

THE RLS CHRONICLE

News of the Riverside Live Steamers



December 2009

Bill Hesse's "Words O' Wisdom"
November Run Days
We Have a New Board
Safety Concerns (Pt. 1)
Plus so much more...



Fine Tuning

Rich and Ken Casford add the final polish and mechanical touches to their big Northern prior to pulling public on November 22, 2009. The day turned out to be a busy one as 419 passengers enjoyed our railroad and park.



Bill Hesse's Words O' Wisdom

In vaudeville, they always said, "Never follow the animal act or the magician". Being the president of a large and active club like RLS has got to be a cross between a magic act and herding cats. This has been especially true the past two years: between our own construction projects, the Columbia overpass project, moving the station, preparing for the upcoming Hunter park renovation, and about a hundred other jobs that Dave Bunts took on during his tenure as president. He will indeed be a hard act to follow. Fortunately, not all of Dave's activities automatically fall on the new president. I look forward to taking full advantage of his skills as an engineer, whether they be railroad, mechanical, or civil. Also stepping down for a well deserved rest are Dave Parrott, Bill McLaughlin, and Bob Beard. I thank them all for two years of dedicated service to RLS.

The new board, elected at the November meeting is Bill Hesse; President, Rich Casford; Vice President, Tamiann Parrott; Treasurer, Brook Adams; Secretary, and with Bill Gardner, Al Bondesen, Dayna Adams, and John Lytle as directors. That's quite a blend of old and young, long time members and new, with an array of talents brought from other clubs and outside occupations. The board is, of course, only the focal point of the club, surrounded by about 150 of our closest friends and fellow railroaders. I'm sure we can depend on every one of you to help us keep the pilot between the rails....

The next year will be filled with challenges for both the board and the club as a whole. No sooner will we see the completion of the Columbia road project, than we will see the start of the long awaited Hunter park remodel. It looks like it's really going to happen this time. The final plans are shaping up, with a relatively minor impact on the railroad, if by 'minor' we mean a new station and realignment of the track at several places around the ball park loop. The big difference this time is that the club has been able to actively participate in the planning process. I spent a recent morning with the Parks Department and the general contractor as Dave Bunts and Ken Casford examined every inch of the right-of-way and liberally drew red lines and circles on every page of the drawings. Even the construction schedule is being written to work around, rather than over, the railroad. I can't promise we'll be running 100% of the time, but there shouldn't be any long shutdowns of the railroad this time. We should see some final drawings within the next month or so.

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

Receiving a big bag full of coal for Christmas is considered a really great present!!

With a new board in place, it's "full Steam Ahead" for RLS; at a safe and stately speed, of course.

I haven't come up with a glitzy title for this yet. "Words O' Wisdom" was already taken, and "Bill's Babble" just doesn't have the same ring to it. As with every aspect of the railroad, I'm open to suggestions....



The RLS Annual Dinner: January 23rd

By now, everybody should have received their notice and RSVP to the RLS Annual Dinner. This year's dinner is going to be a touch different. The first major change is a new location: This time around, we're trying out the Moreno Valley Towngate Center. Located on the dividing line between Riverside and Moreno Valley, it's only eight miles from the front gate of the RLS. The second major change is the date: We will be holding the dinner on Saturday evening, January 23rd from 6:00pm until 10:00pm. The third major change is our caterer. So, let's take each change line by line....



The Moreno Valley Towngate Center is a charming building located at 13100 Arbor Park Lane in Moreno Valley. It's easy to locate: From Riverside, just take the 215 south. Be sure to stay on the 215 when the 60 splits away from it at the top of Box Canyon. Continue driving about a half mile. Take the Eucalyptus Ave. exit. At the top of the off ramp, turn left (head east) and drive about three-quarters of a mile to Arbor Park Lane. Turn right on Arbor Park and drive for about 1000 feet. The Moreno Valley Towngate Center will be on your left. You can also go online to Yahoo! Maps (<http://maps.yahoo.com/>) and type in the address of where you'll be driving from in box "A" and enter the address of the Towngate Center in box "B". Your computer will then give you detailed driving instructions.

