

THE RLS CHRONICLE

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

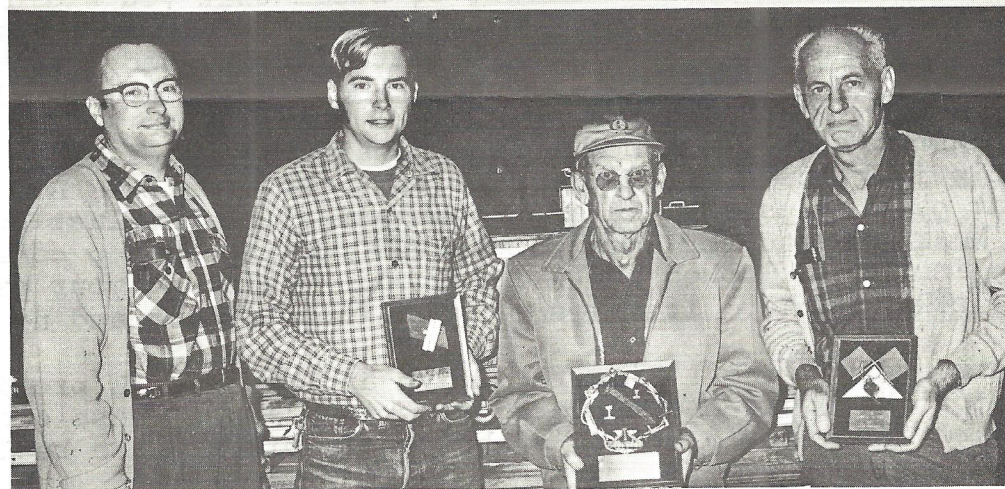
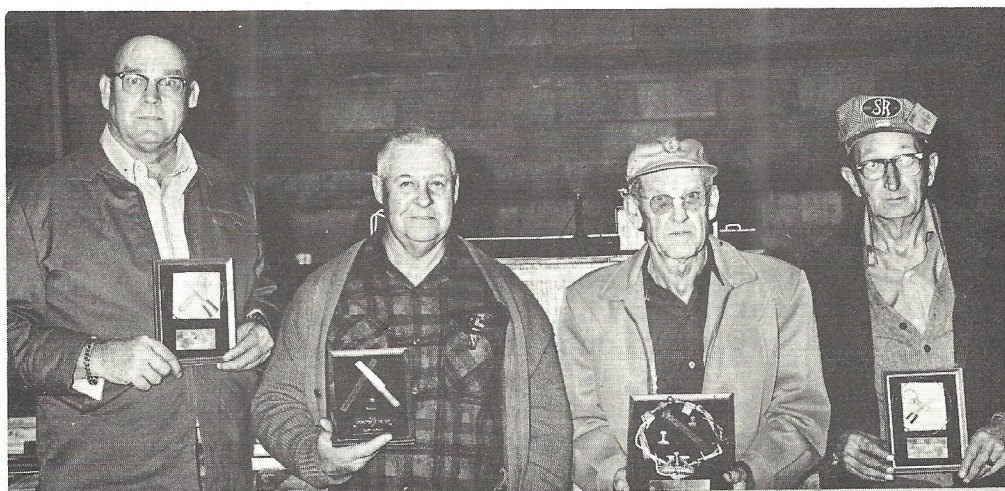
BOARD OF DIRECTORS

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

JOHN NOBLE
JACK SESSUMS
BARNEY ROOT
JAMES KEITH

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Riverside, California



1971 RLS AWARD WINNERS: (Top) left to right, 1 ½ " Hogger of the Year, John Piatt; Nutsplitter of the Year, Cliff Morgan; RLS Live Steamer of the Year, Bob Babb; and 1 " Hogger of the Year, Carl Allen. (Bottom) left to right, Gandy Dancers of the Year, Ken and Rich Casford; Bob Babb; and Brakeman of the Year, John Powelson. Awards designed by John Noble.

John Noble

COMING EVENTS

JANUARY 1972

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

FEBRUARY

5.....Special Work Day to finish station - bring your lunch!

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

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

26.....Run Day

27.....Run Day

The special pot luck lunch - work day on January 15 was another one of those examples of getting a lot accomplished, enjoying the fellowship with other members and having a delicious luncheon served by the ladies. Sir Francis Smith will cover the day's activities in more detail, but I wish to add my thanks to the members who showed up and to the ladies for the luncheon. If a few more members had showed up, all of our objectives could have been met.

A tip of the hat to Barney Root as the membership committee and RLS members bestow an Honorary Membership to him. Barney is one of those rare individuals whose enthusiasm is matched only by his energy to get things done.

