

# THE RLS CHRONICLE

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

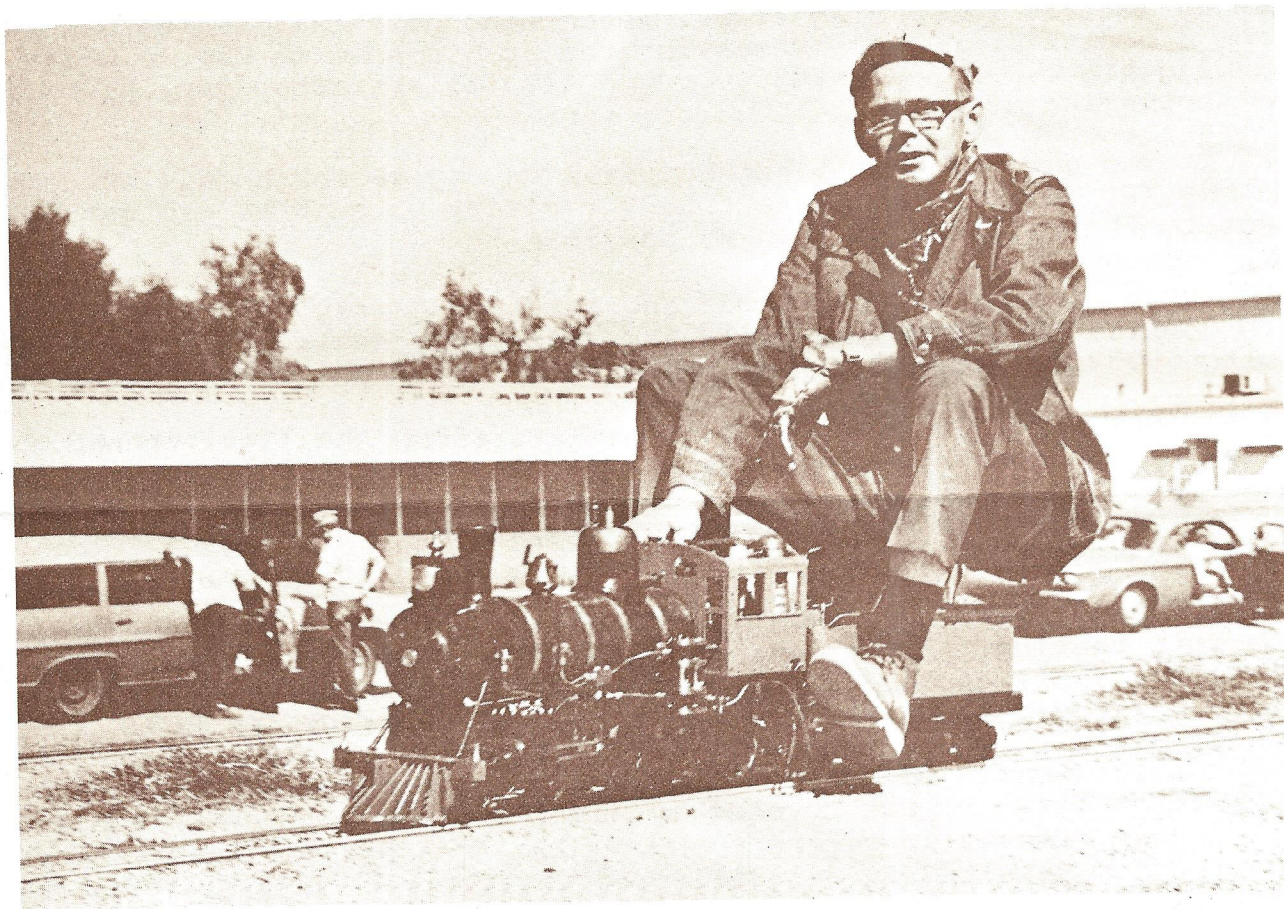
## BOARD OF DIRECTORS

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



NEW RLS BOARD MEMBER GEORGE HILDEBRANDT AND HIS FINE RUNNING 1" SCALE 4-4-0 ARE FAMILIAR SIGHTS AT OUR CLUB. ONE OF THE HARDEST WORKING MEMBERS, GEORGE IS ALWAYS READY TO LEND A HAND TO SEE THAT THE JOB GETS DONE.



COMING EVENTS

MAY 1972

- 25.....General Meeting, 8:00 p.m., Engine House, Hunter Park  
27-28-29.....May Run Days - MEMORIAL DAY WEEKEND  
27-28-29.....West Coast Annual Meet, Brotherhood of Live Steamers,  
LALS railroad, Griffith Park, Los Angeles

JUNE

- 8.....Board Meeting, 8:00 p.m., Engine House, Hunter Park  
10.....June Work Day - Please plan to be there, 9:30 to 4:00  
22.....General Meeting, 8:00 p.m., Engine House, Hunter Park  
24-25.....Run Days

ON THE RIP TRACK I am sorry to have to report that two of our members are in the hospital at this date (May 17).

