

THE R.L.S. CHRONICLE

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

BOARD OF DIRECTORS

Ken Casford.....President
George Hildebrandt....Vice-President
Rich Casford.....Secretary
George Lavacot.....Treasurer

Dick Bagley
Barney Root
Jack Sessums
Fran Zappen

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Dear R.L.S. Member:

During the past two months, your newly elected Board of Directors has held three very important and highly productive meetings discussing plans for 1974. At this time, I would like to share with you the highlights of these meetings and what you can do to make 1974 an outstanding year for R.L.S.

1974 PROJECT PRIORITIES After reviewing the uncompleted projects authorized in 1973, the Board unanimously agreed that in view of the available manpower, our priorities in 1974 would be limited to three major projects as outlined below:

Engine and Car Storage Building Plans for this major capital improvement have been approved, and the Seabees have agreed to do the major portion of the heavy construction. Because of the schedule of the Seabees may mean an extended period of time to complete construction, your Board felt that there were many phases of the construction that could be accomplished by R.L.S. members, and active participation of the members will be asked.

For several years, the R.L.S. treasury has had a rather substantial amount of money set aside for major capital improvements, and coupled with pledges already received, an approval to start construction has been given. Efforts will continue to obtain city assistance in this project, but any budgetary consideration from the city would not be available until August at the earliest.

Finalization of the work schedule with the Seabees should be accomplished within the next two or three weeks, and you will be kept fully informed as to when construction will start. This project will provide adequate storage for years to come, and will be a major factor in attracting new members, and increasing the operation of locomotives owned by our current members.

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COMING EVENTS

JANUARY 1974

24..... General Meeting, Engine House, 8:00 p.m.

27..... Run Day

FEBRUARY

3..... 4-8-4 Engineers Training Class, Engine House, 10:00 a.m.

7..... Third Annual Year End Dinner, Hickory Barbecue, 7:00 p.m.
14092 Magnolia Ave., Corona

10..... Run Day

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

16..... February Work Party, 9:00 a.m. until finished
Pot Luck Lunch will be served to all workers

24..... Run Day

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

JANUARY 13 RUN DAY Super Bowl Day must have taken its toll for only two 1-1/2" 4-8-4's comprised the railroad operation this run day. Two 4-8-4's is nothing to sneeze at since there are only six known operating 4-8-4's in California, and the two at RLS were under steam!

Barney Root's new 4-8-4 acquired from Buzz Sutch is a fitting locomotive for Barney as it really operates like a fine watch. In addition to Barney at the throttle, he had Borsuk, Casford and Kreider at the throttle for short runs. The Hunter 4-8-4 was operated by Al Ratliff until he turned the throttle over to Ken Casford for the balance of the run.

Helping man the station, trains, enginehouse, etc. were Allen, Babb, Bagley, Borsuk, Ken Casford, Hildebrandt, Jim and John Keith, Kreider, Ratliff, Root and Sessums. Stopping by to say hello before operations started were Agnes and John Piatt, Kepner, and during the day, Krohne and Thorpe.

Because of the football game, a rather quiet day until after 3:00 p.m., but even so, over 300 passengers hauled on a beautiful day.

HONORARY MEMBERSHIP AWARDED TO FRANCIS SMITH On the recommendation of Ted Cranford, the members in attendance at the December general meeting approved the awarding of an Honorary Membership to Francis Smith in recognition of his hard work and years of service to R.L.S.

Sir Francis has been a member of R.L.S. since 1967, and served as Secretary for a number of years. Always present at club activities until his health started to slow him down, and he moved to Long Beach, Smitty has always been on of the club's most ardent supporters. In the awarding of this Honorary Membership, Smitty joins Bob Babb and Barney Root in this distinguished group.

ENGINE MURAL Several members have asked where the colorful steam locomotive mural on the bulletin came from, and we owe thanks to Joe Severns for providing this interesting addition.

JANUARY 31 DEADLINE FOR DUES. Members with delinquent dues have been advised that January 31 is the deadline, or their names will be dropped.

DEAR R.L.S. MEMBER (Continued from page 1)

Rehabilitation of the 1-1/2" Main Line Of major concern to your Board is the remaining trackwork on the 1-1/2" main line that needs to be rebuilt to insure safety of operations. In 1973, 2,055' of track were rebuilt or improved, and it is hoped that you and other members will make it possible to go over as much or possibly more of the trackage in 1974.

General Maintenance on the 1" Main Line The forgotten child for the most part, the 1" main line just needs some leveling and straightening to make it a better riding track. On the project list for the past two years, lack of support by the members has resulted in only urgent maintenance being accomplished, and this usually by Jack Sessums and a few others. Not much required that a good work party could not accomplish in a matter of hours.

