

THE RLS CHRONICLE

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

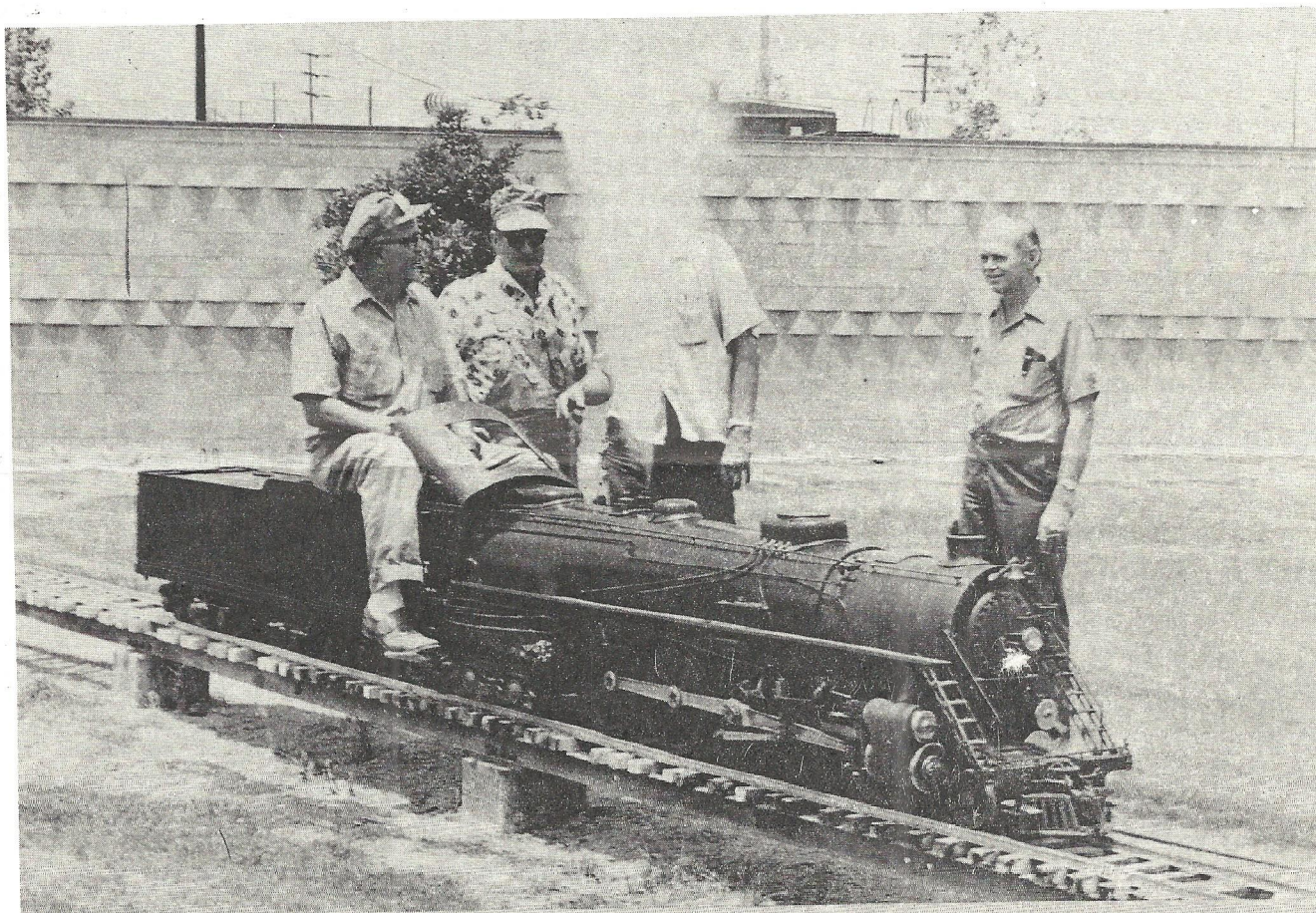
BOARD OF DIRECTORS

TED CRANFORD PRESIDENT
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ERNEST WILSON TREASURER
KEN CASFORD SECRETARY

JOHN NOBLE
JACK SESSUMS
BARNEY ROOT
GEORGE HILDEBRANDT

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RLS PRESIDENT TED CRANFORD IS ALL SMILES, JUNE 10, AS THE POPS GO OFF ON THE HUNTER 4-8-4, WITH MEMBERS ABOWITZ, NOBLE (BEHIND THE STEAM), AND HILDEBRANDT LOOKING ON APPROVINGLY. AFTER MUCH WORK BY BOB BABB AND JOHN PIATT, ONLY A NUMBER OF MINOR REPAIRS NEED TO BE MADE BEFORE THIS LOCOMOTIVE WILL BE READY FOR SERVICE.

