

2/1976

THE RLS CHRONICLE

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

BOARD OF DIRECTORS

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1496 Columbia Avenue
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Carl F. Allen, Fontana, passed away on Friday, January 16, 1976. Funeral services were held in Fontana on January 19, with interment at Green Acres Memorial Gardens, Bloomington.

Carl was born in Pennsylvania on November 12, 1905. When he retired from Kaiser Steel, his retirement years were spent in building his 1" 4-6-2 and 1-1/2" 2-8-0. Not only did he like to build, he loved to run, and hardly a run day went by that Carl could not be found on the RLS track.

During recent years, Carl was a source of admiration to all of us. He was stricken a number of times with serious illnesses, but through great determination, he was out on his engine within a few days. Carl was on his engine for the last time on December 28, 1975, out there doing what he loved most.

The rails of RLS will not experience in the future this great love Carl held for his engines, but those of us who were fortunate enough to know him, will always remember those fine memories of a man who made the most of this great hobby. To Viola and their family, the entire RLS family extends their sympathies and condolences.

- FEBRUARY 1 - Hunter Class, 10:00 a.m.
- 8 - Run Day - Eastbound; Roundhouse Foreman, Rich Casford
Stationmaster, Homer Smith
- 12 - Board Meeting, Engine House, 8:00 p.m.
- 22 - Run Day, Eastbound
- 26 - General Meeting, Engine House, 8:00 p.m.
- 28 - Work Day (Note date change) - Potluck Lunch
- MARCH 7 - Hunter Class, 10:00 a.m.
- 11 - Board Meeting, Engine House, 8:00 p.m.
- 14 - Run Day - Westbound; Roundhouse Foreman, Ken Kepner
Stationmaster, Jim Keith
- 20 - Work Day, Potluck Lunch
- 25 - General Meeting, Engine House, 8:00 p.m.
- 27 - Annual Dinner, Knott's Berry Farm
- 28 - Run Day - Westbound

TO ALL R.L.S. MEMBERS

On Saturday, February 28, you are all cordially invited to meet at the RLS facility to partake in one of the most enjoyable areas of fellowship and enjoyment in our hobby. On this date, we shall resume the important responsibility of performing continuing maintenance on our great facility. During the past four months we have been taking it easy since 1975 was a busy year, but now it is time to get going again.

Some of the most enjoyable times spent at RLS were those Saturdays back in 1972 and 1973 when we put in a good day's work, and had a fine meal at the engine house. We plan to have a good lunch on hand for our members on the 28th. All we ask is that you bring yourself at 9:00 a.m. and hopefully you will be able to spend five or six hours.

Projects urgently needed to be undertaken is the leveling of the new extension which has seen a lot of traffic since completion. Work on the switch at the bottom of the grade is urgently needed. On the 1", we shall concentrate on leveling and aligning.

With 15 or 20 men on hand, you will be amazed at how much we can do in this short time to improve the operation of our railroad. On the full size railroads, it is not hard to see what is happening with their minimal maintenance programs. Although our railroad is only 1/8 as large, our track needs are the same, and if we can complete this important leveling and alignment work now, we are insuring a big cut in future maintenance work and at the same time have a better track structure to enjoy.

Please plan to be with us on Saturday, February 28, 9:00 a.m.

PRESIDENT'S MESSAGE

It is always a pleasure when we get together. Yet, even so, there are times when the blend of events seem to fit even more perfect. Our last general meeting was one of those times. Everyone thoroughly enjoyed themselves and many came to me after the meeting to remark about it.

The most notable difference at this meeting was the greater attendance of our lady folks. There were more ladies present than has ever been seen before. Thank you, wives and sisters and daughters. We need you and it takes your presence to make everything complete.

Let me tell you, it is something to be truly thankful for, when you find a sociable hobby that the whole family can participate in and enjoy together.

A word to you fellows, too. You had better start thinking of ways to be more thoughtful of your lady friends to help them enjoy our hobby more. I'll let you in on a little secret. They have already made some plans to make things better for all of us.