The Board of Directors decided to move the date of the annual dinner from the traditional Sunday evening to Saturday, January 23rd. This works out to be the day before our scheduled run day (Jan. 24) and will allow our out-of-the-area members to not only join us for the dinner, but will allow them to stay the night (should they choose) and play trains with us the next day.

And, finally, we are having Southfork Catering provide a wonderful Prime Rib and Chicken dinner. These are the same folks who catered our Fall Meet dinner and were given rave reviews by all who dined that evening. In fact, members were so impressed with the food, that they were still talking about it nearly a month later at the November Board of Directors Meeting.

To sum up, here are the basics: Mark your calendar for January 23rd, 2010; the time is 6:00pm; the address is 13100 Arbor Park Lane in Moreno Valley; Cost per person is \$30. It is *VERY* important to get your reservation and payment in right away as we are currently limited to 80 guests. Make your check payable to Riverside Live Steamers and mail it to: Glenn Maness, 25307 Alta Vista Dr., Moreno Valley, CA. 92557. The cut-off date for all reservations and payment is January 13.

Don't be left out! This is the one time a year that RLS members get to see other RLS members in clothing other than greasy jeans and a dirty t-shirt!



November 8th run day

Cold, cloudy, rainy, miserable: These words are least likely to describe the first run day of November. However, words like, “beautiful”, and, “perfect”, and “stunning” are much more closely related to the type of day November 8th turned out to be. Maybe the only “complaint” about the day was that there were only nine locomotives under steam.

First out was Ron Wilkerson with his venerable Pine Creek Railroad 4-6-0. Shortly after that, Brook and Dayna Adams began making laps on Lew Kader’s Great Northern 4-8-4. Rich Casford fired up the Casford’s big Pacific and pulled our public train until noon. Bob Cummings and his 2-8-2 stepped in to relieve Rich and pulled the public train for the remainder of the day. Also out keeping our rails polished was Josh Klanski on his coal-fired Hudson, the Parrotts’ on their Shay, Dean Willoughby on Randy Chase’s Atlantic, Don Phelps and his wife fired up their 2-6-0, and Bill McLaughlin and Tommy Bunts on Bill’s Rio Grande 4-6-0. Out, but not under steam, was Dave Moore who worked on some of the running gears on his big Challenger. Helping with the Brakeman duties were A.J. Benson, Nathan Parrott, and Jonathan Parrott. Keeping the public in line (the queue line, that is) was our ever-present station master, Glenn Maness along with his assistant, Tamiann Parrott. Between the two of them and our Brakemen, the crew safely loaded and unloaded 439 passengers!





Work Day and Monthly Meeting

November's work day was a busy and productive one. Road One's main concern now that we've had our Fall Meet, was to take the next several months to true our track. Ken Casford said something to the effect of, "There are too many low spots, too many high spots, and way too many spots that land somewhere in between. Then there's the kinks, mis-joints, and unlevelled areas... other than that, we're good!" With that, crews showed up and the work began to get the RLS mainline under control. Work began with the compound lead and the several hundred feet of mainline we placed in August/ September. There were also a couple of trouble spots close to Allen's Valley that needed attention before our next run day. A maintenance schedule is being set-up that will guide us through the winter months as the entire railroad needs attention.

Down in the compound, all of the steaming bays were cleared and cleaned, the leaves raked, and our club house scrubbed (the bathrooms put up quite a fight, but Tamiann Parrott was able to contain them...). Right around noon, the crews were tired, hungry and ready for a break. With that, everyone headed down to the compound for a plethora Subway sandwiches, chips and drinks and readied themselves for a red-letter Board meeting.

