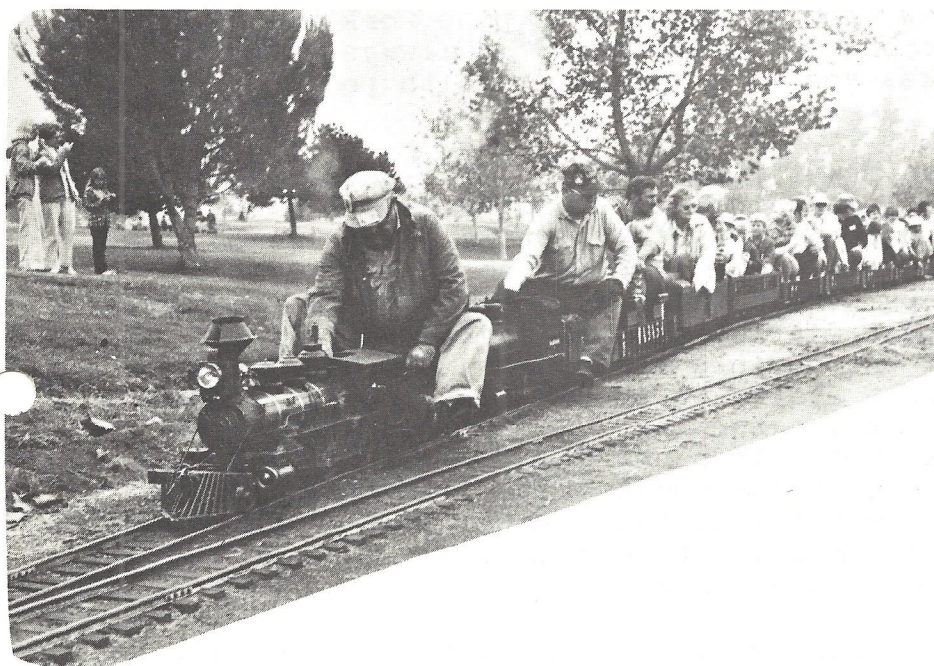


THE RLS CHRONICLE

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

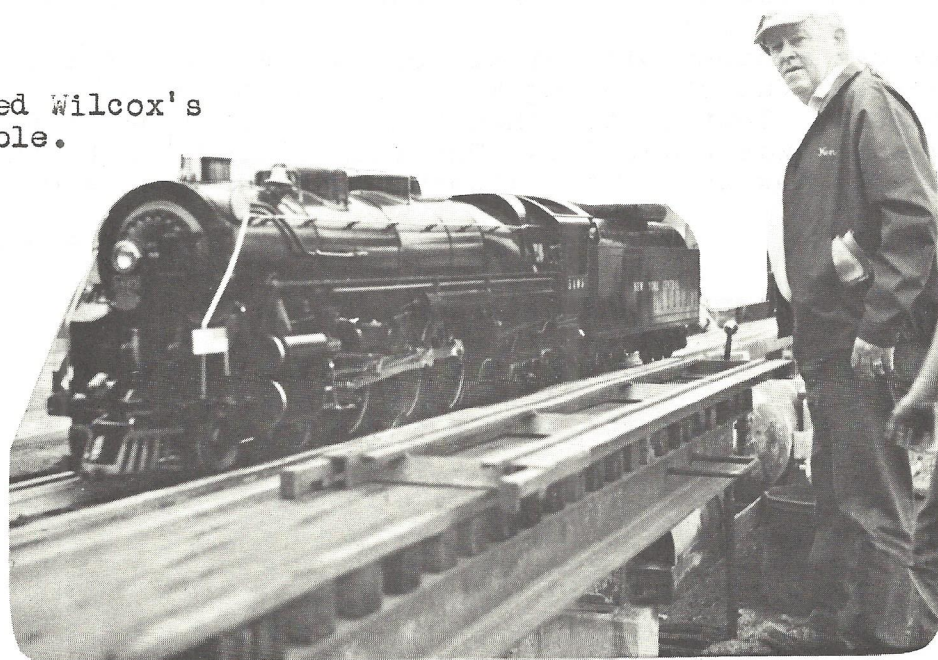
NOVEMBER 1976



"Mixed Train Daily"

Jim Lawrence 2-6-0 and
Milt Harker 2-6-0 ease
onto mainline after
stopping in Allen Valley
yard for water.