Life also has other turns. At first, they may appear sad, but they only make it real and more meaningful. They are the great things that teach us the true, honest feeling of love and affection. Carl Allen has moved to a greater sphere. God knows that we'll miss you Carl. You were the most pleasant man that we've ever known. Our thoughts are with you. Some day we shall be with you again.

- - - - - Dick

MINIATURE LOCOMOTIVE and MODEL SHOW - - METZ, FRANCE

Dr. Andre Gotlieb of Florange, France, has sent word that a big exhibition of steam models will be held at the Metz Central Station on the week-end of May 27 to May 30, 1976, both dates inclusive to celebrate the 10th anniversary of the Association Lorraine d'Exploitation et de Modelisme Ferroviaire Club.

This event will be of international interest as in the past. Many Modelists throughout Europe participate in this affair.

Provisions have been made to hold this exhibit at the Metz Central Station, Metz, France, where there will be plenty of display space. Trackage will be installed to accommodate the operation of the larger models of locomotives, along with platform tables to show the smaller models and stationary engines. Dr. Gotlieb further states that they will reserve a special place for friends from America.

The exhibition will open at 10:00 a.m. on Thursday and run thru until 8:00 p.m. in the evening. On Friday a tour of their steam train on the Rabodeau Line to Senones Station will be held. This is 90 miles southeast of Metz. Otherwise the exhibit will continue through Saturday and Sunday.

Club members and attendants of the Metz Station will take turns in keeping watch over the exhibit day and night. Five prizes will be awarded in the various classes of engines and models displayed. Saturday evening a dinner will be held at the Francois de Curel for the exhibitors and their friends.

Hotel accommodations can be booked in advance and there will be many restaurants nearby for your pleasure. The club will contact Metz customs authorities in order to obtain a temporary importation license for every exhibitor. Customs forms for this purpose will be sent in due time to all those who may need them.

If it is your plan to attend this exhibition and maybe show your models it is suggested you contact the following gentleman:

Dr. Andre Gotlieb, 79 rue Nationale, 57190, Florange, France

He will be able to assist you for further details such as hotel bookings and forms to be used for exhibiting your models. This should be done by the close of March.

Without a doubt this appears to be a four-day show that will long be remembered.

Harry L. Dixon
Secretary, Pacific Region
Brotherhood of Live Steamers

RUN DAYS

January 11 - Gerard McChesney's 0-6-0 the only locomotive on the 1" mainline.

1-1/2" was very active - Andy Andrew, 4-6-2; Ken and Rich Casford, 4-6-2; Leo Dandurand, 4-6-2; Homer Smith, 4-4-0; Dean Willoughby, Hunter 4-8-4.

Helping Stationmaster Al Ratliff and Roundhouse Foreman Dick Bagley were Ken and Norma Casford and Joe Severns.

January 25 - On the 1-1/2" we found Leo Dandurand, 4-6-2; Roy Penrod, 4-4-2 and Joe Severns, 2-6-0.

Running on the 1" were guests Andrew Wightman, 2-4-2T and William Wightman 2-4-4T. Regular members Jim Keith, 4-6-4; Gerard McChesney, 0-6-0; L.W. Smith, 2-4-0 and Richard Stokes, 4-6-0.

Dean Willoughby had his new 0-4-0 out for everyone to see. A mechanical problem was the only thing that kept him from running.

Helping in the station - John Noble, Henry Pfaff, Al Ratliff and Roger Willingham.

PARKS AND RECREATION DEPARTMENT REPORT

Fred Richardson, Park Maintenance Supervisor, advised Dick Bagley that approximately 30 trees would be ready for planting in Hunter Park in March. Parks and Recreation Department people will get together with the Board of Directors of R.L.S. on the spotting of these new trees.

4449 NIGHT, FEBRUARY 26, 1976

Chasing the American Freedom Train in and around Southern California preoccupied many live steamers in December and January.

