

THE R.L.S. CHRONICLE

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

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TO THE MEMBERS OF R.L.S.

Since taking office in December, I have had the opportunity to make several observations which I would like to share with you.

It has always astonished me that we have so many members from so many walks of life, all with their own reasons for being members of R.L.S., and yet we have so few internal problems. This we can be very thankful for.

We also are fortunate to have that 20 (plus or minus) members that can always be counted on when work-day or special run-day comes along. Without this hard core dedicated group, there would be no R.L.S. Also, this same group can be thanked for having charming, cooperative wives (who are also excellent cooks and bakers).

I would like to reach through this message, those of you who are outside of the above group, who belong to R.L.S. for reasons only you are aware. Possibly you are not aware of the fun and fellowship you are missing. Possibly you do not feel any responsibility towards R.L.S. I personally feel we have a railroad to operate, whether it be for a profit in terms of money, or profit in terms of satisfaction and enjoyment. You evidently feel different than I, and many other members of R.L.S.

We are currently on the threshold of several great projects which will benefit each of us. Will you please have a talk with yourself and try to give more of your time and efforts to R.L.S. We are the largest live steam model club in the nation -- now let's make ourselves the greatest!!

TED CRANFORD, President

COMING EVENTS

JUNE 1972

- 22.....SURPRISE - WORK DAY (Details in this issue)
22.....General Meeting, 8:00 p.m., Engine House, Hunter Park
24-25.....June Run Days

JULY

- 1-2-3.....Special July 4 weekend Run Days
13.....July Board Meeting
15.....July Work Day - Please plan to be there, 8:30 to 4:00
22-23.....July Run Days
27.....General Meeting, 7:30 p.m. (NOTE TIME CHANGE ONE TIME ONLY)

ON THE RIP TRACK As reported in the last Chronicle, members Barney Root and Art Truman both made visits to the hospital in May. Barney is home recovering from his broken leg, and I assume Art is also now at home recovering from surgery. In addition, we learn through the pages of the Golden Gate Live Steamers publication that Ted Steinmetz has also been ill, but has now recovered.

MAY GENERAL MEETING Twenty three members present. Most of meeting devoted to June 13 picnic luncheon for Riverside city officials and city council. June 10 work day discussed. John Noble and Ken Casford outlined plans for selling cabooses kits and Fran Zappen showed the live steamer figureines that will be offered at LALS meet. Profits to be turned over to RLS for general account. Doc Creighton advised new air fares to San Francisco made trip too expensive for visiting the Flying Scotchman.

MAY RUN DAYS The members were absent in droves over the Memorial Day weekend resulting in operations only on May 27-28. Saturday found Carl Allen (4-6-2) and George Lavacot (4-6-2) running on the 1", while John Piatt (4-4-2) and Rich and Ken Casford (4-6-2) kept the 1½" passenger trains rolling. Sir Francis and Satan was first out as usual and checked out the railroad for all. Guest Dick Samuels from Portland with his EMD SW-1000 diesel switcher and 4-wheel industrial diesel found the railroad to really be something. Len Cranford had his 4-4-2 out later in the day checking out various problems. John Powelson kept the station under control while Ken Kepner and son Norman pulled the lonely duty of watching the compound. Ted Cranford put in quite a few miles as brakeman along with brake "women" Norma Casford and Sherry Martin also rolling up quite a few trips. Members Lud Gneiting and Ernie Wilson also showed up on Saturday.

Sunday, it was hot and clear and deserted of members for the most part. With the usual heavy Sunday crowd of passengers present, and only one 4-4-2 available, Piatt, Kepner, Powelson and Kepner's friend from LA, Bill Edgar, spent the entire day hauling passengers. Piatt damaged his water pump getting engine out of engine house, but his injector kept the glass full all day. On the very last trip, the engine split the switch leading into the station derailing trailing truck and tender. Jim Keith arrived just in time to help rerail. As usual, Sir Francis had been rolling all day with Satan, and Carl Allen had the 1" to himself with Viola riding from time to time. Members dropping by included

MAY RUN DAYS (Continued) John Thorpe, George Hildebrandt and Richard Stokes. Last, but not least, Ernie Wilson who picked up the \$48.81 from the two day Donation Box offerings. Wives lending moral assistance on a hot, tiring day were Agnes Piatt, Viola Allen and Meda Kepner. Norman Kepner kept watch over the compound. Len Cranford tested 4-4-2.

May 29, only Sir Francis running, with Carl Allen keeping the 1" railroad in place, while enjoying a picnic with the Allen clan. Visitor Donald Gholson and family from Golden Gate L.S. stopped by and very disappointed to find so little operation. John Powelson out to man station, but no trains this day! Stopping by during the day were John and Agnes Piatt, Lud Gneiting and son Karl, John Thorpe, Frank Krohne testing his new 0-4-0, Ken and Norman Kepner, Doc Creighton, and again last, but not least, Ernie Wilson. No money this time though!

All in all, it was a disappointing three day run day. RLS owes a lot of thanks to the few hardy that did show up and perform, especially on Sunday when it was so hot, and soooo few members available.