Ken Kepner guides Fred Wilcox's
4-6-4 off of roundtable.



THE R L S CHRONICLE is a monthly publication of the Riverside Live Steamers, Inc., P.O. Box 5512, Riverside, CA 92507. Track and facilities at Hunter Park, Riverside. Phone (714) 683-9628.

BOARD OF DIRECTORS: Dick Bagley, Pres., Al Ratliff, V.P., Fran Zappen, Sec., George Lavacot, Treas., Bob Babb, John Noble, Jim Keith, Jack Sessums.

OUR FALL MEET was a huge success or other. Everybody had a good time and that is the most important thing of all.

Thanks to each and everyone of our members and some of our guests, too, for the important things that you did to help make things better. A special thanks to the fellows that worked all those Saturdays and some days in between to lay in new side tracks and do pipe work and clean up weeds and all the extra chores. Our railroad is always quite presentable, but it just makes you feel good to be with people that take so active an interest.

The first day of the meet was beautiful, Saturday. We entertained a great many guests. We were pleased to have Councilman Eric Haley with us. The day ended with a bang! Of thunder, that is. That could must have just had a noisy zipper on it. I never saw so much rain in so short of time. The rain drops were hitting each other on the way down. Amid all this came the greatest display of team work ever. Within about a half hour we had all the engines and cars in the buildings under cover except for two that stayed at the depot. That included the locos and cars of our guests, naturally. You would never think the buildings would hold all that. Then the storm ended as fast as it started. Some of us began to think about dinner. More became interested. We finally had about thirty together and all went to the steak house. It took a little doing, but we managed to reserve a dining room and all had a good tasty steak.

Some of the fellows had a nite run until about 1:00 in the morning.

Sunday was another big day as you can see from the loco count alone. Besides the fun of running we also rode more than a thousand public passengers. That better than a mile of railroad was a busy scene. The weather was beautiful. The thunder and lightening was omitted. After all, how much entertainment can your guests expect.

Dick Bagley

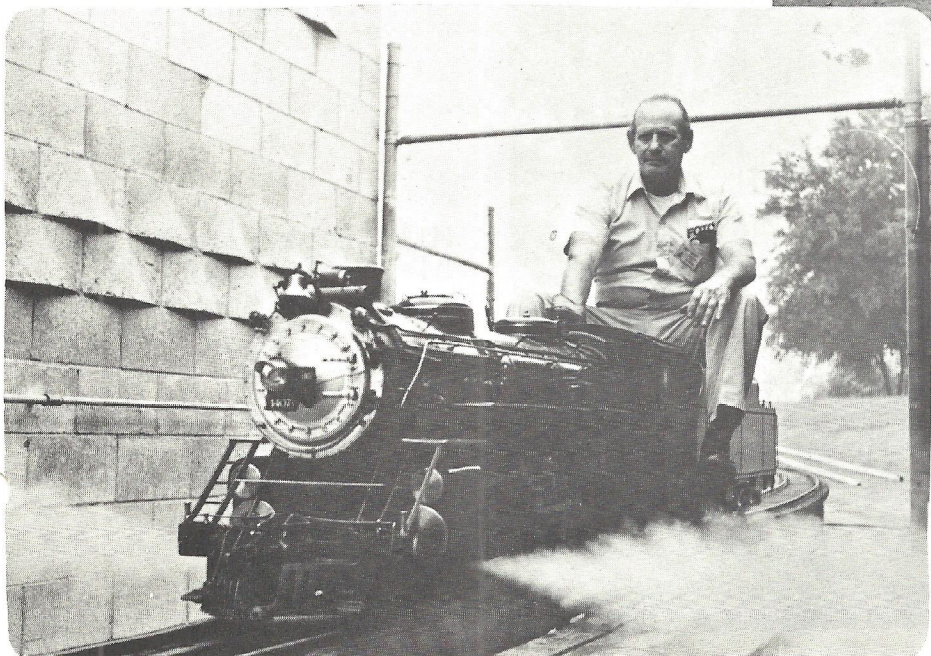
Ken Casford and Norma?
4-6-2 high stepping toward
Allen Valley with freight
in tow



Below: Don Nelson of Gold
Beach, Oregon switches out
of Allen Valley with three
cars behind his 0-4-0.