Ken and Rich Casford spent many a sleepless night taking the pictures they will be showing at the General Meeting in February.

Locomotive S.P. 4449 was the subject of the fine movies Jack Sessums previewed at the January General Meeting. Some of the footage was taken just the day before the meeting.

THANK-YOU BARNIE AND JACK

Barnie Root and Jack Sessums are going to purchase the rail for the 1" extension. They are going to hold the rail for the club until the R.L.S. budget request to the City of Riverside is granted.

KNOTT'S BERRY FARM DINNER

Change that date to March 27, 1976. See additional details on the enclosed flyer.

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A SAW-BY

A long narrow-gauge freight train of five engines, sixty-four cars and two cabooses was headed south. It had orders to meet two northbound trains; a freight with two engines, forty cars and a caboose and the regular passenger with one engine and three coaches. The meet was to take place at Millwood, where the siding, only thirty-six cars long, was already occupied by twenty-five empties. How was it done?

Hint - As Conductor Harry Green knew, when he was making up his train at Dolores, that he would be in charge of this particular saw-by, he arranged his cuts in three sections, - first: two engines and thirty cars; second: two engines and twenty-eight cars; third, one engine, six cars and two cabooses. His object was to release the passenger as soon as possible and get his own train away next, as he was sure to be short on time. None of the crews knew about the empties on the siding until they arrived. This operation, which required one hour and fifteen minutes to complete, was performed on a very dark night and on a very crooked piece of track where signals could not be seen.

The solution -

1. Southbound placed his first section on the main line between switches, leaving the rest of his train far up the track to the north.
2. Northbound pushed the empties through the north switch and pulled his train far enough up to let the passenger on the siding behind him.
3. The first section of the southbound train pulled far down the track to the south.
4. The passenger backed out of the siding and pulled up on the main line.
5. Northbound moved his train back through the siding and pulled the empties far enough down to make room for the passenger to back into the siding from the north.
6. The passenger pulled up on the main line and backed into the siding.
7. Northbound backed far down the line, leaving the empties on the siding.
8. Southbound pulled his second and third section down the main line far enough to clear the upper switch.
9. The passenger pulled out of the siding and departed.
10. Southbound backed up, leaving the second section of two engines and twenty-eight cars on the main line between switches. He moved his third section far up north on the main line.
11. Northbound went into the siding, pushing the empties as before and pulled his train up far enough to clear the lower switch.
12. Southbound second section went down the main line to join the first section.
13. Northbound backed his train onto the main line and pulled the empties back onto the siding once more.
14. Southbound put his third section on the main line between switches.
15. Northbound shoved the empties through the siding and pulled his train far enough up to clear the lower switch.
16. Southbound's third section went to join the other two and they were off to Durango.
17. Northbound backed out, leaving the empties on the siding and proceeded north on the main line to Dolores.

RIVERSIDE LIVE STEAMERS

5th Annual Year End Dinner

Saturday March 27, 1976

4:30 PM to ?????

In the GARDEN ROOM of
the STEAK HOUSE at
KNOTT'S BERRY FARM

If you had the pleasure of attending or heard about the last year-end dinner you will surely won't want to miss this one. Knott's again has graciously offered to open up thier complete railroad facilities to us.

Reservations must be in and paid for by March 25, 1976.

SCHEDULE OF THE EVENTS

- 4:30 - 5:30 Meet at the roundhouse and tour shop facilites
- 5:30 - 6:30 Tour Private Cars "EDNA" and "DURANGO", ride the train and examine the newly arrived Freight Cars.
- 6:30 - 7:30 THE FUN BEGINS with George's famous ATTITUDE ADJUSTMENT HOUR (Cocktails) in the Garden Room of the Steak House
- 7:30 - ???? DINNER Choice New York Cut Steak

The Bar will be open at 6:30 and will remain open through the entire evening. Again the drinks will be a modest 50¢.

WATCH NEXT MONTH'S
CHRONICLE FOR RESERVATION
FORM AND PRICES

GEORGE