Good to hear that vice president John Stroud is home and recovering. We hope to see you soon John!

Treasurer Wilson reported at the last Board Meeting that 50 members have paid their 1972 dues. A reminder that the 30 day grace period for payment of dues is ending January 31, so get your dues in now. January 31 is pretty close!!

Those attending the last general meeting were treated to a delicious cake baked by Viola Allen. Served by "Thumbs" Allen and "Fingers" Smith, this special treat was followed by movies of 12" to the foot steam provided by Barney Root. If you have slides or movies of steam that you would like to show during a general meeting, please contact Rich Casford so arrangements may be made. There is a lot of interesting material stashed away in various closets that is of interest to those of us now working with live steam.

Your Board of Directors is concerned by the apparent lack of pride on the part of the membership in keeping our facilities neat and orderly. All that is required is that each of us pick up after ourselves! At the last board meeting members of the board worked for about 5 minutes picking up pop cans, sweeping etc. and the engine house looked 1000% improved. Please do your part to keep the facilities looking neat. It takes only a little effort and no expense!

Speaking of the board meeting, "Fingers" Smith and Mrs. Smith provided home-made cup cakes for the board and members present. All of these good wives are making it hard for calorie counters, but their efforts are really great!

Now that another year has come upon us, a reminder that RLS safety rules require that all locomotives operating on RLS track must have a current boiler test with dated tag. Enginemen are requested to take a look at their boiler tag, and make arrangements with Al Easley if testing needed. NO exceptions!!

CAN WE COUNT ON YOU IN '72?

At the recent January Board Meeting, a discussion was held on the problem of safety and operation through the tunnel. Because a number of engineers have expressed concern over tunnel operation, especially when only a few engines are on the railroad, the board passed a motion calling for construction of a tunnel by-pass that will handle the largest of locomotives. No date for construction has been set, but John Keith has volunteered to supply the needed ties and retaining boards for the new right-of-way.

As mentioned in the last issue of the Chronicle, a Safety Rules Committee has been established to review club safety rules and regulations. The Committee consists of Al Easley, Sir Francis Smith and George Lavacot. Your thoughts on any changes in the rules should be relayed to this group.

Speaking of safety, a reminder that with most of the grass along the right of way being dormant for the winter, coal burning engines must have an ash pan that will not drop hot coals. A grass fire, especially on a non-run day when few members are present, could be a serious problem. If a fire should start, stop and put it out. Water is a long way from many parts of the park. A good example of this problem occurred January 16 and must be eliminated.

For many years, RLS has been blessed with many men who have quietly been in the background supplying materials, money, guidance and labor in making our facilities what they are. Many times you never see them at special work days or run days, but yet their contributions are substantial. We owe them a lot!

While on this subject, back in the early years of RLS when funds were nil, and hopes were high, from time to time members would bring equipment to the club for use by the members. Often the equipment was here so long members took it for granted it belonged to the club. An example of this was the arc welding unit. The unit belonged to John Stroud, but was never in his shop! As many of you know, the club through voluntary contributions of several members finally purchased the unit late last fall.

RLS has need to start a fund to acquire several vital pieces of equipment so that "borrowed" equipment may be returned to their owners. Topping the list are a bench grinder and a power hack saw. A motion was passed at the last board meeting to establish a "DOLLAR A MONTH PROJECT FUND", a fund that will be used to fill these special needs. It is hoped that this new fund will provide RLS members an opportunity to contribute to the growth of the club, especially for those unable to participate in work or run days. Contributions of \$1.00 or more may be mailed to club at P.O. Box 5512, Riverside, 92507, or turned in at the general meetings. George Lavacot and Barney Root each made significant contributions to the fund at the board meeting, so the fund has already started to grow. A dollar a month from our members and the new equipment can be acquired before you know it. Won't you please help?

All of the material needed to complete the station is on hand. A special work day has been set for February 5 to complete the station. Please mark this date on your calendar and try to help complete this major project. We owe it to the men who have been working so hard on the station through the many months it has been under construction.

John Noble has come up with a new caboos for his San Gabriel Valley R.R. that is a prize winner. It won't be long until a number of variations of the same caboos will be seen at RLS, and it will be interesting to see what the members did to vary the cabooses. In case you haven't heard, the cabooses are toy boxes manufactured by Fesco that are almost perfect 1½" scale.