COMING EVENTS

JULY 1972

22-23.....July Run Days

27.....General Meeting, 7:30 P.M., Engine House, Hunter Park
(NOTE: Change of meeting time, this meeting only!)

AUGUST

10.....August Board Meeting, Engine House, 8:00 p.m.

12.....August Work Day - Please plan to be there, 8:30 to 4:30

24.....August General Meeting, 8:00 p.m., Engine House

26-27.....August Run Days

OCTOBER

21-22-23...~~Three Day Regional Live Steam Meet hosted by Riverside
Live Steamers, Hunter Park, Riverside~~

CITY ACTIVITIES FOR RLS INCREASES At the Budget Meeting held in late June, the Riverside City Council approved appropriation of funds to build five passenger cars for use with the Hunter 4-8-4. While this is half of what we needed, we are fortunate in being one of only three additions to the budget beyond normal city needs. Without the able leadership of member Lud Gneiting, this would not have been accomplished, and every RLS member owes a debt of gratitude to Lud.

At the July board meeting, various bids for the cars were studied, and based on price, ability to meet delivery deadline and general design of the cars, the board awarded the bid to Orange Valley Western RR. The cars will be all metal construction, roller bearings, painted and delivered ready for service. The addition of these cars and the 4-8-4 will play an important part in our future as outlined later this issue.

After being promised five concrete crossing pads for the lawn mowers since September 1971, it seemed a little unusual that on June 14, the day after our picnic with the City Council, a concrete crew showed up to start work. In any event, they have been busy, in fact I fear they have gone overboard, for we now have either in, or planned, a total of ten crossings. What this means is that many, many RLS man-hours have been/and will be/needed to properly install the track to resume our normal operations. June run day was limited to lower loop, and who knows what the July run days will have available. Come on out and see, we may need your help to get the track back in!

The city has also poured concrete at the tunnel portals, supplied us with a load of DG and will be furnishing weed oil. All in all, the city has come through with a lot of assistance, and we have every indication that RLS train operations are very important to the city.

MEMBERS ON THE MEND I am pleased to report that Art Truman was at our June general meeting, Barney Root is progressing alone pretty good and will be back at RLS in a few weeks ahead. Member Ted Steinmetz from San Francisco visted RLS on June 24, and is fully recovered from his recent surgery. Gordon Cook reported to President Ted that he had been slowed down healthwise this past fall. President Ted recently had a hydro and reports everything ok. Sir Francis reports Mrs. Stella Schroeder has been ill, and that John Thorpe reports his wife is coming along ok after her recent illness.

JUNE 22 SURPRISE WORK DAY Believe it or not, eight members turned out to start putting track back in on the new concrete work. Francis Smith, Jack Sessums, Jim and John Keith, Fran Zappen, John Noble, Rich and Ken Casford were able to put in varying amounts of time to rework the tunnel trackage, finish the trestle, make track panels, etc.

JUNE 22 GENERAL MEETING There 25 members and one guest present. The power hack saw was delivered and set up. The saw was obtained by Fran Zappen and John Keith built and donated the stand. The members of RLS who contributed to the Machinery & Equipment Fund to provide the saw and bench grinder are to be thanked. A complete list of those who made these two additions possible will be printed in next month's issue.

MEMBERS VOTE BAN ON NON-STEAM LOCOMOTIVES A widely discussed feeling that Section II of the club's bylaws be enforced by the officers and directors was adopted at the June 22 general meeting. As a result of a majority feeling, the secretary was advised to write affected RLS members, other live steam clubs and Live Steam Magazine that effective immediately, the club's charter was to be observed in limiting RLS facilities to steam powered locomotives and engines only.

Article II of the By-Laws reads as follows: "The Riverside Live Steamers is a non-profit organization to promote the building, operation, interest and enjoyment of live steam locomotives or other live steam engines as a hobby and to educate the people and children of the area regarding the steam engine." This Section has been in effect since the inception of the club, however, the membership has indicated to the officers and directors of the club that it wishes it be enforced.

LOCK THE PADLOCKS!! Some members when entering the compound have been leaving the padlocks on the gates unlocked and hanging. What happens gentlemen if one of mother's angels swipes the lock? We have no spares so make certain you lock the padlocks when you open any of the gates.

