

THE RLS CHRONICLE

News of the Riverside Live Steamers



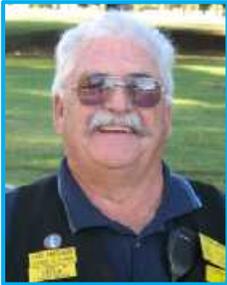
April 2012

**Most Interesting (RLS Travels)!
The Spring Meet is Here
Run Days and Work Days
Board of Director's Meeting**



A Little Smoke, a Little Steam and One Big Smile...

A picture-perfect day on a picture-perfect locomotive has a way of putting a picture-perfect smile on one's face. As the morning sun stretched the shadows away, Paul Quick hit the rails about 30 minutes prior to anyone else on this March 11th morning. Before the day's end, Paul and his locomotive broke in a new engineer, Vince Battelo, and made several laps on the mainline.



Glenn Maness' Word's O' Wisdom

Is everybody excited about our Spring Meet coming up in about two weeks? It's going to be the best one we've ever had. I'm really looking forward to having a great time as this will be our first one in several years. We hope everyone will come out and enjoy a great time of fellowship and railroading at our brand-new facility -- it's going to be great! Don't forget our breakfast, prepared by the O'Guinn family, on Saturday and Sunday morning and also a fantastic barbecue on Saturday night we hope you can come and enjoy.

I'd like to say a special thank you to Bill Hesse and his crew who have spent so much time putting up the new security cameras, building new crossing signals at the station and installing auxiliary speakers. It has really added a lot to the smooth operation of our railroad. There is still a lot of work to be done so let's give Bill and his crew a hand when you are available to help. Don't forget our punch list: there are still so many little things that need to be done before our Spring Meet gets here. So, take a look at the list and see if there's anything that you can do to get it completed.

Don't forget all of our members who need a little sunshine in their lives. Remember Kenny O'Guinn, John Young, Skip Borsuk, Arlene Butler, Dave Moore and George Bartlow. Our friend George is gravely ill and really needs our prayers and thoughts for his complete recovery. We hope everyone else is fit and well and hope to see all of you at our Spring Meet.

A little humor: A man tried to kiss his wife goodbye as his train left for New York. The train went so fast that instead of kissing his wife, he kissed a woman in Albany some 150 miles away.

Railroad insult: He was so ugly, he could make a train take a dirt road.

Until next time, come on out and have fun.

Glenn

You know you're addicted to live-steaming when...

The bumper-sticker on your car/truck states, "Live Steamers are steaming hot and have longer rods."



March 11th Run Day

The fun began with yet another pleasant day that saw the continued popularity that Riverside Live Steamers has been experiencing since the park's grand reopening. The morning was hazy and chilly with numerous locomotives steaming up. As the day progressed, the weather remained cool and the haze lifted to be replaced with wispy clouds and a comfortable glowing sun.

The March 11th run day saw not only a busy populace out to ride, but also a number of locomotives out to enjoy the decent weather. It also marked yet another landmark for the club; for the first time since the park's grand reopening, the club's passenger trains pulled public on the figure eight loop. Three locomotives took on passenger service: Our own Hunter engineered by Bob Smith, the C-16 with Brook Adams and Bill Hoey sharing the engineer's seat, and Tom Lawson on his Berkshire

Besides the passenger trains, the rails were also met by the wheels of several other locomotives. Out for the day were Paul Quick's Daylight Atlantic with Vincent Battelo at the throttle, Bob Cummings on his Mikado, Richard Miller at the throttle of Bill McLaughlin's 4-6-0, Jonathan Chase on his family's Atlantic, and Johnny Hoffman on his 2-6-0 Fitchburg-Northern. Throughout the day, the compound remained alive and busy as several club members brought their locomotives out for maintenance and tinkering.

Serving as brakemen for the day were AJ Benson, John Lytle, Charlie Grisham, and one of our new junior members, Nick Battelo (son of Vince) who, coincidentally, had passed the brakeman class the day before. Many thanks go out to all of them for ensuring the safety of our rails once again. Glenn Maness and Tamiann Parrott operated the station, handling the 635 passengers and the nearly two-hour lines with grace and care. Making sure everything ran as smooth as a well-oiled machine was Dave Bunts, the day's Operations Supervisor.





