

THE RLS CHRONICLE

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

BOARD OF DIRECTORS

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off
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TRACK LOCATION:
1496 Columbia Avenue
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Riverside, California

FIRST ANNUAL

RLS PICNIC

SUNDAY

SEPTEMBER 23

This coming Sunday marks the beginning of our new season, and the day will be highlighted with trains, swimming, prizes, and of course, operation of trains.

It is hoped that most of the RLS family will be able to participate in this event, and it should be a festive occasion. Picnic tables will be brought into the area where the lower loop makes its turn and heads up the hill. Not only can you have your picnic in a scenic location, but there should be trains in operation at the same time.

The schedule calls for having lunch from 1:00 p.m. to 2:00 p.m., with the balance of the afternoon devoted to trains, swimming or visiting, whichever you prefer. Swimming will be available in the afternoon at Lud Gneiting's heated pool. It would be appreciated if you could give a Lud a call at 714-683-4365 to let him know how many will be coming for swimming so he can be expecting you.

A number of fine prizes will be given to the lucky party with the winning ticket. A ticket will be issued to each family for the drawings so that every RLS member has a chance to go home with one of these fine gifts. The drawings will be limited to RLS members and their families only.

Pack up the picnic, the engine and family and we will see you on Sunday.

COMING EVENTS

SEPTEMBER 1973

- 22..... Work Day
- 23..... Run Day - Fall Picnic -Swimming - Prizes
- 27..... General Meeting, Engine House, 8:00 p.m.
- 29..... Work Day

OCTOBER

- 6..... Work Day
- 6-7..... Fall Special Meet, Los Angeles Live Steamers,
Griffith Park, Los Angeles
- 7..... RLS 4-8-4 engineer training session, 10:00 a.m.
- 11..... October Board Meeting
- 13..... Work Day
- 14..... Run Day
- 20-21-22..... Three Day Special Meet
- 25..... General Meeting, Engine House, 8:00 p.m.

A BUSY MONTH AHEAD A quick look at the calendar of coming events shows many items on the schedule for the month ahead. Most important, work days are scheduled for each of the Saturdays between now and our three day meet. A lot needs to be done in this short time, and the help of every RLS member is needed in order to meet our goal.

Important projects scheduled during this period are:

1. Dig footings, pour concrete and set posts for station fence west end. String fencing when poles are set sufficiently.
2. Align and level 1" main line
3. Align and level lower loop.
4. Overhaul trackage on 1-1/2" main line in station area and broad curve above engine house.
5. Complete water and oil facilities at trackside.
6. Clean up steaming areas, engine house and facilities in general.

With adequate help, all of these important projects can be accomplished before October 20. Jack Sessums is planning to contact many RLS members direct for help in getting the 1" main line worked on as this is one of our more urgent needs.

Great progress has already been made on the station fencing. Jim Keith has been working on this to the point where it was possible to pour the footings on September 15 at the east end. With luck and a little help, let's try and get the west end dug, formed and poured possibly by September 22 so that the fencing can be strung as soon as possible.

With only five weekends left, we have alot to do. We need your help!

SEPTEMBER BRINGS RESULTS! On September 1, Allen, Babb, Ken and Rich Casford, Jim and John Keith, Kepner, Nelson, Penrod, Root, Sessums, and Wilson turned out. Jim Keith and Bob Babb poured and finished the cement on the ball road crossing, while the rest worked on track projects. Sessums (with assistance from Beverly) sprayed the weeds on the 1", while Root with Nelson, Sessums and Beverly, pulled the weed sprayer on the 1-1/2" with his 2-8-4. The rest of the crew overhauled 65' of track on the Marlborough side.

September 8, John Keith and Ernie Wilson completed most of the plumbing started the week before on the new water treating facility. Jim Keith with assistance from Garner in the afternoon completed the footing and setting of forms for the station fence east. Allen, Babb, Ken and Rich Casford, Cranford, Kepner, Penrod, Ratliff and family completely overhauled the curve leading into the Iowa passing track. With this overhaul, more than 2,000' of track has been worked on so far in 1973.

A delicious pot luck lunch was served to the hard workers by El Babb and Viola Allen. Many thanks to the wives that furnished the delicious food. It was one of the most productive days in a long time for RLS, and the only disappointing item was that only 12 members turned out. But, WOW, what those 12 members accomplished.

On September 15, starting quite early, Rich Casford hauled the sand up to the station, and Jim Keith, John Keith, Ernie Wilson, Bob Babb and John Noble with the supervision of Root poured the footings for the fencing at the east end.

NEW BALL PARK ROAD CROSSING IN As mentioned earlier, the new ball park road crossing is in. The new trackage is a tremendous improvement over what we have been running on for these many years, and a big tip of the hat to Jim Keith and Bob Babb for their long hours in getting it built. Bob especially put in a lot of hours since he had to build two sets of track when the first one was destroyed before the concrete could be poured.