Barney Root is recovering at St. Bernardine Hospital, San Bernardino, from a broken leg. Barney was injured at his home on May 14 while running his 4-4-0. Hopefully by the time this reaches you, he will be recovering at home.

Art Truman entered Loma Linda Hospital on May 16 for hernia surgery on May 18. We all wish Art a speedy recovery so that he can get back over to the railroad as soon as possible.

For those wishing to send cards and letters, Barney's home address is 180 J St., San Bernardino 92410 and Art's address is 283 Glenwood St., Colton 92324. Hurry back men, we will all miss you while you are gone!

MY APOLOGIES TO JIM AND GEORGE Somewhere along the line, we had a breakdown in communication with our printer and the additions to the mast head of The Chronicle were not made for this issue. As everyone knows, Jim Keith is our new vice president and George Hildebrandt joins the Board of Directors.

APRIL GENERAL MEETING Twenty five members and one guest were present for this meeting. It was reported that \$25.73 was taken in on the April run days, and \$15.20 from the new Coke machine. One of the important items discussed was the insurance coverage for RLS. The policy clearly states that only RLS members are covered. Therefore, all members should be aware that visting engineers cannot haul the public for they are not covered by our insurance policy. Discussion of further efforts to restrict the public from the steaming compound on run days resulted in general agreement that the compound must be "off limits" to all but members, their families and guests. Two films from the Santa Fe film library were shown at the close.

WE OWE THANKS TO George Lavacot for making a special trip to Los Angeles to pick up the new rail and for providing the projector for showing the films at our last meeting. Thanks to Bob Babb for working on the door for the storage tracks. Bob has fabricated a new latch to hold the door when raised. MEMBERS ARE ASKED TO NOT OIL THE WINCH!!!!



MAY BOARD MEETING Treasurer Ernie Wilson reported a whopping \$6.57 in the club's treasury, with \$726.93 in the Reserve Account. The low balance was due to payments being made on the Coke machine, new rail and the new grinder. It clearly shows the importance of having funds on hand when the occasion arises. Three hundred dollars will be removed from the Reserve Account for operating capital. There is a total of \$146.38 in the Equipment & Machinery Fund. We now have 71 members. Discussion was held on the need for additional passenger cars and steps needed to obtain them. Work priorities were covered with special emphasis in the months ahead to be devoted to building the dispatcher's portion of the station, completing the tunnel by-pass, completing the Lakeside cut-off, installation of water softening equipment and engine house changes. (Order above listed is for information only and does not indicate specific importance).

WELCOME TO NEW MEMBER Ronald E. Baker, 1440 21st St., Manhattan Beach, CA 90266, who has an 1½" 0-4-0 under construction. Ron is employed as a precision grinder working on diamond tools. Welcome to RLS Ron!

APRIL RUN DAYS Both days were busy with engines busy on both the 1" and 1½" main lines. John Piatt (4-4-2) provided passenger service, with Al Easley out with his new 4-4-0, Doc Creighton (4-6-4), Barney Root (2-8-4), Sir Francis and Apollo ¼, Don Day with his beautiful 4-4-0 and cars, guests Hugh Stoltz (4-4-0) and Bud Marble (4-4-0). Steve Easlon and his friend Mr. Garrett had their diesels running. Cliff Morgan displayed the tender for his NYC 4-6-4 and Len Cranford was showing off his 0-4-2 (?) that he is rebuilding. Its past history and prior owner I understand would make very interesting reading.

Keeping the rails hot on the 1" line were Carl Allen (4-6-2), Richard Stokes (4-6-0) and guest Bill Whiteman (2-4-4T). I had always thought Carl Allen was the #1 ballast scorcher, but watching that 2-4-4T fly by changed my mind. I am told that the 2-4-4T represents a total investment of about \$9.00!!

A good turnout of members pitched in to man the posts of brakemen, station helpers and the other needed jobs that make this club function like it should. I personally wish to thank every member that filled a job when asked - it really was gratifying to see such splendid cooperation. Helping make this run weekend such a success were Babb, Ted Cranford, Cranston, Drenth, Jim Keith, John Keith, Ken Kepner, Krohne, Leet, Mason, Noble, Reese, Seimears, Sessums, Doc Smith, Talbott, Thomas and Thorpe in addition to the equipment people listed above. A special tip-of-the-hat to John Powelson for his attention to the station and the riders.