MOST INTERESTING!

For the more than the 40 years I have been in our hobby, Norma and I have made it a point to visit miniature railroads other than RLS. In this time, we have seen and ridden many fine railroads across the country. We also have established many wonderful friendships.

It had been several years since our last visit to the Maricopa Live Steamers in Phoenix, so we made it a point to attend their Winter Meet in March. The MLS track is located north of central Phoenix on I-17. At 17 miles plus of track, MLS is one of the largest 7-1/2" railroads in the country. The railroad is located on a flood plain, so there are few structures except for MVS. Operations start at Adobe City, a four track covered station. Four low pot signals at the end of the platform let you know when you can move.

The railroad is broken down into six distinct operating branches. (1) Pottsville (the original loop), 1.4 miles; (2) Boberg, 1.7 miles; (3) Arntchoo, 1.7 miles; (4) Werner, 2.7 miles; (5) Far Flung, 3.5 miles, and the recently opened Serpentine, 1.3 miles. With the exception of Arntchoo, which is double track, four of the other branches are single track with ample passing tracks. Operations on these four are protected by electric three indication signals. (I wonder how many miles of wire, and storage batteries were required) These signals are not only impressive in the daylight, but they are something else at night when you can see the signal lights all over the place, but they are not on your branch. ***Most interesting!***

Serpentine is also single track, but operations are controlled by voice radio. To make operations more interesting, there is only **one** passing track in its entire length! There is more to be added to this division. Running on Serpentine there are numerous grades and sharp curves. Like all of the other branches, there are countless sidings for operations. ***Most interesting!***

Thanks to my good friend Rick White from the Houston Area Live Steamers, I had an opportunity to get in a little over a half day running. Far Flung was the longest branch I ran, and it is among the most desolate as far as vegetation. It seemed odd at times to see two or three other sections of track on either side, and know that you would not run on them. With the fine signal system, anyone can easily run. Sadly, not many steam engines were running. Water is a precious thing for running steam, and engineers need to keep an eye on their water glass as there is very little water out on the railroad. ***Most interesting!***

One of the unique features of MLS is the use of 40' oversea shipping containers for storage of equipment. There is a long line of containers on both sides of two mobile lifts, and anyone can operate the lifts to put away equipment. Each container is individually owned. One strict rule on container use is that the permanent closed end away from the transfer table has to be made into a structure of some kind. There are some really great western-themed structures, churches, etc. You have to see them to appreciate what has been done. ***Most interesting.***

MLS has a fine open air covered area for eating and holding meetings. Every day of the Meet, breakfast and lunch were served prepared by a professional caterer (she is a member of MLS). On Friday evening, a steak dinner was prepared. In summary, it was a fine four days of railroading, and visiting. We saw numerous folks we know from all over the US.

Traveling to other railroads is a lasting experience, as you can see how other railroads operate, see new equipment, and make new friends. Make the effort. You won't regret it.

Ken Casford



March 25th Run Day

April Showers bring May flowers. But at the RLS, March showers bring out the steam locomotives! Though this run day was met with clear but cool skies, eventually clouds moved in and brought a small amount of rain. But, that didn't stop a bunch of RLS members from heading to the club and enjoying the process of making steam move marvelous machines.

Locomotives out for the day were Josh Klaske's 4-6-4, the Club's C-16 (the day's birthday train engineered by Bill Hesse) and the Hunter (engineered by Brook Adams). Also, Ron Wilkerson brought out his mogul (Betsy) and made a couple laps around the mainline.