RUN DAYS No formal run day on August 26 with the main line out of service on the 1-1/2", but that didn't keep Carl Allen from trying out his new 1 1/2" 2-8-0 on the lower loop. Jack Sessums and Andy Carlson ran all day on the 1".

Over Labor Day weekend, the 1 1/2" main line was still out of service, so no formal runs planned, however, Barney Root was out with his 2-8-4 on the lower loop with Andy and Jack running on the 1". Incidentally, Andy's rebuilt 4-6-2 is a beauty and we hope to have a picture of it for the Chronicle before too long. Al Easley and 4-4-0 also ran. Borsuk helped Barney.

September 9 had Jack and Andy running on the 1", with Carl Allen and his new 2-8-0, Roy Penrod with 4-4-0, Doc Creighton and 4-6-4 and Ken Casford with 4-6-2 on the 1 1/2". Only one passenger hauling train operated with Casford's 4-6-2, but nearly 300 passengers hauled. Helping keep the railroad function smoothly were Babb, Jim Keith, Kepner, Krohne, Nelson, Powelson, Ratliff, Thorpe and Wilson. At the end of the day, the Ratliff family and the Casfords assisted by Wilson sprayed the nut grass with the weed sprayer. Ernie says he won't have to worry about weeds between his toes either.

It was a beautiful cool day, and hard to believe that September in Riverside this year has been cool. The work days have been very enjoyable and it has been a very good month for RLS.

AUGUST MOVIES OUTSTANDING Jim Krieder, vice president of LALS, showed us several hours of tremendous color movies of CN 4-8-4 and NKP 759. Jim's pictures are prize winning, and we thank him for sharing them with us.

BY-LAW CHANGES TO BE VOTED ON AT SEPTEMBER MEETING At the August general meeting, several changes in the By-Laws were presented for consideration. After considerable discussion, those in attendance agreed that the following items should be voted on at the September general meeting.

The proposed wording for each of the sections involved is shown below and you should check with your copy of the present By-Laws for present wording.

SECTION 5.01 OFFICERS:

The officers shall be a President, a Vice President, a Secretary and a Treasurer, which officers shall be elected by a majority vote of the membership present at the annual meeting, and will hold office for one year. The officers will be nominated from the newly elected board of directors, and will continue until their successors are elected.

SECTION 9.03 INITIATION FEES AND DUES:

The initiation fee is waived and yearly dues are set at \$6.00 per annum payable on the same basis as regular memberships.

SECTION 11.02 DUES

The annual dues shall be \$15.00 per year, payable in advance on November 1. The Secretary will collect all dues and initiation fees, remitting all funds to the Treasurer for deposit.

SECTION 11.01 INITIATION FEE:

The initiation fee shall be \$22.50 until November 1, 1973, at which time it will increase to \$25.00, and each year thereafter it shall be increased \$5.00 to a maximum of \$75.00.

A great deal of thought and consideration has gone into the development of these By-Law changes, and every member is urged to attend the September meeting so that he might enter his voice (or vote) in the affairs of RLS.

LOS ANGELES LIVE STEAMERS FALL MEET SCHEDULED FOR OCTOBER 6-7 RLS members are urged to attend the Fall Meet of LALS for it will be another outstanding live steam event. Always one of the largest events of its type in the country, there is nothing like seeing what live steamers from all over the west are doing. If you have not had an opportunity to see the LALS facility, this week end would be an excellent opportunity for you to visit this fine club.

WITH THE MEMBERS: Sorry to report that Dorothy Bagley remains under the weather and entered the hospital September 16 for tests. Al Easley slipped over to RLS over Labor Day weekend to see if his 4-4-0 would operate in the smog after running in the clear air of Arizona. Many thanks to John Keith for turning new wheels and repairing trucks on one of the RLS club cars. It would be interesting to know how many miles were run on this car, one of the very first cars RLS had. Frank Krohne has done it again as Jack Sessums has acquired Frank's 1" 2-4-2. What a used car salesman he would make! John Noble assures everyone that he will soon be back at RLS. Barney Root has taken delivery of the beautiful 4-8-4 he purchased from Buzz Sutch. It is a great machine, and will be in service as soon as the Orange Valley Western completes a tender. Sir Francis Smith is unfortunately pretty well confined to home. Smitty had a pretty rough July, but sounded great when I talked to him the other day. We sure miss you Smitty. John Stroud has returned to California and now lives at 7454 Bannock Trail, Yucca Valley, CA 92248. Hats off to John Thorpe for the great job he did with the youth program this summer. John hopes to have it going again now that school is

back in session. John really gave the young men a thorough course in how a railroad operates and put in a lot of time on this important project. Good to see Dean Willoughby enroute to Rolla, Missouri. Dean will be attending the University of Missouri campus in Rolla, and is working towards a commission in the Air Force.