Below, left to right;
Morris Cooper of Western
Australia watches trains
pass by with Vic Fisher
and John Noble. Morris
is chasing trains around
the United States.



Andy Andrew backs his
4-6-2 up the locomotive
lead track.

MAIL YOUR BALLOT

Election is December 2, 1976. A fine slate of candidates for office.

Andy Carlson
Rich Casford
Mac McChesney
John Powelson
Joe Severns
Paul Vener

NOVEMBER 11 - Board Meeting, Engine House, 8:00 p.m.

14 - Run Day, Westbound

20 - Work Party, Free Lunch

25 - Happy Thanksgiving

28 - Run Day, Westbound

DECEMBER 2 - Annual Meeting, Engine House, 8:00 p.m.
Election of Officers

9 - Board Meeting, Engine House, 8:00 p.m.

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18 - Work Party, Free Lunch

23 - General Meeting, Engine House, 8:00 p.m.

26 - Run Day, Eastbound



Milt Harker fires up his 2-6-0. Milt was first out Sunday.

A BIG THANK YOU TO RLS GANDY DANCERS When the Fall Meet arrived, the RLS facility never had looked better, and it was due to all of the many hours of effort that many RLS members put in during September and October. Allen's Valley was completed, the right-of-way was as slick as a whistle and the engine steaming area and the engine house were spotless.

All of this could not have been accomplished without the dedicated efforts of our hard working members who enjoy working on the facility as well as enjoy watching the trains run. Special mention has to be made of Ernie Wilson for having the new fueling boxes fabricated, and John Noble who put in many extra hours above and beyond our regular work days.

Special thanks to the Park Department for having the park look like a show case, and for providing the needed rest room facilities at the station. All in all, RLS looked absolutely great for the big meet. Now, let us all pitch in and keep it that way for the next eleven months!

BY SPECIAL REQUEST During the meet, many of our members commented about the enjoyment they had on our work parties being able to work with other members and to enjoy a special lunch together, and when would the next party be held?

So that we won't get out of the habit, and to capitalize on the good weather, our next party will be at 9:00 a.m., Saturday, November 20. On the schedule for that day will be some reworking of the #2 switch on the south end of Allen's Valley; further leveling and detailing of the new tracks in Allen's Valley; and rehabilitating and leveling the Marlborough curve.

Come on out and join in the fun. Please bring either a salad or a dessert and RLS will furnish the hot dish. You can't beat this offer for a better way to spend a fall Saturday.

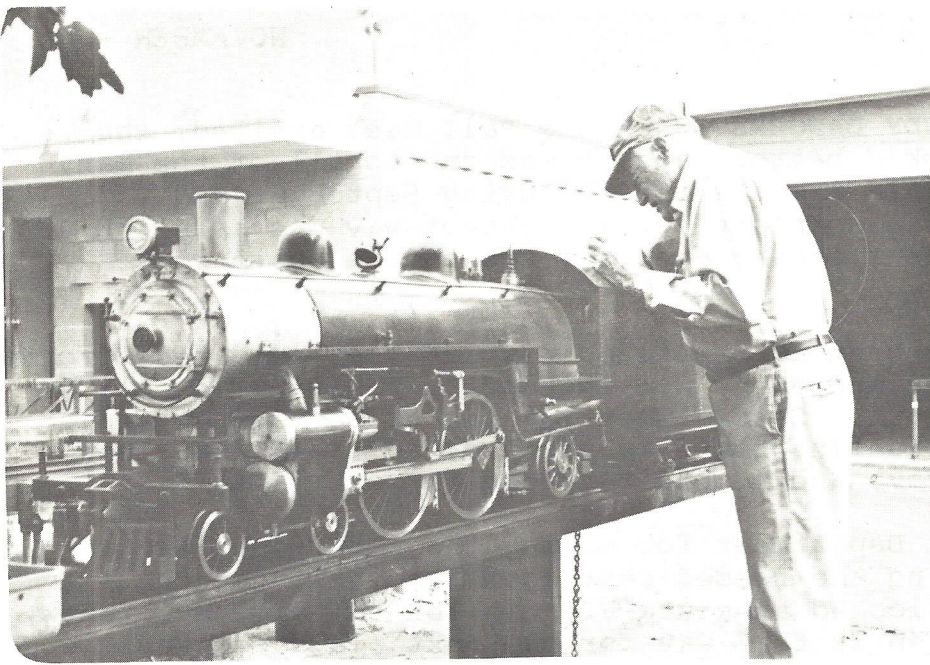
BIG EXTENSION PLANNED FOR 1" MAIN LINE At the October meeting, general plans were approved by the membership for a major expansion of the 1" main line to the Palm Garden area and return through the station.