For most of the day, we had only three trains, all of them pulling passengers. We did, though, have a slew of brakemen: Richard Miller, Charlie Gresham, A.J. Benson, Tamiann Parrott, and Ryan Turley all pitched in to make this run day a safe one. Glenn Mannes was our benevolent Station Master with Tamiann Parrott and Bill Mac as the assistants. Jim Woods kept busy throwing switches, building the day's trains and making sure they were put away in good order. Bob Beard made sure everyone had a good conversation (or two... if you happened to be close by). Jim Kreider brought Gill Beaird's (Sacramento Live Steamers) handsome Berkshire for some last minute adjustments before being loaded-up and returned home. Dean Willoughby handled the counting of the day's donations (and was subjected to at least three, maybe four, conversations with Bob Beard).

There was an interesting movement that took place on our mainline this day: Right around 1:00, the park's sprinkler-system popped on and thoroughly watered the tracks at Creighton's Cutoff, just before Summit (because, as you know, keeping the tracks watered helps them to grow...). Josh Klaske hit the freshly hydro'd rails first and couldn't get any traction, so his locomotive (pulling a fully-loaded train) slipped itself to a stall. The fully-loaded birthday train wasn't too far behind, so Bill Hesse eased the C-16 up to the last car on Josh's train to give a helpful push. Soon, both trains had stalled. However, not too far behind them, Brook Adams on the Hunter rounded the corner, coupled onto the Birthday train and together, all three trains made the march up to Summit. It was quite a site!

In the area of public traffic control, Bill Hesse has created an automatic, ringing, flashing crossing buck that was tried out at the major crossing in the Iowa Yard. RLS members and the public all gave it a mega-thumbs-up! Thanks, Bill!





March Work Day and Monthly BoD Meeting

A light turn-out of members meant that a few of the larger jobs would have to wait until next work day. That being said, plenty was accomplished this fine, warm day. Out on the mainline, a few more bumps and dips that have developed over the past couple months were leveled out. Bill Hesse and a small crew worked in the Iowa Yard installing the insulators around the main crossing for the new ringing crossing buck. Inside the compound, the weeding took on a furious pace as the recent rains have brought out the worst dry-nettles we've seen in years (ouch!). And... inside our club house, floors were tidied and cleaned.

This day's lunch was provided by the Adam's Family (snap, snap) as Joan presented her now-famous chili and corn bread. Wow, oh wow! Those who were present were happily satisfied with multiple trips back to the crock pot. Boy... that was some good chili!

President Glenn Maness almost prophetically kicked off the Board of Director's Meeting just a couple minutes before 1:00 as the Directors would need as much of the afternoon as could be spared. Beginning with some very good news: after 3 years of constant battling, the club's Big Boy was granted its tax exemption status! However, in juxtaposition: The club's C-16 is in dire need of a new boiler, running gear and drivers. The re-building process will begin once all the parts are received by the club. We look forward to seeing this locomotive returned to its original grandeur when Joe Severns donated it to the club in 1983.

The club's Safety Supervisor (Dave Bunts) made several needed announcements: Firstly, do not perform flying switches... ever! It's simply an unsafe practice. Also, once through a switch, it MUST be returned to the mainline position. The exceptions to this are the far north and south switches of the Iowa Yard. These must be returned to the "Station Track" position to allow uninterrupted travel of our passenger trains. Speaking of passenger trains: Due to the high volume of folks wanting to take a ride on our trains, we can no longer allow the public to pick-and-choose where they want to sit. We must load people in the order of the closest seat first, then the next closest, and so on. Of course, we must seat them to distribute the weight correctly. Finally, all members who are helping with the operations of the railroad or are running their locomotives on the mainline MUST have a copy of the RLS Safety Rules Book on their person. The Operating Superintendent and/or the Safety Supervisor WILL be making spot checks of RLS members to enforce this rule. If caught without a rule book, you will be asked to remove yourself from the job you are performing, head over to the club house and pick up a new one.

Finally, Rich Casford asked that prior to anyone performing any work to the physical plant of the club (tracks or buildings), RLS members must receive permission from Rich first. This isn't a simple request; it's a requirement for safety reasons.



The Spring Meet is Here!

Well, not really. But, by the time most of us read this, the Spring Meet will only be about a week away (April 20, 21 & 22). This is expected to be a very big event as we are advertising it to the rest of the live-steam community in hopes they will bring their equipment for a run day or two or simply to come by and visit and see the new park.