JUNE BOARD MEETING Treasurer reported \$294.90 in the checking account, \$434.51 in the Reserve Account. President Cranford spoke on need for stricter rules for riders commenting on his experience last run day as a brakeman. Only 17 members showed up during the three day run day, with only nine available for train service the entire weekend. Considerable time devoted to final plans for June 13 luncheon. Work day on June 10 discussed. Two other major items covered in this issue of the Chronicle.

JUNE 10 WORK DAY At a time when we needed a lot of help, we had the smallest turnout of the year. Only 14 members showed up to clean up the compound, engine house and do some vital track maintenance so we could operate on June 13. Members putting in a hard day were Allen, Abowitz, Barnes, Borsuk, Ken and Rich Casford, Ten Cranford, Easley, Hildebrandt, Jim Keith, Noble, Powelson, Sir Francis and Wilson. A total of three truck loads of junk and debris were hauled to the dump, weeds were chopped, floors swept, etc. With so few on hand, it was not possible to run the weed car. Sessums and Carlson put in a full weekend finishing the prototype car to be shown to city council on June 13. Ernie Wilson returned on Sunday to nail down loose roofing, and mowed some grass.

JUNE 11 TRAIN OPERATIONS Sir Francis put his 4-4-0, 1" conversion to 1½", to the test and quoting him "as usual an S&S engine performed exquisitely, as astonished onlooker Eclipse Wilson witnessed." What??? Also running was Frank Krohne with his 0-4-0 and Morrie Abowitz with his Abowitz Special.

JUNE 13 PICNIC A HUGE SUCCESS The only way to describe our picnic lunch for the mayor, city council and city officials is to say it was a great success. All of the councilmen were present, and were very impressed with our facilities and operation. For a number of them, this was their very first visit to Hunter Park!

The ladies of RLS provided an outstanding luncheon with more than ample amounts of food on hand. Serving the luncheon were wives Viola Allen, Kay Cranford, Norma Casford, Mary Jane Gneiting, Esther Keith, Meda Kepner and Gladys Smith. Our heartfelt thanks to these ladies for such an outstanding job, and thanks goes also to all of the wives who furnished food including Mrs. Stella Schroder who wanted to make certain she could do her part also, and sent two pies for the feast. Chicken, salads, cake, pies, coffee and punch were served. (continued)

JUNE 13 PICNIC (Continued) Meeting before lunch, the guests were able to view locomotives on display including the Hunter 4-8-4, Root's 2-8-4, Casfords' 4-6-2, John Keith 4-4-2, Frank Krohne 0-4-0, Allen's 4-6-2, Wilson's steam tractor and Sessum's 4-10-2. Also on display was the new gondola built for the Casfords by Sessums and Carlson to give the city council an idea of what we are asking funds to build.

After lunch, President Cranford outlined the operations of the club, our future hopes and also advised them of some of our problems. This was an excellent opportunity for Ted and the city council to discuss our operations. All of our members present did an excellent job in answering questions, and many favorable comments were heard about the job our club is doing.

Following Ted's presentation, the city council, mayor, et al, took a ride around the railroad with various projects being pointed out, and providing the press an opportunity to photograph the mayor running a 4-6-2. We made it safely through the tunnel, but alas, Ken "No-fire" Casford ran out of steam on the big hill. While everyone had a good laugh, including myself, it provided an opportunity to have Doc Creighton point out the new cutoff and our need for more grading. Once steam was built up, the train pulled to the top of the hill just as president Ted in a shower of steam pulled the throttle back on the Hunter 4-8-4 and ran the locomotive to the station for the benefit of the city officials. Seeing the 4-8-4 roll up the grade towards the station was a fitting climax for a great opportunity to show the city fathers what a great facility we have.

A special word of thanks must go to member Lud Gneiting for all of his efforts in lining up the city council and city officials so they could attend. Lud did an outstanding job in setting this up, and we owe him a big thank you for a job well done. The Council will meet on June 20 to finalyze the budget, and we all hope that they were impressed with our needs and will remember RLS and Hunter Park in the budget. Again, it was a huge success and our membership can be proud.

Helping man the vital posts on June 13 were Allen (Carl showed them how the 1" runs), Ted Cranford, Ken Casford, Doc Creighton, Easley, Gneiting, Jim and John Keith, Krohne, Noble, Piatt, Powelson, Sessums, Francis Smith, Wilson and Zappen. A great turnout of members.

In addition to those able to participate, an excellent response from the members made it all possible. At last report, 46 RLS members had contributed either food or money. It would be great if the other 26 members who have yet to contribute could get their \$1.00 in to show their support. Many members and their wives put in many hours in bringing this off, and it deserves the 100% support of the members.

WORK DAY - THURSDAY, JUNE 22 For more than nine months, we have been waiting for concrete equipment crossing pads to be poured. Within 24 hours after our picnic lunch, eight crossings and the tunnel portal areas were poured. We are lucky to have members like Al Easley and Jim Keith who dropped what they were doing to oversee track removal, etc. BUT, now we need to get the track back into the ground. Rich and Ken Casford will be out Thursday around 10:00 a.m., and if anyone else can make it, with a little help and luck all of the track can be back in the ground in time for this week end's run days. Both 1" and 1½" lines are broken.