This major project will be under the direction of Jack Sessums and Andy Carlson with completion date set for October 1977. Nearly 1500' of additional track will be required, and Andy and Jack will need a lot of help to complete the expansion. Rail and ties will soon be on hand, so those of you that like to build track, this will be your opportunity.

Because of some grade problems, as a part of the extension, the membership at the October meeting approved the abandonment of the 1-1/2" trackage from the switch at the top of the grade to a point approximately 80' east of the Creighton line switch on the lower loop. This track, however, will not be removed until the entire 1" line is ready for track laying.

As a part of the approved plans at the October meeting, provision is to be made on the grading to allow a 1-1/2" line to be put down parallel to the 1" to the Palm Garden where it will rejoin the 1-1/2" main line headed towards the station platform. It appears only a small amount of additional 1-1/2" track will need to be constructed for this line provided the track removed on the lower loop curve does not require extensive rebuilding.

Ken Casford, Roadmaster

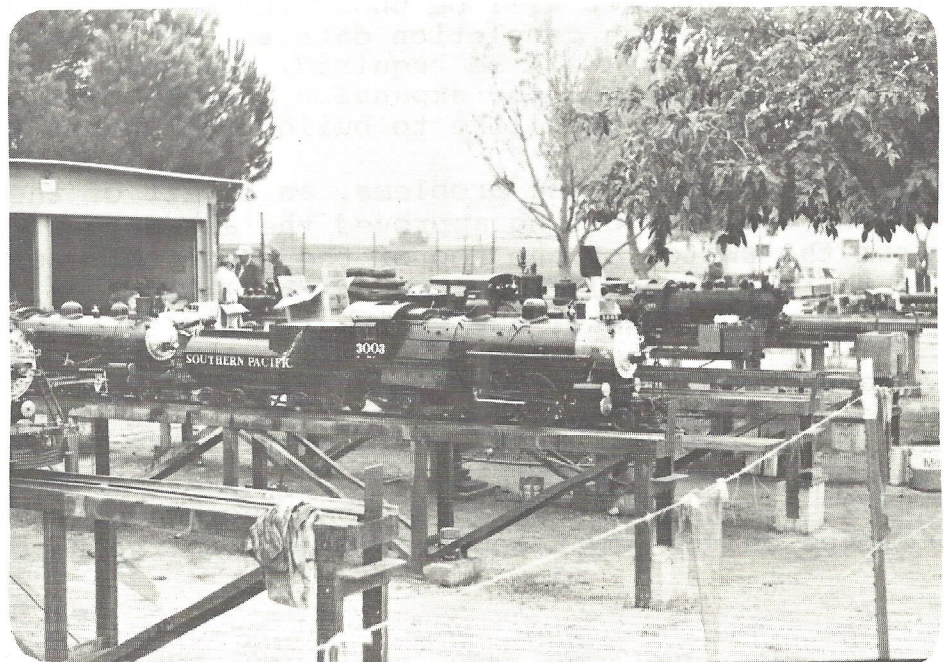


John Keith shovels coal in his 4-4-2.



Lorin Brown behind C & S 2-6-0 narrow gauge.

Steaming bays early Sunday morning.



