

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

JACK SESSUMS
BARNEY ROOT
GEORGE HILDEBRANDT
FRAN ZAPPEN

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

1973 FACILITY IMPROVEMENT PROGRAM gets under way this Saturday, January 20, when we will have our first scheduled work day of the new year. RLS members are urged to turn out and get the new year off to a great start.

At the January Board Meeting, it was agreed that a schedule of priority projects will be established, but that efforts will be concentrated on the project at the top of the list before moving to the next item. A number of major and exciting projects are in the planning stage, and with the support of our members, 1973 should be a banner year.

For this Saturday, efforts will be concentrated between completion of the station building and general maintenance on the track. Erection of the Stationmaster's portion of the station, completion of the roofing on the station and detailing out minor items should complete the station.

While the weeds are dormant, we hope to get a head start on right-of-way cleaning so that weed control later on may be minimized. Saturday's work will concentrate on raking the right-of-way and chopping back dormant weeds at least two feet back from the track in certain portions.

Reworking a portion of track to proper alignment and gauge will complete the work planned for Saturday. With sufficient members present, a lot of needed work should be accomplished with a minimum of effort and a maximum of fellowship and satisfaction.

Work will start at 9:00 a.m. and you are requested to bring a rake, broom and hoe. Coffee and donuts will be available in the Engine House.

DUES ARE DELINQUENT If you have not yet paid your 1973 dues, a reminder that if dues are not paid by January 31, 1973, your name will be dropped from the roles. A roster book is planned soon, so advise of any telephone or address changes so the roster may be as up-to-date as possible.

COMING EVENTS

JANUARY 1973

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

FEBRUARY

- 8..... February Board Meeting, Engine House, 8:00 p.m.
- 11..... February Run Day
- 15..... Year Beginning Party, The Depot, Claremont, 7:00 p.m.
- 17..... February Work Day, 8:30 a.m. until finished
- 22..... February General Meeting, Engine House, 8:00 p.m.
- 25..... February Run Day

YEAR BEGINNING PARTY As you will note elsewhere in this issue, our gala Year Ending and/or Beginning Party is scheduled for Thursday, February 15, at the Depot, Claremont. This is a unique restaurant with excellent food and service. Plan now to attend for this will be a great evening!

WOW - DID YOU SEE THE JANUARY 14 ISSUE OF THE PRESS-ENTERPRISE? A full page feature written by Dean Hill with photos by Jim Edwards was devoted to RLS and its steam activities. Written in a literary style far superior to what is found in newspapers, the story factually covered the many facets of RLS and was graphically illustrated with four large photos. The feature was very timely for it featured the Hunter 4-8-4 and the new club cars which are really being put to use. For those of you not in the Riverside area and would like to have a copy, please send 25¢ to cover cost of the paper and handling and we will try to get a copy for you. It is well worth having, and RLS owes a big hearty thanks to these two for the great story.

JANUARY 14 RUN DAY A BUSY ONE With the big feature story breaking in the paper, it was not surprising that over 700 passengers were hauled on this beautiful day. Holding down the passenger runs were John Keith, 4-4-2, Barney Root, 2-8-4 and Dick Bagley with Hunter 4-8-4. Jack Sessums and Carl Allen kept the 1" rails hot with their 4-10-2 and 4-6-2. Helping man the trains, station, etc., were Krohne, Wilkerson, Babb, Noble, Powelson, Gneiting, Jim Keith, Thorpe, Hildebrandt and Wilson. Skip Borsuk worked on his new 0-4-0, with other members stopping by to visit. Many thanks to John Noble for supplying me with a breakdown of member activities for I could not be in Riverside on this great run day.

DECEMBER RUN DAYS SOMETHING ELSE As reported in the last Chronicle, the run day on December 10 was scrubbed with 38 degree, windy and cloudy weather. A hardy group gathered on the 31st, but while it was sunny, it was cold and a 30-35 mph wind did not help matters. While the group debated what to do, Barney Root arrived and started to fire up, so that settled matters, and the balance soon started firing up as well. Engines running on the 31st were Root, 2-8-4, Rich Casford, 4-6-2, Noble 0-4-2T, Bagley 4-8-4, Cranford 4-4-2, Allen 4-6-2, McChesney 0-6-0 and Sessums 4-10-2. Our erstwhile president

Ted Cranford fired up, headed out on the main line, and lost his fire and hat simultaneously along the straight-a-way and decided if the wind was that strong, the engine house was the best place to be. Jack Sessums experienced the same problem, so that will give you an idea as to the strength of the wind. Only 166 brave souls to ride all day.

DECEMBER 30 INFORMAL WORK PARTY Surprisingly, 16 members showed up for varying lengths of time and under the eagle eye roadmasters Noble and Sessums, the tracks were aligned, low spots raised, right-of-way swept and ballast spread. In addition, a lot of good visiting happened, and all in all, it was a most satisfying day. Members present were Allen, Babb, Bagley, Ken Casford, Cranford, Creighton, Edwards, Hildebrandt, Jim and John Keith, Noble, Sessums, Sir Francis, Wiborg, Wilson and Zappen.

