

THE RLS CHRONICLE

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

Phone (714) 737-9508

September 1976



War on weeds was the main project on August 21. John Piatt with tractor scrapes weeds away from the caboose; seven RLS members and sons dig away at the grass and weeds along the 1" main line; Jack and Andy working on the weed sprayer before taking it out on the railroad.

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.

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

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

12 - Run Day, Westbound

18 - Work Party, Get Ready for October Meet

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

26 - Run Day, Westbound

October 10 - Run Day, Eastbound

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

16 - Work Party, Last Work Day Before October Meet

23 - 24 - OCTOBER MEET

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

Club Meets - Golden Gate Live Steamers, September 18 - 19

Southern California Live Steamers, September 19

Los Angeles Live Steamers, October 2 - 3

RUN DAYS

July 25, 1976 - 1" Henry Pfaff, 2-8-2, and Doc Smith, 2-4-0.

1-1/2" - Dick Bagley, 2-8-0; Doc Creighton, 4-6-4; John Keith, 4-4-2; Bob Koller, 0-4-0; Roy Penrod, 4-4-2; Bernie Root, 4-8-4; Bill Schneidwind, 2-8-0; Jack Sessums, 4-4-2; Ron Wilkerson, 2-6-0.

Station Master Homer Smith had the help of Mindie, extra engineer Jeanette Bagley, and brakemen John Edwards, Jim Keith, Paul Lavacot, John Noble, Vince Palmiera, Brian Ratliff, Jack and Beverly Sessums.

Round House helpers were Bob Babb, Ken Kepner and Allan Ratliff.

August 8, 1976 - 1" Mac McChesney, 0-6-0, just back from vacation; Henry Pfaff, 2-8-2; Doc Smith, 2-4-0.

1-1/2" Barnie Root, 4-8-4; and Dick Bagley, 2-8-0, pulled the passenger train. Running light Bob Koller, 0-4-0, and Roy Penrod, 4-4-2.

Paul Meyer, an independant live steamer from Evanston, Illinois, visited RLS with his family. Paul is building a 3/4" 2-4-0 Raritan.

Station Masters, Paul Lavacot and Brian Ratliff, used brakemen Dick Bagley, Skip Borsuk, Bill Palmer and Bill Schneidwind.

August 22, 1976 - 1" Henry Pfaff, 2-8-2, and visitor from So. Cal. Live Steamers Ed Sack, 4-6-2.

1-1/2" Ken and Rich Casford, 4-6-2, and John Piatt, 4-4-2, with passenger trains. Extras Dick Bagley, 2-8-0; Bob Koller, 0-4-0; Roy Penrod, 4-4-2; Homer Smith, 4-4-0. Homer is going into the roundhouse for some repair work but hopes to be home in a few days. Hurry back, Homer.

Tour day at RLS. The Orange County "T" Club. That is "T" as in Ford. Drove out to see RLS. 10 cars and about 50 members and family.

Station Masters Paul Lavacot and Brian Ratliff had the help of brakemen Jeanette Bagley, Ken and Rich Casford, Al Ratliff.

Round House helpers were Bob Babb, Ken Kepner.

NIGHT RUN, August 7, 1976

1" - George Lavacot, 4-6-2.

1-1/2" - Dick and Jeanette Bagley, 2-8-0; Leo Dandurand, 4-6-2; K.V. Hackman, 4-4-2; Bob Koller, 0-4-0; Jim Lawrence, 2-6-0; Jack Sessums, 4-4-2. Also John Noble, 0-4-2T, pulling the male train - Doc Creighton, Ken Kepner, Brian Ratliff, Paul Vener and Ernie Wilson.

KNOTT'S BERRY FARM DINNER - This evening of delicious eating and superb entertainment has been scheduled for February 26, 1977. Mark your calendar.

FROM THE FORTUNE COOKY - Optimism: A cheerful frame of mind that enables a tea kettle to sing though in hot water up to it's nose.

GOLDEN GATE LIVE STEAMERS - Besides having their Fall Meet on September 18 and 19 they are also celebrating their 40th anniversary. Congratulations

ALL ABOARD FOR THE OCTOBER ANNUAL MEET It is hard to believe, but only six weeks from now our annual Fall Meet will be in full swing. During the next six weeks, the members of RLS will be hard at work making ready for this great event.

The officers and directors of RLS are counting on each of the members lending a hand in helping make our many visitors feel at home. The friendliness of our members, and their efforts to make our guests feel at home in the past have done much to make the fall meet an outstanding live steam event. Ample help in the steaming area to unload engines and cars; sufficient personnel at the station to provide station assistants and conductors; and a good supply of locomotives to provide ample motive power for the passenger trains are what makes a good meet come off without a hitch. Offer your services as soon as you can -- it will make the job of those in charge a lot easier.

On Friday, September 18, we will have another luncheon for those out to work on the railroad that day. Starting at 9:00 a.m., the main efforts will be directed at the grading, relocation of track and starting of the new water and oil lines to Allen's Valley. Because of the limited amount of time remaining before the meet, it is hoped that by concentrating on Allen's Valley, we will have a fine area for the servicing of trains without fouling either main line.

In addition to the track work in Allen's Valley, with sufficient manpower, we can finish the great start made last month in conquering the weeds along the 1" and 1-1/2". Jack Sessums and Andy Carlson have been working hard to get the weed sprayer in top top shape. John Noble has been working in between times to keep the weeds under control.