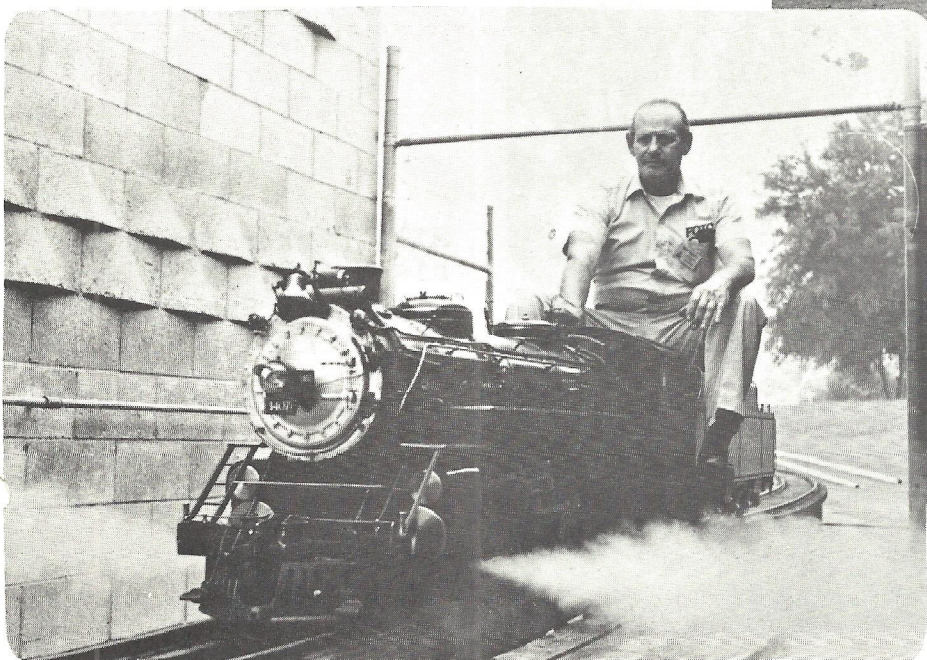
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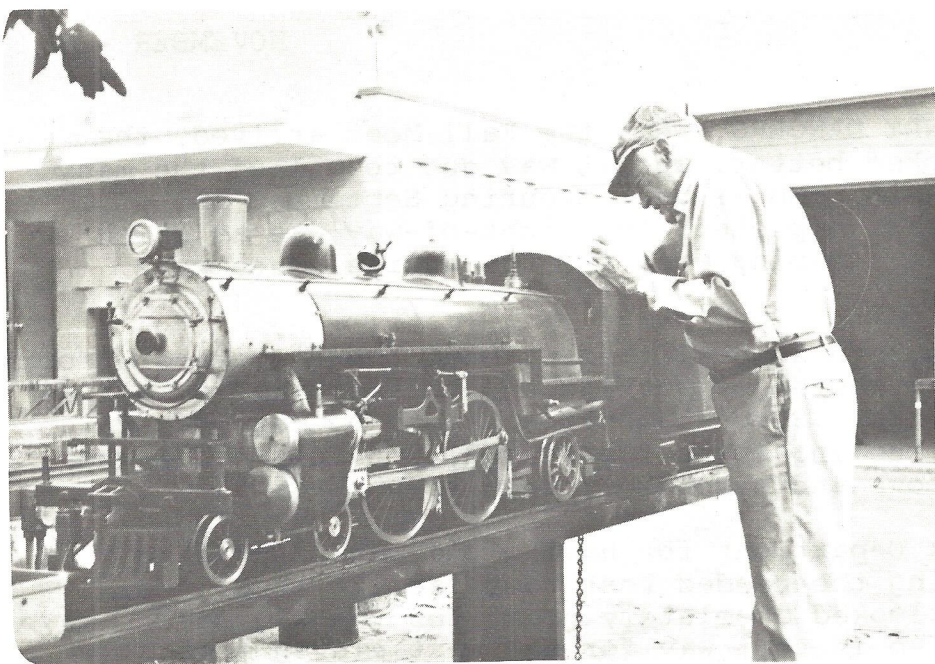
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