New Years Day: Well the happy holidays are over for another year, and I can settle down to the old routine. Thanks to my kind friends I had one of the happiest Christmases ever, lots of visitors, lots of phone calls, and more presents than I've received in many a Xmas. Thanks to the Cranford family I am the proud owner of a caboose, which I hope to rebuild to 1½" scale, but after looking at John Noble's fabrication of his caboose I will never come close. John had hidden his techniques from the old man until he unveiled his rebuild at the general meeting. After seeing the detail and methods of fabrication he used I realized I went at the rebuild all wrong. John even has a stove in his, with smoke pouring out the chimney, real realistic, but then John's a craftsman, not a put togetherer like me.

Viola Allen received a unanimous vote of thanks from all the club members present at the last general meeting for the delicious cake she baked for the occasion, she even supplied the cake dispenser and napkins. I was appointed chief server & made sure everyone got a slice, very delicious Viola. President Cranford made a few disparaging remarks about old Sir Francis always begging Viola to bring cake and do-nuts for him to eat.

Clifford Morgan, winner of the Machinist of the Year Plaque, husband to the delightful Dorothy, Master of the Moguls, Hudson builder, etc, brought out about five hundred pounds of petroleum coke for club members use, I strongly suspect that most of it was distributed & parceled out by the time the last member left. The old man got his share thro the courtesy of Saint Richard of the Casfords so I wouldn't use his private stock up. ~~XXX~~

Congratulations are in order to John "Dingy" Edwards on his promotion to engineer on the Southern Pacific. I note that John at 23 years of old is the youngest engineer on the Los Angeles Division. Too bad the S.P. dont have a few steamers left, maybe John could take one out for a spin. John is a dedicated live steamer and intends to either build or buy a live steamer in the near future. John is a frequent visitor at my factory, very attentive to my superior techniques in the shop, learning how not to build locomotives & cars, I suspect.

Heartiest Congratulations to his Majesty of the Americans & Berkshires, Mr Bernard J Root on his election to Honorary Membership in the Riverside Live Steamers. Since the Clubs formation, of which Barney is a Charter Member and one of the Founding Fathers, he is the third member to hold this distinctive honor. Mr Gordon Corwin was the first, Mr Robert Babb was the second and now Mr Root. This is an honor not lightly given, and no one is more qualified or deserves this distinction ^{more} than Barney the watch maker. Barney was unanimously voted Honorary Membership at the General Meeting on 30 Dec 1971 in accordance with Section 10.02 of the R.L.S By-laws.

Ken will make an all out effort to improve the clubs image and co-operate and co-ordinate R.L.S. activities with other Live Steamers. Ted will go all out in making the club a happier more enjoyable place to socialize in and operate on. The club president and secretary, are the two club members most apt to be contacted whenever anything concerning the club activities whether good or bad come in for attention. The R.L.S. has been very fortunate in always having had in the past capable, intelligent, far-seeing members in these two positions. With each members help & co-operation 1972 will be a big year for the R.L.S. Participation in club activities is the key to a happy, well run, enjoyable organization. It behooves each and every member, young, aged, healthy or infirm, to participate in club activities, there is something everyone can do to help, give of your time, money or efforts in accordance with your capabilities, if you cant actively participate, make a donation, the club is dependent on dues and donations for revenue, money is needed for tools and equipment to maintain the facilities, we need a lathe, grinder, saw for the engine house, the tools we are now using are on loan from dedicated members, If you cant do anything but visit, come out and watch others perform, that's my favorite pastime, giving unwanted advice, and watching other members work. Too many of our members are dues paying members only, they join, pay their dues, and we never see their faces again. We need the dues, they help support the club, but socializing is part of the fun of belonging to an organization, come on out, meet people, trade & swap, gossip, ride the trains, run your engine, visit, PARTICIPATE IN THE CLUB ACTIVITIES. Bring your families, they might enjoy themselves too, Club facilities are all open to members and their families. We've got a mighty fine railroad gentlemen, come out, look it over.

I want to thank the many members who gave the old man such a happy Xmas last year, All during the Xmas holidays I had many visitors, phone calls and cards, more than I can remember in a long, long time, I received many presents ranging from handkerchiefs to a 1½" scale caboos. Wonderful people these Live Steam fanatics, they look after their own. I never realized until my pump & injector troubles how many real friends I have made thro the Live Steam Hobby. A sincere thank you to you all, and all the best to you and your families.

Once in awhile a member comes up to me and asks why the same people are nearly always mentioned in the Chronicle, usually its one of the part time members, who seldom come out. Well, when I started the Chronicle in 1968, I intended it to be a news letter of club activities etc. I have tried to keep the members informed thro this medium, and to give credit to members who participate in club activities.

