

THE RLS CHRONICLE

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

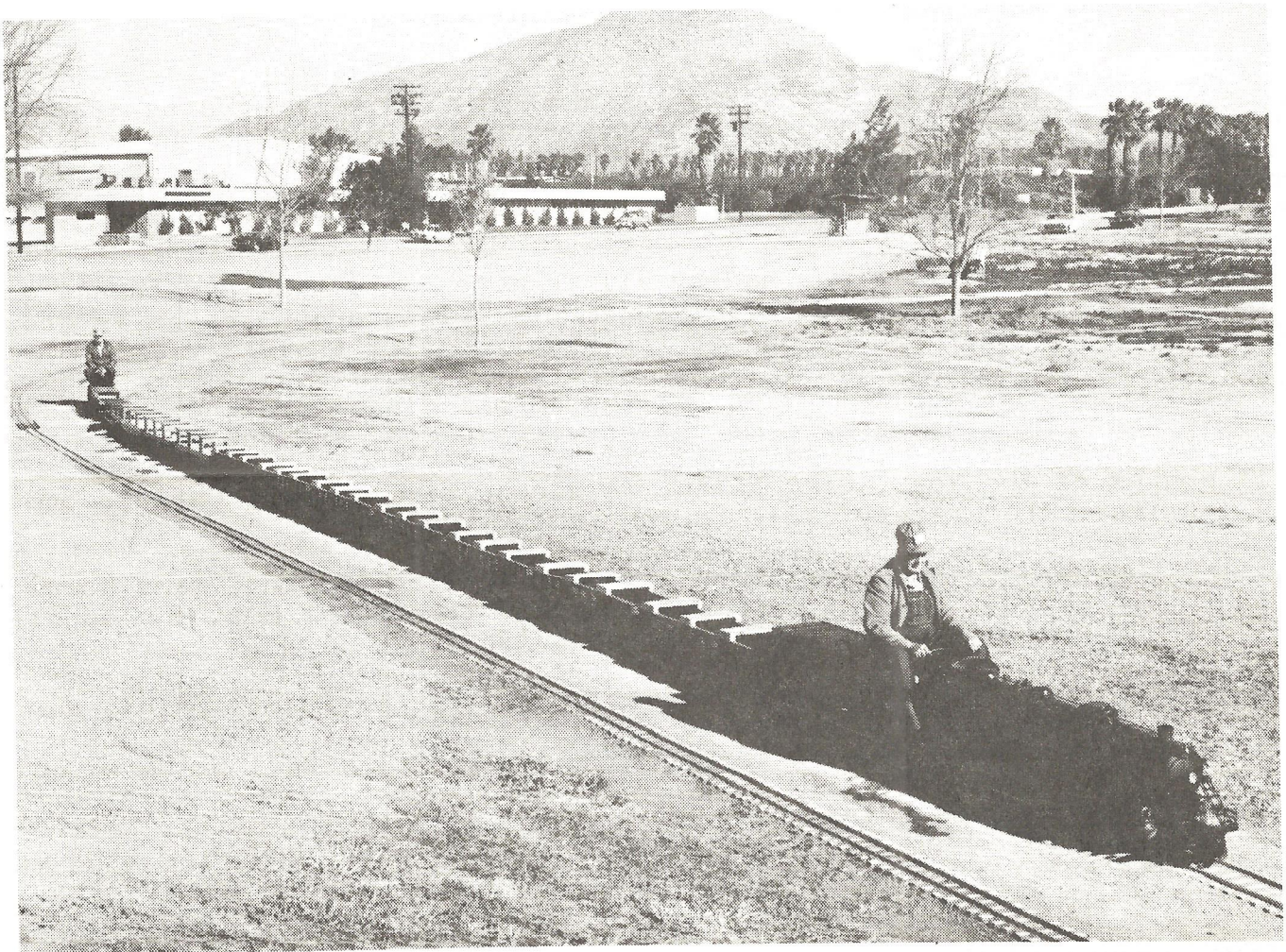
BOARD OF DIRECTORS

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

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

GEORGE HILDEBRANDT
BARNEY ROOT
JACK SESSUMS
FRANCIS ZAPPEN

TRACK LOCATION:
1496 Columbia Avenue
Hunter Park
Iowa & Columbia Streets
Riverside, California



The long shadows of winter outline a thirteen car train pulled by the Hunter 4-8-4 with Dick Bagley at the throttle. Doc Creighton brings up the rear in the far distance. Nearly 2,000 passengers in January!

COMING EVENTS

FEBRUARY 1973

- 22..... General Meeting, Engine House, 8:00 p.m.
24..... Work Day, 8:30 a.m. until finished
25..... Run Day

MARCH

- 3..... Work Day, 8:30 a.m. until finished
8..... Board Meeting, Engine House, 8:00 p.m.
10..... Work Day, 8:30 a.m. until finished
11..... Run Day
17..... Work Day, 8:30 a.m. until finished
22..... General Meeting, Engine House, 8:00 p.m.
24..... Work Day, 8:30 a.m. until finished
25..... Run Day
31..... Work Day, 8:30 a.m. until finished

YEAR ENDING/BEGINNING PARTY Thirty two members, wives and guests attended the yearly party on February 15 at the Depot in Claremont. This unique restaurant provided a "railroad" setting for our annual party, and true to contemporary railroad service, the meal was late and served under conditions somewhat different than promised.

