed up. maybe if some more planning a little further in advance, next years Annual Meeting will be better attended. Its nice to come out, have a few drinks before dinner, eat a good meal and talk & visit afterwards. The club is getting so big this is one of the best ways I know of to get acquainted with each other. I've been fairly active in club activities but I dont suppose I've met over half of the club members. Come out to the Board Meetings, General Meetings, Run Days etc, participate in club activities, enjoy our fine facilities.

Riverside Live Steamers, Inc.
P. O. Box 5512
Riverside, Calif. 92507



John H. Keith
1410 Sombrero Dr.
Monterey, Calif. 91754

FIRST CLASS