CABOOSE SALES Through the fine efforts of John Noble and Fran Zappen, the ten Fesco caboose kits were sold at LALS meet, with \$46.50 coming into the RLS Treasury. It is hoped more kits will be found soon.

MACHINERY & EQUIPMENT FUND A good response to the Fund during the past month provided \$57.04 more in funds. Supporting this project with their contributions were Babb, Easley, Bredehoft, Thorpe, Rout, Day, Johnson, Seimears and Willoughby. In addition, John Keith has built a fine new stand for the power hack saw, and if all goes well, this saw will be on the property in time for the general meeting.

LALS MEMORIAL DAY MEET Good weather, a record attendance for a 3-day regional meet and a growing number of locomotives highlighted the recent meet in Los Angeles. Fran Zappen and John Noble were there all three days, and reported many interesting displays, including RLS members Sessums and Stokes. From reports, the highlight was the Sunday night running with 39 cars behind Priest's 4-8-4 Daylight. Yes, that is right, 39 cars. On Sunday, 51 locomotives were steamed up and steaming facilities were at a premium. With plans being made for future similar meets at RLS, I think it would be of great help if more RLS members attended functions such as this to see what is going on at other locations. There is a lot to putting on a three day meet such as this, and seeing others struggle with the many complex problems that come up during a meet provides knowledge for the future.

TRACK ASSEMBLERS NEEDED!! In the last Chronicle, a call went out for help in assembling track panels. We are in urgent need of 45 panels for the tunnel by-pass, but the lack of response means that during the past two months no panels have been assembled!!

John and Jim Keith have put in many hours, especially John, in building a beautiful trestle which is now completed. The grade is about completed, but what are we going to put on it? We also need about 80 track panels for the new lakeside cut-off. If only 10 panels a week were assembled, it will still take three months. Track panels can be assembled at night, during the day and any time of the month. Please, may we have an offer of some of your time so we can start making some progress on this project.

RLS TO HAVE THREE DAY MEET IN OCTOBER At the last meeting of the RLS Board of Directors, it was passed to hold a three day regional live steam meet on October 21-22-23, 1972. For many years, discussion has been given to holding such a meet. This year, your board felt it was time to get our feet wet, and invitations will be sent to live steamers throughout the West to attend this meet.

Such a meet will require a lot of work, but with our facilities, it should be a fine meet, weather cooperating. Details as they develop will be reported in the Chronicle as well as the general meetings. Just set aside this weekend on your calendar for we will need the help of every member, as well as work days in between now and October.

A LABOR OF LOVE During the years, many fine items have been offered to model railroaders in all scales ranging from N to 3". Most of these items are offered by modelers like yourself who want to share items with other modelers. What most people do not realize, however, is while it sounds exciting to be in model railroading commercially, it financially is more a labor of love than a money making machine.

Several of our members have some excellent live steam items available commercially, and their efforts should be rewarded by making these items known if you are visiting live steamers away from the club membership. Many times these modelers are not even aware of what is available from suppliers other than Little Engines, Railroad Supply Corp., Winton, Nelson Gray, etc. More items, more pleasure.

NO SUBSTITUTE FOR COMMON SENSE Live steam railroads throughout the country spend hours and hours formulating safety rules and regulations to provide for safety of operations. But like so many things in life, the rules are no stronger than the individual involved.

Recently, we saw a beautiful 2-6-0 damaged in a collision that should never have occurred. Cause of accident -- lack of common sense. All of the safety rules ever dreamed of would not have prevented the wreck and the owner of the 2-6-0 was an innocent victim of another engineer running too fast and not paying attention to a yellow board, or using common sense in realizing what might be beyond the blind curve. Net result - a ruined day for one engineer, two damaged locomotives and five damaged cars.

SOMETHING TO DONATE TO RLS, CHECK FIRST! Have something lying around the yard or shop that you feel could be used at RLS? If you do, please check with the board before you haul it to the club.

At the last work day, three truck loads of material were hauled to the dump. Most of the material was from well being members, including myself, who thought RLS might find a need for the items. Net result was that the compound started to look like a junk yard. It took a lot of hard work to haul all the well meanings to the dump.

ENGINEER TRAINING As mentioned earlier, the Hunter 4-8-4 has been fired up several times recently in a continuing program to get it into service as soon as some cars are obtained. At the recent board meeting, the board felt it was now time to start considering applications from members for future spots as engineer on this locomotive. Because of its size, only qualified engineers will be allowed to operate the locomotive. Qualified engineers will be appointed after a thorough review of the applicants ability to service, maintain and operate the locomotive; a thorough review of the member's support of RLS through past efforts on work days, run days and other projects; and a firm commitment from the applicant to abide by the rules and regulations covering operation of this equipment.

If you are interested in applying, the board only wishes to remind you that actual operation of the locomotive will account for only a small portion of the time. Maintenance of the locomotive, the track on which it runs are as an important part of this job as being "engineer."

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