Nevertheless, a good time was had by all in attendance, and our thanks go to George Lavacot for making the arrangements. This annual event is growing in size each year and is one of the highlights of the RLS year.

1972 AWARDS FOR SERVICE PRESENTED At the annual dinner meeting, president Cranford announced the winners of the service awards, and the winners are:

1" Hogger of the Year, Carl Allen. A second time winner, Carl is one engineer that rarely fails to run on our run days.

1-1/2" Hogger of the Year, Rich Casford. Putting in many, many hours on his engine in 1972, especially during the summer months when all of the public hauling fell on his shoulders.

Nutsplitter of the Year, Jack Sessums. The beautiful work on his new 5021 4-10-2 speaks for itself. This locomotive is one that RLS can be proud to have running on our facility and is a real prize winner.

Special Recognition Award, John Keith. In appreciation of his hard work, and farsightedness in planning the tunnel by-pass, and providing most of the materials, this special award to John. Without the by-pass, RLS would have been out of business when the tunnel was destroyed.

Live Steamer of the Year, Ken Casford.

A THANK YOU - During my lifetime, I have received a number of honors, but to receive the "Live Steamer of the Year" award is one I shall treasure most. While the award is a great honor, the honor was working with the many fine members of RLS during 1972. As I look back on 1972, RLS had a number of very significant events that indicate that the future of this club is unlimited.

#1 Nearly 1,200 feet of track was replaced during 1972. While some of this was not planned, never-the-less it marked a giant step forward in upgrading the facility.

#2 - Our relations with the City of Riverside were brought clearer into focus, and a closer working harmony with the city was achieved. The funding of riding cars by the City was another giant step forward for RLS in 1972, and a recognition on the part of the City as to the great value of RLS to the city recreational program was very evident.

#3 - The three day meet in October has to be the highlight of 1972 for RLS. The splendid cooperation of the many, many members that helped insure its success. Great weather, a real feeling of live steam brotherhood and a fine turnout of nearly 40 locomotives opened not only the eyes of our guests, but our members as well. It could be done!!

#4 - Last, but not least, to me one of the most gratifying giant steps that RLS took in 1972 was the greater participation of its members in the maintenance, operation and general operation of the club. We had more members attend meetings, help with the maintenance and running of the trains than at any time since I have had the pleasure of belonging to RLS. We still have a number of members who are missing out in the pleasure and satisfaction of building a better RLS, but the number that did turn out in 1972 was exciting, and I am certain that we will better the record during 1973.

In closing, a special thank you to the officers and directors that I have had the privilege of serving with during the past year. Each one of them deserves a special award of their own for all of them have been ready and able to serve RLS in any manner needed. Leadership of this type is rarely concentrated in such a small group.

Ken Casford, Secretary

BY-LAW CHANGE TO BE VOTED ON AT FEBRUARY MEETING The proposed change in the By-Laws as outlined in the December Chronicle will be voted on at the February 22 general meeting.

FEBRUARY 11 RUN DAY RAINED OUT Heavy rains eliminated the first run day for February. Gave John Noble a chance to spot drainage problems and to fix up the engine assignment spot on the blackboard.

Speaking of rain, you should see the lake! There is a lot of water in the lake, and it has been up as high as the edge of the new grade for the new cut-off. I tried walking the grade on February 17, and was doing fine until I stepped into a water boil in the grade. Better to spot these problems now than later, but it does appear we will have to consider some means of stabilizing the sub-grade in spots.

4-8-4 ENGINEER APPLICATIONS BEING ACCEPTED At the February Board Meeting, a comprehensive set of rules and regulations governing the operation of the Hunter 4-8-4 was presented by Dick Bagley for study and adoption by the Board. After considerable discussion, the Board adopted the program as outlined. The program as outlined consists of

four basic parts: (1) A thorough oral examination covering all phases of the operation of the locomotive, its various parts, their function and purpose, safety rules and general operating procedures; (2) A practical examination covering the actual firing up of the locomotive and preparation for service; (3) A practical examination of the ability of the applicant to properly handle a loaded train under actual operating conditions; and (4) the steps necessary to remove the engine from service and properly prepare it for storage.

A great deal of time, thought and effort has gone into the preparation of this examination for the operation of the Hunter 4-8-4 will carry a far greater responsibility than one might think. Because of its size and power, engineers qualified to run the locomotive will be among the most highly trained of any of our engineers. When an applicant has satisfactorily completed the examination, he can carry his engineer's card with pride for he will be a man with a machine, not a boy with a toy.