A number of the wives were on hand also including the Mrs. Babb, Casford, Kepner, Day, Stoltz, Morgan, Easley and Allen. It was a great weekend!

BABY SITTERS WE AINT!! At the April run days, an incident occurred that is a cause of concern. A young boy between seven and eight at most was a constant customer of the passenger train Saturday. When it came time to close up, he came into the compound, made himself at home pulling cars, ladders, getting in the way of enginemen trying to shut down, getting in the way of the transfer table, and in general just underfoot of everyone. About 5 p.m., mother pulled up and yelled at the boy it was time to go home. Obviously, he did not belong to anyone involved with RLS, but had been left at the park by mother.

Bright and early Sunday, he arrived at the park complete with lunch bucket. Told to keep away from the equipment, he promptly went into



BABY SITTER (Continued from page 3) the engine house, started moving engines on the storage track and was promptly asked to leave. Next stop the station where my wife caught him hanging from the metal supports of the new station roof causing the roof to sway from one end to the other. Reminded he was to do what RLS personnel told him to do, he rode the first passenger train and promptly jumped from the train while the train was in motion. At this point, he was asked to leave the park or at least keep away from the railroad.

It is unfortunate that some parents think RLS would make a great place for the children to be entertained while they go elsewhere. All RLS members are urged to watch for similar incidents, for it is this type of situation that could lead to equipment damage, personal injury or both. If another similar situation should occur, call it to the attention of your officers or directors that are present.

MAY 13 WORK DAY Responding to the invitation to attend the May Gala Work Day, 23 members showed their interest in RLS by putting in a hard day's work. With the temperature near 100, a hot time was had by all even though the heat took its toll after lunch. George Hildebrandt applied the last of the shakes to the station roof, but the gusty wind left him stranded for awhile when his ladder blew over while he was on the roof.

John Keith with Lavacot, Allen and Steve Tarter (Ken Casford's son-in-law) worked on the new trestle in the morning. John had help from Sessums and Noble in the afternoon. Walking the track with a shovel and digging weeds all morning was Louie Thomas, only 88 years young! Also drawn to the Florae park hunter gotta go was a great performance by the weed car under the direction of Cranford, Noble, Sessums and Lavacot. The weed oil flowed like wine!

A crashing performance of the "Anvil Chorus" was presented by Sir Rudolph Babb (formerly of the Met)\*nobly assisted by Rich Casford and Chuck Leet as they removed the 1"-1½" crossing, pounded it back into shape, rebuilt the surrounding trackage, and properly raised the track to correct position and alignment. A full day's work here!

Out in the beautiful Palm Garden, a private showing of the bumps, grinds and kinks of RLS trackage somewhat tarnished the cultural level of the May Gala. But under the scornful, contemptuous glare of eagle eye Bagley, RLS members Powelson, McChesney and Ken Casford kept in line and managed to raise the track, remove kinks in the curves (wow) and install ties under joints preparatory to leveling the track.

Back at the Engine House, the balance of the members were busily engaged in a variety of useful activities. Money bags Wilson worked at cleaning up the engine house and caboose; "Fingers" Easley put his talents to work in fixing the money changer on the Coke machine; Piatt worked some on the 4-8-4; Stokes helped move materials, all the while Sir Francis Smith was doing the dado to the tune of 1079 ties in 90+ degree winds!

Not to be out done, Easley and Root put a number of track panels in the "you-know-what" portion of the program. Jim Keith took care of an embarrassing problem that stalled the track panel program by taking home part of the rail end notcher and milling it to fit the new rail. Jim also managed to be in the right spot at the right time throughout the day to keep things rolling. Although it was getting hotter by the minute, the track gang did an encore at Iowa siding replacing 30' of track with Jim Keith, Cranford, Hildebrandt, Powelson, Else and Ken Casford performing. A great day, lots of work! (\*) Met Sheet Metal.



JUNE 10 WORK DAY The next all day work party is scheduled for June 10 at which time work will continue on the tunnel by-pass, assembling of needed track panels, in-place track maintenance and war on weeds.

So far this year, 32 of our 70 members have turned out at least once for a work day. These men are willing to devote time to hot, dirty and sometimes uncomfortable work to maintain RLS for the enjoyment of the total membership. These workers are the backbone of RLS and I wish to take this opportunity to publicly thank them for their hard work.

MACHINERY & EQUIPMENT FUND I guess April 17's date with Uncle Sam took its toll at RLS as well as everywhere else as only four members, Rich Casford, Ted Cranford, George Lavacot and Dean Willoughby made contributions totaling \$17.00 to this vital equipment fund. There is now \$146.38 in the account, but this is not sufficient to acquire the vitally needed power hack saw. Twenty four members have made contributions to this fund including many of the men present for all functions, work days, etc. For those of you unable to participate in run days or work days, this is an opportunity for you to put your shoulder to the wheel. \$1.00 a month from you can be very important!