BOARD CERTIFIES SIX 4-8-4 ENGINEERS At a special meeting of the Board of Directors, six 4-8-4 trainees were tested on the oral part of the 4-8-4 Engineer Training Program. Since the six had previously completed the practical portion of the program, the Board approved the issuance of RLS engineer cards to Ken and Rich Casford, Ted Cranford, Fran Zappen, Frank Krohne and Al Ratliff. The issuance of these cards denotes that each holder is authorized to operate the 4-8-4 in accordance with the rules and regulations of RLS as they pertain to this particular locomotive.

Bill Nelson has completed his training on the locomotive, but could not attend the special meeting because of his work schedule, and he will be tested by the Board at a later date.

Eight RLS members are signed up for the training program and they are Doc Creighton, Dean Willoughby, Rudy Van Wingen, Carl Allen, Ken Kepner, Bill Nelson, John Thorpe and John Powelson. All RLS members are entitled to participate in this excellent program upon application to the Secretary.

A great deal of thanks and appreciation is due Dick Bagley for carrying out this engineer training program. It has been an enjoyable experience for all involved, and many of us have a greater understanding of the live steam engine as a result. Dick hardly missed a Sunday in a year keeping this going!

YES, WE ARE A LIVE STEAM CLUB! As everyone knows, since June of last year, as a direct result of membership insistence, the facilities of RLS have been limited to live steam locomotives only. Our name is Riverside Live Steamers, our By-Laws clearly state we are for live steam engines only, and the articles of incorporation most clearly state the same thing. However, all of this did not seem to mean anything to several people who challenged the validity of RLS being a live steam club.

As a result, a number of your officers and directors have spent many, many hours in meetings with various governmental groups outlining the purposes of RLS as a live steam club, not as a railroad club as some have indicated it should be.

On Tuesday, September 11, the City Council of Riverside officially reaffirmed the Park and Recreation Commission's action of November 13, 1972, limiting use of model railroad track at Hunter Park to members of the Live Steamers Club operating steam model engines. Recognizing that there are large scale gasoline powered models, the City Council further approved the Park and Recreation Commission's action of August 13, 1973, recommending that the Park and Recreation Director work with an organized club group wishing to operate gas-powered model railroad engines, making available a portion of Fairmount Park to such an organized group.

We salute the City Council, the Park and Recreation Commission and all of the other city officials who have taken such a great interest in our club, in seeing that the important work of RLS can continue as originally envisioned by Joe Hunter as well as providing an alternate site for those whose interests do not fall within the live steam field.

THOUGHT FOR THE MONTH: "What many consider hard work is merely an accumulation of easy tasks that should have been done sooner."

RIVERSIDE LIVE STEAMERS

1973 FALL STEAM MEET

October 20-21-22, 1973

Saturday - Sunday - Monday

All live steam enthusiasts are invited to participate in the second Annual Fall Meet of the Riverside Live Steamers to be held in beautiful Hunter Park, 1496 Columbia Ave., Riverside, California.

Easy to reach by freeway, take the Columbia Ave. off-ramp of the Riverside Freeway, turn east on Columbia until you cross the railroad tracks, and look to the right for the cabooses and engine house facilities.

RLS offers 3,000 feet of 4-3/4" gauge track, and almost 8,000 feet of 7-1/2" gauge track. New trackage has been constructed to by-pass the old tunnel. Facilities include a hydraulic lift ramp for unloading, ample steaming bays, electricity, water and compressed air. LALS standards are used. A rolling grassy area will be available for stationary engines and tractors.

For Safety Reasons: (1) All engines under steam must have a current boiler inspection certificate from any recognized live steam club. If your boiler needs to be checked, please have it fitted with a 1/8" pipe fitting.

(2) Any car supplying LP gas to the locomotive shall be coupled to the locomotive with a lock pin drawbar and safety chain. Cars carrying bottled gas shall have open bottoms to prevent accumulation of gases.

Plan now to attend and enjoy live steaming at its best with 40 acres of wide open space and nearly 11,000 feet of track. Ample motel facilities available for those wishing to remain overnight. Food available at the park.

Pre-registration (no cost) will be greatly appreciated to enable our members to plan for your attendance. Please complete form and mail today. Thanks.

To; Ken Casford, Secretary
8203 Edmaru
Whittier, CA 90602

FROM: _____
NAME

ADDRESS

CITY, STATE, ZIP

Number in party _____

Will attend ___ 20 ___ 21 ___ 22

Will bring to meet:

Locomotives- 7-1/2" gauge _____
4-3/4" gauge _____

Traction ___ Stationary ___

Please — Steam Powered Engines ONLY