George Lavacot is working on his 1½" American every chance he gets. He came over to my factory & pressed the wheels on, after he performed an exquisite straightening out of the adjustable bars on the press. I had bent the bars trying to unpress some wheels, and was talking about heating them when he showed me how easy it is if you know how, I just wanted to use my new welding outfit George, you spoil-sport.

Sunday i&John Noble had a run day, 2 Jan 72, starting the New Year out right. Two small, slow engines, the whole track to ourself, very enjoyable day.

John Piatt was out working on the Hunter 4-8-4, should be about ready to fire up.

Ken Kepner & George Lavacot out riding & marvelling at the power of these little steamers.

Al Easley & Robert Babb have been sawing up & dadoing ties out of the load of redwood we bought.

On Sunday the 9th Jan we had another run day, Me, Barney Root and Ted Cranford on his 1" 2-8-0. Barney also ran the day before Saturday, with Al Easley assisting. Another beautiful day and a pleasant run for all. Al Easley was assistant engineer for Barney, John Piatt out working on the 4-8-4, John is going all out to get this big engine looking & running like the prototype. The Cranford conglomeration was out in full force, the 1" 2-8-0- had a flat car, two tank cars and a caboose behind and really talked going up the long curved grade on the east end of the 1" loop, the passenger load was atrocious for the 2-8-0, Katherine & the kids made sure business was good. Kays sister Dottie, husband Rick Putnam & Ricks father Ray were also out for the run. Rick is just out of the Air Force and says it feels good to be a veteran. Mr Ray Putnam is a long time train enthusiast and really enjoyed the outing. Seems as if Rick woke up the Cranford tots on New Years eve by ringing an engine bell, Kay says Dottie is a very tolerant wife, I can believe it.

Happy Birthday to little Amy Cranford, she got a new bicycle I hear, her birthday was Friday 14 Jan 72.

The last two Board of Directors meetings have had refreshments thro the courtesy of Mrs Viola Allen and my Gladys, the woman will send me to the poor-house spending all my money on muffins for the inmates of the Board. Carl we could buy engine parts for what the refreshments cost. Woe is my.

Very happy to hear that John Thorpes wife Lorraine is recovering from a heart attack.

1972 starts out with a re-assignment of duties within the Board of Directors, Ken Casford as Secretary & Ted Cranford as president.

Unfortunately for some of the readers, but fortunataly for the club we have a few dedicated members who attend all the meetings, show up on work days, and run days and take an active interest in the club, without these few dedicated members, the club would still be steaming up over on Marlborough St side of the park, with no water, Air or electricity. These members get mentioned in the Chronicle as often as they come out, which is pretty often. If you're tired of reading about the same people all the time, come on out, and lets get some new names in print.

I've mentioned this before, but, I'll mention it again, the Chronicle is printed for the benefit of all R.L.S. members. If you would like to have an article or notice printed in the Chronicle, send it in, I'll print it even if I dont agree with it. Personalities have no place in this news letter, its columns are open to all members. I'd like to run a page each month of Live Steam items for sale or trade. This is an ideal way to get rid of surplus items you dont need and to acquire items you do need. If you have something for sale or trade send it in, to me, the President or Secretary. I need articles, etc, to make the Chronicle more interesting, so as its your paper, printed for your benefit, send something in to help.

Saturday 15 Jan 1972 sure is a swell way to start the New Year. Twenty one (21) members showed up for a very productive work day, most brought their wives and children. Twenty sections of track (200 feet) was laid on the 1½" main line from the station east thro the Palm Gardens, all ballasted and ready for running. Surveying of the Creighton Cutoff thro the lake was done and two culverts were put in place as well as some grading was done. Ties were cut & dadoed, lumber for the station roof was painted, ten sections of track was fabricated, and twenty sections of track removed from the 1½" main line was torn apart & made ready for rebuilding. What an awful lot of work can be done when work is scheduled and planned. A delicious pot luck lunch was served by the wives, Hobo stew, Baked Beans, Chili, and sweets galore, excellent cooks these wives. Very enjoyable day, congenial friends, good eats, lots of work accomplished, with a feeling of something worthwhile accomplished. If you missed it, come out next time.

A word of appreciation and thanks to the wives named below for the delicious, appetizing, vittles:

Eloise Babb---Gladys Smith---Viola Allen---Pat Lavacot---Kay Cranford

Working on the Creighton Cutoff was the surveying team of Jim & John Keith, the best in the business these brothers.

George Lavacot, with the help of a friend, who furnished a skip loader and driver, removed two culverts from the old by pass and put them in place on the new line as well as doing some grading for the new roadbed.