JUNE RUN DAY Yes, run day! Saturday, June 24, George Lavacot and sons, Ernie Wilson, Jim Keith, Francis Smith, John Powelson, Ted Cranford, Rich and Ken Casford put in a full day trying to restore trackage so operations could be handled on Sunday. Stopping by to check on what was going on were John Piatt, Ted Steinmetz, Clarence Talbott, John Thorpe and Carl Allen. Crossing pads and weed oil spraying worked on.

Sunday, only three engines out. Sir Francis and friend, Carl Allen 4-6-2 on the 1", and Rich and Ken Casford (4-6-2) providing passenger service on the lower loop only. Even so, 597 people, \$26.75 in the kitty. New member Ron Baker worked full day at station with John Powelson. Also assisting Ron Mason, John Noble. Stopping to visit before going home to fire up and run was John Piatt. Others stopping by during the day were Truson Buegel, John Thorpe, Lud Gneiting and family, Art Truman, Len Cranford and Jim Keith. Promptly making use of the new power saw was Frank Krohne working on his tender. As always, our keeper of the money Ernie Wilson on hand to empty the till.

JULY 1-2-4- RUN DAY Saturday, Sir Francis and his Wizard on the 1½" and Carl Allen with George Lavacot on the 1", both with 4-6-2's. George has purchased the fine 4-6-2 of Jack Beatty, and has put in many miles already. Ted Cranford and sons, Jim Keith, John Powelson helped get the main line together for running. Jack Sessums and Andy Carlson delivered Ted Cranford's new tender, and it is a beauty!

Sunday, Sir Francis and the coffee pot, John Keith 4-4-2 and Cliff Seimears with his new diesel on the 1½" with Carl Allen on the 1".

July 4 (continued) Jim Keith had his new rider car on the rear of John's train giving it a trial run. Well built for heavy service, the car seats four. Other members enjoying themselves were the Kepners, the Talbotts, Len Cranford, John Noble, Frank Krohne and Ernie Wilson. Keeping the engine house under control were the Mrs. Smith, Allen and Kepner. A lot of people in the park picnicing and looking for train rides.

July 4, it was hot and clear, and so were the tracks. On the 1½" were Ted Cranford (4-4-4), Sir Francis and machine, Al Easley (4-4-0), Fran Zappen (2-6-0), Rich and Ken Casford (4-6-2) with Carl Allen on the 1" (4-6-2). Passenger service provided by Fran and Dean Willoughby until 3:30 when the Casford's 4-6-2 took over. Even with a light day and the heat, \$12.88 in the kitty!! Helping keep the trains rolling were John Powelson, Ron Mason, Paul Vener and Ernie Wilson. Two of the Sacramento Live Steamers visited RLS, Al Shelley, president, and Ed Yungling. Yungling had the forward section of his SP 4-8-8-2 cab forward mechanism. Won't that be something. An enjoyable picnic was enjoyed by the Smiths, Allens and Casfords in the evening with Rich and Ken running the 4-6-2 until dark.

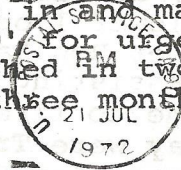
JULY BOARD MEETING Most of the meeting devoted to RLS priorities that need attention before the three day Fall Meet. Details of this will be forthcoming to all members shortly. A card received from El and Bob Babb from Oklahoma. Sorry to report El's sister passed away while they were back in the midwest.

JULY WORK DAY The smallest turnout of the year from the members and probably more work to do than ever before. It was a beautiful day and the day was spent installing switch for tunnel by-pass, new crossings on the line in two spots. Putting in a hard day were Carl Allen, Francis Smith, Ted Cranford, John Noble, Dean Willoughby, Andy Carlson, Jack Sessums, Rich and Ken Casford, Jim and John Keith with Ernie Wilson checking in during the afternoon. We need more help men!

INCREASE IN OPERATIONS With more interest being shown by the public, and concrete evidence of this in the donation box, plans are being made to start running passenger trains at least twice a month. When sufficient locomotives and help can be lined up, we hope to run trains at least every Sunday. This will produce substantial revenues to help with our growth and make the railroad really worthwhile. First, we have to get the railroad back together, but more details shortly.

DEAN WILLOUGHBY - WOW! What do you do on a two week leave from the Air Force when you belong to RLS? You come in and make up all of the track panels for the tunnel by-pass and 200' for urgent replacement on the main line. Dean, you have accomplished in two weeks what 70 other members have not been able to do in three months. Many thanks!

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