Cleaning up our facility, smoothing out a few bumps in the track and straightening a few kinks and we shall be ready for October 23. A lot needs to be done, a lot can be done if each of those that can will lend a few hours on one or more of the Saturdays before the meet.

We will have either an officer or director at RLS each Saturday between September 18 and October 16 to direct the necessary chores that need to be done, so there is ample opportunity to come out and have a good time.

SEPTEMBER 25 NIGHT RUN In response to a number of requests, there will be a night run on Saturday, September 25. Yes, Al knows there is a run day on the 26th, but summer is rapidly slipping by. There will be RLS personnel on duty from 9:00 a.m. on that day as we will be working on the railroad until early afternoon, and then we will sit down to our dinners, fire up the engines and enjoy what all of this is really about.

Come on out and have a good time helping on the railroad if you can, but if for nothing else than the night run, come on out anyway.

RLS LADIES NEEDED FOR REGISTRATION DESK One of the important factors in a good meet is the registration desk at the front gate. The ladies of RLS can certainly contribute a good share of the success by helping live steamers register, and to move the general public on up to the station area.

If your wife or girl friend can assist in this important duty, please let your officers or directors know.

COLTON BICENTENNIAL DISPLAY

On August 14 and 15 some RLS members displayed their equipment for Scout Troop 49, Colton, at the Colton National Guard Armory. The locomotives and rolling stock were part of an Eagle Scout project of John Matich.

On display from RLS were Dick Bagley's 4-4-0 Central Pacific #173 with Joe Severn's passenger train consisting of a baggage car, a combine car, a chair car and the parlor car "Lulu", and Dick's 2-8-0 with a freight train consisting of Ken & Rich Casford's gondola, stock and reefer cars, Leo Dandurand's tank car, an RLS gondola and John Noble's caboose. Jack Sessum's 4-10-2 Southern Pacific #5021 was there with flat cars and caboose and with 2-4-2T Orange Valley Western #101 as helper. Also displayed was Bernie Root's 4-8-4 Southern Pacific GS-9.

Also on display were motor models and mototype speeders.

Under steam but going nowhere was John Noble's 0-4-2T "Thelgret". Helping to answer the questions of the over 600 people visiting the display were Dick and Jeanette Bagley, Ken Kepner, Paul Lavacot, Al and Brian Ratliff, Joe and Lu Severns and Walt Sexton.

Thanks to John Noble for the fine job of putting together the RLS equipment displayed.

A Day of Working on the Railroad

August 21 started as usual around RLS. Jim Keith was on the job before the Roadmaster Ken Casford finally showed up at the front gate. The morning dew is still on the track, the grass is heavy with moisture -- all is quiet on the RLS.

Suddenly there is a roar of heavy equipment and up from the back parking lot comes John Piatt on his tractor ready to start the attack on the weeds that have taken over the parking lot, engine steaming area, and the railroad in general. Rich Casford grabs a rake and shovel and starts out after John. Roy Penrod, after checking out two reluctant Briggs & Strattons on the weed oil car and a lawn mower, joins in the attack on the weeds within the steaming area.

The dust (and the grass) are flying now as more manpower arrives on the scene. George and Paul Lavacot, Doc Smith, Fred Wilcox and new member Bob Koller and his three sons, plus a friend, are hard at work exploring for the 1" main line. Shortly, pay dirt is found and the rails of the 1" main line start appearing as the forest of grass and weeds begin to disappear. Jim Keith is attempting to get the weed car going.

Meanwhile on the 1-1/2" main line, John Keith is checking out the trestle and is shortly joined by Joe Severns who has been walking the right of way taking dead aim at weeds and debris along this heavily traveled route. The good president of RLS Dick Bagley and Mac McChesney come upon the scene, and Dick and the roadmaster make plans to remove a poor switch on the 1-1/2" main line while Mac joins the 1"ers in waging weed wars. With pressure tank in hand, Henry Pfaff loads up on weed oil and starts the first of many trips along the right of way spraying weeds. Almost at the same moment, Jack Sessums and Andy Carlson check in for duty, and they promptly go to work to fix up the ailing weed oil sprayer.

The railroad is really jumping now with eight men cleaning out all of the grass between Allen's Valley and eastward along the 1" main line. Operations can be resumed at any time on the 1" now. The weeds are rapidly disappearing all over RLS and once again it is taking on the appearance of a well run and maintained railroad.

It is almost chow time now. Rich Casford has been in the cook car for almost an hour and a half preparing the meal for the hungry track gang. Today's menu includes T. steak sandwiches, potato salad, three bean salad, fresh watermelon taken off the hot shot reefer train that came through at 6:00 a.m. eastbound. Chips, dip, chocolate, lemon and angel food cakes, peach pie and an assortment of drinks including Oklahoma dust cutters top off the menu. The workers pour in the door, and we all dig in.

Work Extra 325 leaves the yard at 1:15 p.m. with a new switch for the main line, Jack and Andy start the weed car around the 1" main line, and the tractor crew knocks down more weeds along the Marlborough tangent in addition to grading for this winter's rains by clearing the drainage areas.

About three p.m. the works starts to taper off, the 1-1/2" switch is in by 4:00 p.m., and the railroad is ready for the flood of trains on 8/22. The weeds no longer control the railroad, the men have had a great day of accomplishment and fellowship. A great day that these 16 men and five sons and friend enjoyed. Why not join us for the next party on Sept. 18.