John Noble was running to & fro all over the old lake bed, driving stakes, assisting the survey team and doing an awful lot of work.

Me, Old Sir Francis, supervising, giving unheeded advise, just wandering fro & to, sure is a pleasure to watch things getting done, without exerting myself.

Ken Kepner ably assisted by John Hass fabricated ten sections of track, for the next track laying crew.

Carl Allen, all over the place, doing this & that, dodoing ties, wrong side up, get with it Mr C.

Truson V Buegel, master painter, painting the plywood sheets for the station roof, when he wasnt working on the surveying and grading team.

Where, Oh Where, was you Mr Treasurer, there was money in the air. Bernard J Root, Honorary Member, supervised the track laying at the palm garden, when he first drove up he got out of his car with a drill in his hand, thought he was going to build up some track, but he preferred supervising the track team and taking pictures I guess.

Mr Talbott and Mr Seimears, painting lumber for the station roof and enticing me, from the place of my herculean labors, to take them over to my factory for some spare parts for Mr Seimears 1" Atlantic. Thought I was the only one interested in goldbricking, learned something from these two gentleman. Paint brushes must always be cleaned after a paint session.

John Thorpe over for a looksee on his lunch break. This I hate to write about, but Jack Sessums showed up with his ragged pick up and enticed Ted Cranford off to haul ballast and rework the lower loop, 1½", These two rode around here and there, scattered D.G. in numerous spots, brought a load over to the track laying gang, who promptly sent them to the lower loop after they started spreading D.G. helter-skelter. What these two ended up accomplishing is a mystery, but undoubtedly they did some good, Jack makes beautiful 1" trucks, any one needing one inch, wheels, trucks, couplers etc, get in touch with Jack or Andy Carlson, they are the co-owners of the Orange Valley Western Railroad as advertised in Live Steam magazine.

John Piatt out hard at work on the 4-8-4, according to John the engine is nearing completion and with luck he can fire it up on run day 22-23 Jan. If this engine runs as many miles as John has travelled from his house to the track since starting the rebuild, it will run till the year 2000.

The track laying crew, Robert (Live Steamer of the Year) Babb, Ken and Richard Casford, George Hildebrandt, Steve Tarter, Ted Cranford And Jack Sessums, over & under looked by Bernard J Root from the drivers side of his white cadillac.

Sunday 16 Jan, another nice run day for the old man. I have done and seen more running this month than ever before, other than a regular run day. This is as it should be, the track is there and should be used as often as members care to.

Clarence Talbott and Cliff Seimears were out with their 1" Atlantics. Cliff didnt have a very good ash pan on his Atlantic, neither did Clarence, so they started a few fires in the dry grass, fortunately they had a fire fighting team composed of John Noble, his three sons, and Frank Krohne to help douse the flames. After the third conflagration Cliff & Clarence got back to the steaming racks and cooled the pyromaniacs down. Poor Clarence, he thought he had left his ash pan at home, so he got his engine all wiped up & loaded when lo & behold he had his fire pan in his truck, but it was too late to put it on & fire up again, order & method Clarence.

John Noble, his three man crew, consisting of the younger Nobles and Frank Krohne, worked nearly all day on the Creighton Cutoff, grading the roadbed.

John Piatt was out working on the 4-8-4. He hopes to fire it up next Run Day.

Robert Babb is busily refitting the spring rigging on Barney Rooys big Berkshire, only problem, nothing fits, seems as if this engine was made to favor running on a right hand curve, very peculiar. When Mr Robert gets it together it will run on left & right curves, straight ahead and straight up, as well as sideways.

Right now the old master machinist is rebuilding Cranfords fire pan for his oil burning 4-4-4-. If the old fool Sir Francis had built it right the first time, so says Ted, I wouldnt have to re-do it. But Ted the old fool is sly, like a fox, I get to re-do it a great cost to you, so I'll have the where withall to purchase needed parts for my fabulous contraption, 1" Atlantic to 1½" 4-4-0, havent decided yet whether to use chain, gear or friction drive. Any repairs I do for you Mr Cranford are pro-rated to last from one of my more affluent periods to ones of poverty. Ted says I havent been myself lately, every one has noticed the improvement.

Our special workday Sat 15th was a little dis-organized, didnt quite come off as planned. I think a notification with some details should have been sent out about a week before, and work day planning should be less flexible, plans for specific projects should be adhered to. Why just one day for special work projects, why not schedule for Saturday & Sunday, If specific jobs are planned for specific persons, they should be told what they are to do and what tools will be required. The planners did a good job up to a point, but the things planned for completion werent completed.

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