CLUB FUND RAISING In addition to the Machinery & Equipment Fund, the members have three other opportunities to add to our treasury:

1. John Noble and Ken Casford have made arrangements to sell the Fesco cabooses toy chests from which those interesting cabooses may be built. The cabooses chests will be \$19.00 each including sales tax. \$4.50 for each unit sold will be returned to RLS Treasury.
2. Fran Zappen has obtained some very clever figurines of live steam interest and will have these available at the Memorial Day BLS meet in Los Angeles and the next RLS general meet. Net proceeds to RLS.
3. Kalmbach's reprint of the 1941 Locomotive Encyclopedia will be available at list price of \$40.00 plus \$2.00 sales tax from Ken Casford from which \$10.00 for each book sold will be returned to RLS.

Here is a chance to obtain railroad material and benefit RLS too!

GOLETA VALLEY INVITATION Members of RLS have been invited to attend the gold spike ceremony and dinner on July 1-2, 1972. The track is located at 3030 Vista Linda, 1.5 miles north of Highway 101, off upper Toro Canyon Road east of Santa Barbara. The old 365' Horseshoe Trestle damaged last year in the big fire, and the new 200' Washout Trestle and Diablo Trestle, 280' long, curved, double tracked and 28' high will be in service. A BBQ dinner will be served July 1, 7:00 p.m., at The Timbers, located on US 101, Winchester Canyon off ramp. Cost will be \$5.00 per person, payable in advance. Reservations to Gene Allen, 1194 N. Patterson Ave., Goleta, CA 93017 before June 24. This invitation for adults only, no one under 16 years of age admitted.

If you have never seen the Goleta Valley, this will be an excellent opportunity. In addition, equipment from throughout the state will be on display and operation.

For those who would care to attend, the regular July club meeting will be held on Friday, June 30, 8:00 p.m., at the home workshop of Seymour Johnson, 4748 Vieja Drive, Santa Barbara. This may be your last chance to visit here as the property has been recently sold.

NEW ADDRESS: The many friends of Mrs. Stella Schroeder will be pleased to know that her new address is 3551 Jurupa Ave., Riverside, CA 92506.



HELP NEEDED AT LALS - BOLS MEMORIAL DAY MEET As mentioned earlier, John Noble and Ken Casford will have available Fesco cabooses units at the Brotherhood meeting May 27-28-29. This is an excellent chance for RLS to serve the Brotherhood. However, help is needed to man the display for the meet is three days long! If you are planning to attend the meet, will you please volunteer at least two hours of your time to serve your club. Please contact John Noble, 12218 Warbler, Grand Terrace, Colton, CA 92324 (714-783-1255) or Ken Casford, 8203 Edmaru, Whittier, CA 90602 (213-696-0053). We need your help for every sale lost is a loss to RLS and a loss to you as well.

TRACK ASSEMBLERS NEEDED One phase of our track program that can be worked on at any time is the assembly of track panels. Only two men are needed, and even one can produce a finished panel in a short time. If you can help in this vital project, will you contact either Al Easley or Ted Cranford. With Barney Root on the rip track for awhile, we need others to help with this urgent project. Al and Barney have done a fine job in producing precision panels, but they can't do it alone. We need 45 panels for the tunnel by-pass, and if you can turn out three or four a day, it won't take long to have them assembled.

RUNNING A LOCOMOTIVE A PRIVILEGE - NOT A RIGHT! At the April general meeting, Doc Creighton spoke briefly on his feelings that running a locomotive at RLS was a privilege, not a right of membership. He especially wished to express his appreciation to the many members who put in countless hours in maintaining the railroad so that those with locomotives would have a railroad on which to operate.

Doc's words express I am certain the feelings of most, if not all, of the locomotive owners who have the pleasure to operate on such a fine railroad as you will find at RLS.

VISITORS CANNOT BELIEVE IT During recent weeks, we have had visitors from various parts of the country, and all have expressed amazement at the size of RLS. David M. Boyd from Clarendon Hills, IL (he has a 1½" UP 4-8-8-4 under construction!) thought it would be a great place to run a Big Boy. Bill Bell, secretary, Chesapeake & Allegheny Live Steamers, Kensington, Maryland, reported he took many pictures to prove to his members that such a railroad exists! Otherwise, he said, they would not believe him.

**DON'T FORGET - We need help 5-27/28/29 at Riverside and Los Angeles!!!**

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