SWEEPING THE RIGHT-OF-WAY In this issue, two mentions have been made about sweeping the right-of-way, and if you haven't been out lately, you may wonder what this is all about. First off, just sweeping the right-of-way with a broom or wire brush rake changes the appearance of the track 100%. It does not change its riding characteristics, but it sure looks better. Secondly, by sweeping the ballast from the top of the ties, we are assured of longer tie life. When ties are covered with ballast, moisture is trapped within the ties and tie life may be cut by as much as 50%. Thirdly, when the shoulders are raked, we are doing much to control weed and grass growth this spring. It does not take long for a man to sweep 500' of right-of-way, but what a difference it makes.

TRACK PANELS NEEDED IN 1973 Almost 100 track panels are needed during 1973 for a long range project. This is a project that one or two men can do, anytime of the month. The 100 panels represent only 50 hours of work, and we have the materials ready to go. If interested RLS members will step forward, we could have these panels assembled and ready to go in less than three months. Do you realize that if our members would set aside only two hours a month that we could double the efforts put forward in 1972. Two hours a month per member is a pretty small personal effort, but cumulatively it is fantastic!!!!

HELP YOURSELF One of the major problems facing the club are tools, air hoses, etc., that seem to have legs. At one time, we had almost a dozen five gallon buckets with handles. On December 30, when we needed some, only five were on hand, and three of these had been sent out on Dec. 28 by Rich Casford. I am sure that our members would never willfully steal something out of another member's tool box, but when members help themselves to club property, it is the same thing. Rich and Ernie Wilson are working on replacing the buckets, and hopefully they will remain on club property. Air hose situation same thing. Bob Babb has made up many, but we only have a few on hand.

RAFFLES UNDERWAY AGAIN IN 1973 One of the most popular fund raising methods is the raffle. Here, your chance of winning is as great as the next guy. At our December general meeting, \$15.00 was raised through the raffling of a Wells Fargo lost wax belt buckle, and belt, donated by Fran Zappen. Wouldn't you know who won it? Fran Zappen. Fran generously donated it back for redrawing, and this time Doc Creighton won. Doc had been given one for Christmas, so he, too, gave it back for drawing at the January meeting.

For those unable to attend general meetings, you can enter the fun by sending your \$1.00 to arrive prior to the meeting. If you win, we will mail the gift to you. Send your buck to Box 5512, Riverside, 92507.

Sir Francis Smith has donated a valuable set of three books, the Audel Machinists Library. In like new condition, this set of books is on the market today at \$16.95. This set of books will be raffled off at the February general meeting. Many thanks Smitty.

Fran Zappen has also donated a drill press that will be raffled off probably at the March general meeting.

Last year, over \$100 was raised through the sale of caboose kits and books. Everyone gains when we have special fund projects like these.

VACUUM BRAKES ON PASSENGER TRAINS The new club cars recently finished by the Orange Valley Western for the club are equipped with vacuum brakes, and according to everyone, they are really working fine. The five cars being built for Barney Root and Rich and Ken Casford will have vacuum brakes as well. In addition, John Keith is working on similar brakes for his two cars, so before long, we will have brakes on practically all of the passenger hauling cars, at least sufficient number to provide adequate braking power for all trains.

MANY THANKS, ANDY & JACK! Andy Carlson and Jack Sessums, the wheels of the Orange Valley Western, have donated to the Hunter 4-8-4 two beautiful cast bronze placques with Joe Hunter's name on them. They are mounted on the cab sides, and will be a permanent memorial to the man who made all of this possible for Riverside and RLS.

BY-LAWS VOTING As mentioned in the last Chronicle, we will vote at the January general meeting on a technical change in Section 8.10 of the By-Laws to bring wording of the By-Laws into conformance with our current initiation fee.

WITH THE MEMBERS Glad to see Bob Babb back in circulation, especially with that Pepsodent smile. Truson Buegel has moved to Burbank. Andy Carlson spent the Christmas season back in Delaware. Good to see John Edwards again, it has been a long time John. John Powelson has now moved to Fontana, but is wondering about his reception. Seems as though he turned his back and his truck disappeared. HMMMMM. Really great to see Barney Root out running again. Harold Riesen has found some .032" x 12" x 120" copper plated brass sheets at a really low price. Contact Harold at 213-PA 8-4035 for details. Riverside will never be the same, and Long Beach has enough problems as it is with the Queen Mary, but Sir Francis Smith announced he is moving to Long Beach soon. Earthshaking!! John Stroud reports staying close to the fireplace with 18" of snow on the ground a few weeks ago. Phil Wiborg has moved to New Mexico to accept a new job. We will miss you Phil, and hope you get back this way often. Ron Wilkerson has moved to Perris. Maybe we will see that 2-6-0 again in 1973. Ernie Wilson feeling almost 100% again after his session with the doctor.