There are many other interesting projects planned for the future, but these projects have been tabled until our basic 1974 objectives adopted have been completed. The timetable for completion of the track projects is completely dependent upon the support of each member available to do his share. Work crews of 10 to 15 on work days will have the project completed before the end of the year, and other priority projects can then be undertaken. If we have work crews of three to six men, it will take twice as long to move on to other projects.

Planned Work Parties Conditions have changed in 1974 what with high costs of gasoline, and limited supplies, and in recognition of this, your Board has agreed that one major work party per month will be scheduled in order to maximize manpower and cut down on individual costs of getting to RLS. In February, we are planning to have the 16th as our first major work party, and there will be a pot-luck lunch served to those working on the railroad. If you can supply food, will you please contact Babb or Casford.

This first work party will concentrate on rebuilding the outer rail of the sweeping curve above the engine house. With our power tools and about 10 to 15 men, we can easily complete this project by mid-afternoon. The only tool needed will be a broom. Please try to be there. We need the help of every member that can work. If sufficient manpower is available, a secondary project can be taken care of as well.

R.L.S. Tool Fund The recent burglaries have taken a heavy toll on the finances of your club. More than \$300 has been spent to install new locks on the engine house and compressor house and to beef up the fences surrounding our facility. This heavy expense has taken nearly 60% of our yearly dues collected to run the club in 1974 leaving the club treasury below the level it should be in order to run the club for the balance of the year.

Several members on their own recognized the seriousness of our losses and have already contributed nearly \$40 to replace our lost tools. This volunteer support is overwhelming and shows the importance of R.L.S. to them. Your Board at a special meeting felt that it was of urgent need to replace the hundreds of dollars in lost tools so that the club could go ahead with its operation and maintenance. Therefore, each member is being asked to contribute something to the Tool Fund so that the tools may be replaced at once. A small portion of our membership supplies the needed manpower to run and maintain the club, but each of us can contribute to the tool fund to show club unity and support. May R.L.S. count on you?

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From this report, it is clear that your new Board of Directors is taking their responsibilities very seriously in the planning and operation of your club. A lot of time has gone into the deliberations so far in a concerted effort to make certain that maximum enjoyment may be realized from our great railroad facility.

While a lot of work has already been done by the Board, it remains that this is a "team" effort and the team is composed of each and every R.L.S. member, not merely the Board of Directors. The success or failure of our efforts in 1974 will depend upon the support each member gives. If we can work together as a team, there is nothing that R.L.S. cannot do in the days ahead. The ball is rolling; let's keep it rolling in 1974.

Sincerely,

Ken Casford, President

ENGINEERS TRAINING CLASS ON FIRST SUNDAY OF THE MONTH The training class for the 4-8-4 will resume on Sunday, February 3. Under the leadership of Supt. of Motive Power Dick Bagley, this interesting program is open to all interested R.L.S. members. Meeting at the Engine House at 10:00 a.m., the instruction covers the preparation of the locomotive for service; firing and operation while on the road; and servicing required at the end of the day. Those who have enrolled for the training are requested to attend, and applications for those interested, but who have not yet signed up, may be obtained from the Secretary or Supt. of Motive Power.

1974 COMMITTEE ASSIGNMENTS The following assignments have been filled for this year, and our thanks to those willing to serve R.L.S. in these important functions:

Facility Planning Committee

Jim Keith, Chairman
John Keith, Secretary
Dick Bagley
Bob Babb
Jack Sessums

Roundhouse Foreman

Skip Borsuk

Safety Inspector

Bob Babb

Roadmaster

1" Jack Sessums
1-1/2" Ken Casford

Membership Committee

Fran Zappen, Chairman
George Lavacot
Jack Sessums

Program Committee

George Lavacot, Chairman

Supt. of Motive Power

Dick Bagley

Stationmaster

Barney Root

NEW MEMBER APPROVED The welcome is out to our newest member, Glenn E. Anderson, 212 Fowler Ave., Pomona, CA 91766, 714-622-6662. Glen has a 2½" 2-6-0 narrow gauge engine and 1-1/2" 0-4-0T under construction at the present time. Glenn is an enthusiastic live steamer and we welcome him.

WITH THE MEMBERS: Carl Allen has been hobbling around with a broken toe but still keeps on steamin'; a note from Ben Drenth from Florida and he is doing ok; Jim Keith just returned from a holiday visit to Hong Kong to visit his daughter; John Piatt reports progress on his locomotive and we hope to see him running again soon; Harold Riesen recovering from heart attack and hopes to be back at work in a couple of months; Barney Root back in the running after stay in hospital; Sir Francis is and out of hospital again; Dean Willoughby visiting R.L.S. during the holidays.