There will be loads of events taking place during the three-day ordeal. Friday (4/20) is generally a day when folks who are traveling from a great distance can arrive, unload, and make a trial run around the park. But, that doesn't mean it's reserved solely for those folks. Anyone and everyone can come down to the park to enjoy the day. However, there aren't any festivities scheduled (not that seeing steam locomotives in action at the park isn't already a festive occasion...).

Saturday, 4/21, (the busiest of the three days) will start with a free breakfast to one and all. This not only is a tradition, but it's also an honor for the RLS to provide to everyone. Breakfast will be served from 8:00 to 9:00(ish) and is prepared by the O'Guinn family. At noon, Bill Mac will be serving up BBQ burgers and chips (w/ a soda pop) for a nominal fee of \$5.00 per person. At 6:00pm, the RLS will bring out the works with a catered BBQ dinner (Chicken, Tri-tip, taters, and all the fixings). This is the same caterers we used two years ago that everyone raved about (South Fork Catering). If you haven't had their BBQ, you're REALLY missing something (the dinner runs \$15 per person). The dinner is limited to 50 folks, maybe 60, and is a pay-at-the-door event. However, on Saturday, be sure to get in touch with David or Tamiann Parrott to get your name on "The List". This will ensure you a plate of the tastiest food served in Hunter Park. As the sun sets and the headlights pop on for the night run, we'll also be firing up the projector in Allen's Valley for a viewing of "The Titsfield Thunderbolt": a charming movie about a small town whose entire existence is scheduled around the arrival of the two daily steam trains (I know... the name sounds terrible... awkward. But, the movie is a treat... I mean "treat")

Sunday (4/22) will begin the same as Saturday: Breakfast for everyone from 8 to 9. However, there won't be lunch or a catered dinner that night as most people will be exhausted and heading home.

Of course, the main reason to come to the Spring Meet is to enjoy fellowship with like minded (right tracked) folks who love the sight, smells and sounds of model steam locomotives! But, to make this event a success, we need lots of volunteers to perform various jobs from "director of automobile traffic" to "switchman". There is a sign-up sheet on the Men's Room door listing the jobs and the times they are needed. Please, take a look at this list and sign up for a least an hour per day on one or two of the listed duties. The Spring Meet exists for us (the RLS) to treat visiting live-steamers to a safe, enjoyable time at our railroad.... Basically, we're showing off our park. So, let's give them a show they won't soon forget! See you at The Meet!



Sasquatch Visits the RLS

Back in April 2011, the RLS was treated to an "In Search of" moment when the semi-local Yeti came down from the hills (well... Moreno Valley) to fire and run the DeNault Atlantic for the day. When asked what he (it?) thought of running the locomotive, he replied in a very Tasmanian-devil sounding, "Blaah...thpthptthpt...grrr.. thpt... thpt, thpt". We think he was complaining about his fur being singed by the cinders... but really, none of us wanted to get close enough to find out what he meant.

COMING RLS EVENTS:

Apr. 8: Run Day

Apr. 14: Workday and Monthly Board Meeting

Apr. 20 - 22: RLS Spring Meet

May 8: City Luncheon (10 to 1)

May 13: Run Day

May 19: Workday and Monthly Board Meeting

May 27: Run Day

Visit the RLS Website: www.steamonly.org

The R.L.S. Chronicle is published by The Riverside Live Steamers, Inc., P.O. Box 5512, Riverside, CA. 92518. The railroad is located at Hunter Park, 1496 Columbia Ave., Riverside, CA. Call (951) 779-9024 during scheduled activities for more information. Public run days are the 2nd & 4th Sundays of the month. Work days (Fun Day) are held the Saturday following the first run day of each month. The monthly Board of Directors Meeting is held at 1:00 p.m. at Hunter Park on the same Saturday as our work days.

Riverside Live Steamers' Board of Directors

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President: Glenn Maness

Vice President: Bill Hesse

Secretary: Brook Adams

Treasurer: Dean Willoughby

DIRECTORS

Bill Gardner

Dave Bunts

Bill McLaughlin

David Parrott