LALS CHRISTMAS PROGRAM for mentally retarded was a big success with nearly 900 handicapped being transported by train through a display of Christmas decorations. This undertaking involved a lot of work on the part of many people, and Christmas for 900 took on a special meaning.

COMPRESSOR PROBLEMS Our faithful old air compressor is under the weather, and Dr. Babb is going to do some exploratory surgery to see if the illness is terminal. We will keep you advised of status.

REMEMBER: Get those dues in if unpaid. Make reservations for the big dinner on February 15. Phone/address changes to the Secretary.

RIVERSIDE LIVE STEAMERS

2ND ANNUAL YEAR END DINNER

THURSDAY FEBRUARY 15, 1973

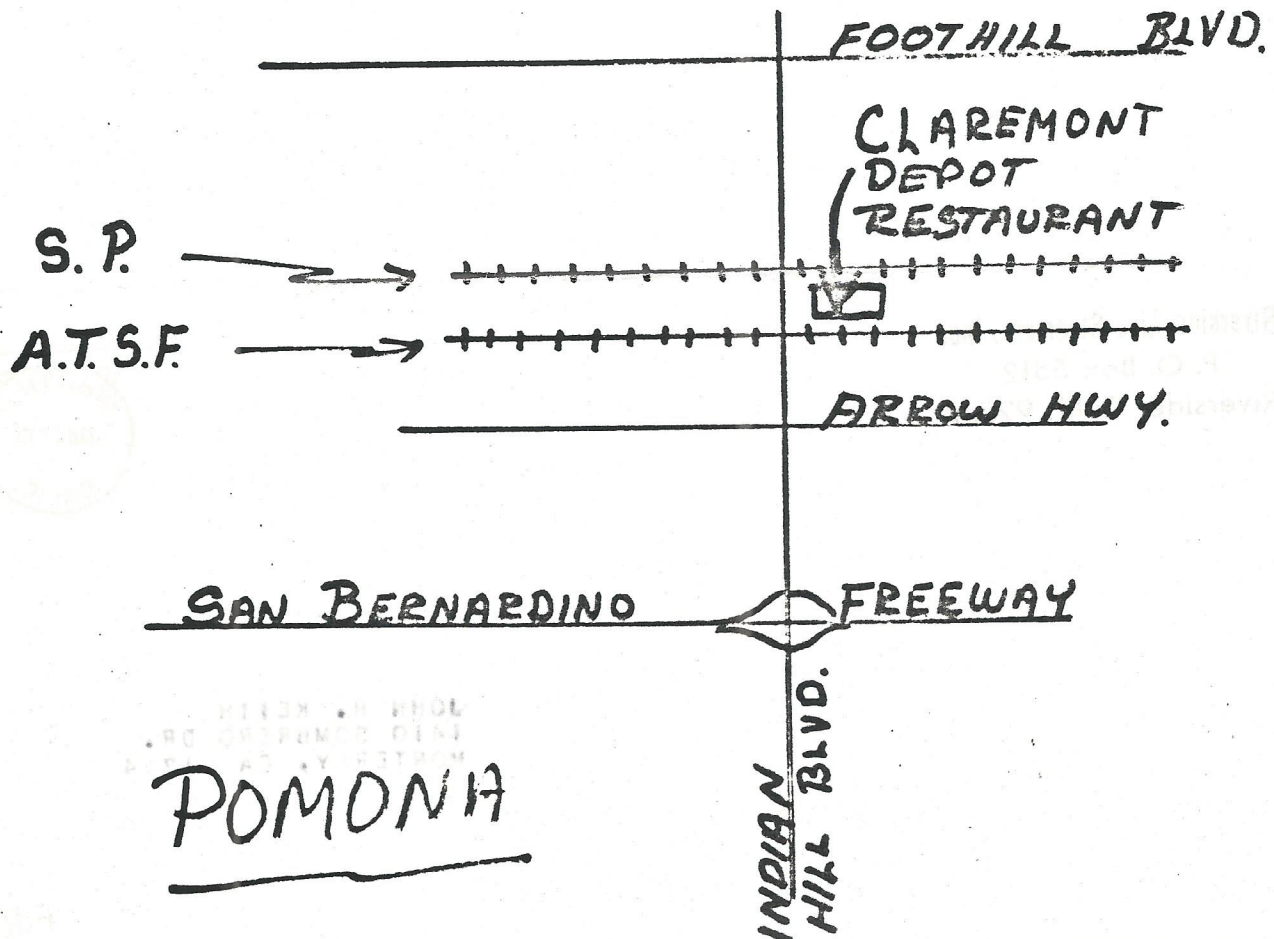
TIME: 7:00 PM Cocktail Hour
8:00 PM Dinner

FARE: Order From Regular Menu Separate Checks

PLACE: Claremont Depot Restaurant

Please make reservations with George Lavacot Entertainment Chairman 714 735-5016 or Ken Casford 213 696-0053 by February 10, 1973 or let us know at the January General Meeting or the February Board Meeting.

We have reserved a large room (not a box car) at the restaurant and this dinner promises to be a great time for all.



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FIRST CLASS