Application forms will be available at the February General Meeting or may be obtained by writing the Secretary. A fee of \$5.00 must accompany the application. This fee is assessed only for the purpose of singling out those seriously interested in becoming an engineer, and with the desire to meet the need to be more physically active in the club. Upon receipt of the application and fee, a copy of the examination will be sent to the applicant, and his training will be scheduled. This is a chance of a life time, and we hope that many active RLS members will take advantage of this program.

FEBRUARY-MARCH WORK DAYS As mentioned in my special letter to you the other day, we have need to step up our deferred maintenance problems at once. A small, but dedicated group turned out this past Saturday and managed to accomplish a lot considering the problems of a late start, need to replace vital equipment either stolen or misplaced and a general experimenting until a pattern developed. We have urgent need for at least six men this Saturday, and each Saturday for the next couple of weeks, until the Palm Garden is repaired. I know certain men will go beyond the normal call of duty, but it would be great if many of our other members would accept a portion of the responsibility for getting our facility in top shape. We will all benefit from a better RLS in more ways than one.

DON'T FORGET TO SEND YOUR \$5.00 IN TO THE COMPRESSOR FUND TODAY!

RIVERSIDE LIVE STEAMERS
Box 5512
Riverside, CA 92507



FIRST CLASS MAIL

FIRST CLASS MAIL

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

February 12, 1973

Dear RLS Member:

During the past two months, your Board of Directors has spent a considerable amount of time discussing future operations and needs for RLS. A number of projects are urgently needed, and are in the planning stages. However, your Board feels so strongly about an immediate need that they have asked that this special letter be sent at once.

Over the past four years, most of the work on the track and roadbed has been concentrated on new construction, i.e. 1" main line, 1-1/2" lower loop, tunnel by-pass and the many road crossings. Unfortunately, once in the ground, the new track work, as well as existing prior trackage has received a small amount of maintenance and a large dose of "deferred" maintenance. Just like the 12" to the foot railroads, large doses of "Deferred" maintenance ultimately will catch up with you.

At the February Board Meeting, it was the unanimous feeling of the directors in attendance that in 1973, all efforts have to be concentrated on bringing our 1" and 1-1/2" trackwork up to higher standards. As a result of this policy statement, our primary work program for 1973 will be concentrated on upgrading existing trackage.

With the cooperation of the members of RLS, this major maintenance program can be accomplished in a relatively short period of time. Because many members cannot be present on the third Saturday of the month (our main work day), RLS work days will be each Saturday until further notice. This does not mean that you are expected every Saturday, but it offers you an opportunity to help on any Saturday that you can spare.

To make certain that our Saturday work days will result in the maximum of progress, a board member will be in charge to coordinate the work to be performed. Your time will be well spent, and the board wishes to stress that we hope to eliminate all feelings of "wasted time" on work days.

Our next general work day is this Saturday, February 17. With the heavy rains recently, the ground is soaked, but if the day is clear, a large amount of track aligning can be accomplished. In addition, emergency work is required in the Palm Garden before operations are resumed.

For Saturday, February 17, we need four men with reversible 1/4" or 3/8" electric drill motors, and two men to assist in the Palm Garden work, a total of six on this gang. If you have a drill motor, please bring it.

In the roundhouse, we will need two men with 1/4" or 3/8" variable speed drill motors to work on track panels.

The balance of the members present will be assigned to a track aligning gang that will straighten and raise track to eliminate excessive and unnecessary rough spots in the main lines. There are many such spots!!! Bring a shovel with you for this gang.

Future work days and board member that will be present:

February 17 - Ken Casford
February 24 - Ted Cranford
March 3 - Jim Keith
March 10 - Barney Root

SLOW ORDER PUT INTO EFFECT Heavier and more frequent trains hauling the public (more than 2,000 passengers the past month) are placing an additional strain on our undermaintained track. Until the track can be brought up to higher standards, the board has put into effect a ten minute minimum elapsed time schedule for one loop around the 1-1/2" main line. Elimination of higher speeds will minimize development of additional roughness in the track with subsequent wear and tear on equipment, and discomfort to crews and passengers.

COMPRESSOR REPLACEMENT POSSIBLE There is every indication that we may have to replace our present compressor. In anticipation of this, members are asked to contribute to the compressor fund. Considering that our dues are the lowest of any live steam club in the country, can we count on you for at least \$5.00? A five dollar contribution still means that you can enjoy live steaming for 25% less than your Los Angeles friends pay for dues alone!!! Send your contribution to Box 5512, Riverside, CA 92507 and mark it "Compressor Fund."

In conclusion, as a member of RLS, your officers and directors appreciate your interest in our fine club, and hope that you will join us in this immediate maintenance program. For years, the maintenance problem has been swept under the rug in the hopes it would go away. There is a big lump under the rug now, and it will not go away.

Can we count on you as a rug beater and eliminate this lump?

Sincerely,



Ken Casford
Secretary