Dave Bunts called his last meeting as acting president to order at 1:00. General discussion ensued about the operating condition of our equipment and rolling stock, supplies for our souvenir cart, and of ways to accurately report problem areas along the mainline. A large portion of attention was given to Bill Gardner's city report as Riverside Parks Department enters the final stage of approval for the Renaissance Project of Hunter Park. It looks as though two areas will require us to relocate portions of the right-of-way. The first is at Summit Siding where we will need to move the track about 12 to 15 feet in order to allow a driveway into the south side of the compound. The total length that will need to be moved should be in the vicinity of 350 feet (including the siding). The other area in contention is along Iowa. This will be the larger of the two projects as everything from soccer curve to the junction of Vandenberg must be taken up. The entire right-of-way will be relocated to allow for new structures to be built within the Park and for our new (and finally permanent) station. This will, unfortunately, eliminate our trestle and the beautiful raised curve along Iowa Siding. In all, about 500 feet of track will need to be pulled up and relocated. The whole project is scheduled to go to bid late January, early February with work possibly starting in March. The whole venture is expected to take nine months to a year, during which time we may have to run short-loop for at least a few months.

With the end of our discussions and reports, the meeting turned to the counting of our ballots and the announcement of who our new Board of Directors is. Leaving the Board were Dave Bunts, Dave Parrott, Bill McLaughlin and Bob Beard. After the final tally, the new members were announced: Dayna Adams, Al Bondesen, Rich Casford, and John Lytle. With that, Dave Bunts ended his two years by allowing the new Board to enter into executive session for the appointment of positions. About ten minutes later, the new Board returned and announced the following: Bill Hesse will be the acting President, Rich Casford will be Vice President, Tamiann Parrott will continue as Treasurer, and Brook Adams will continue to be the Secretary. John Lytle, Al Bondesen, and Dayna Adams will join Bill Gardner as directors of the RLS.

Our best wishes go out to our new Board of Directors! Be sure to congratulate (or give your wish of sorrow) to each of them as they guide our club through the next two years of unprecedented times and growth.



A Couple Safety Concerns (part 1)

Besides being the only “Steam Only” club in the United States, the Riverside Live Steamers takes great pride with the safety of our members and the public we give rides to. Even though our operating record has been unblemished for many years, it is still good to be reminded of the first of two safety concerns: Speed.

On prototypical railroads, the saying is, “Speed Kills”. Though we operate trains on the scale of one-eighth the size of full scale, speed is a precarious physical attribute to our hobby. Add the “troubles” of operating in a public park (rocks placed in our switches, on our trestle, and all along the south-eastern corner of our right-of-way) speed then becomes down-right treacherous. Mix with those hazards with the pressure of our boilers, the heat of the fires, the fuel being burned and the weight of a train, speed then becomes extremely dangerous.

Let’s take the weight of an average scale locomotive and tender (approx. 1000 pounds for a 2-8-0), six RLS cars (750 pounds) and 9 average adults (1800 pounds) and set all that weight into motion at 5 miles per hours. The resulting energy (almost 3000 foot-pounds) is the equivalent to a baseball moving at 550 mph! Take the same train as above and move it at 12 miles per hour, and the subsequent force (17,000 foot-pounds) is akin to a baseball moving at 1200 miles per hour!!

Let’s bring this example back to our hobby: The amount of force exerted on a child who just stepped in the way of our train moving at 5 mph has the potential of causing serious (possibly even life-threatening) injury. Same train, different scenario: think of the force exerted by our train as it hits a car driven by a careless driver over our crossing. Same train, yet another scenario: think of the amount of energy that needs to be dissipated when kids fully derail the train on our trestle. It will be much greater as we now have to include the space between the rails and the ground. This kind of energy isn’t something to toy around with... it is dangerous and has great potential to seriously injure people plus ruin equipment and property. Remember, so far we’re only dealing with the force of our train, we haven’t thrown into the mix the injuries caused by the heat of steam and/or fire. So, think about this and **SLOW DOWN!** RLS has a speed limit of six miles per hour for a reason.

Send in Your Dues

Well, the title basically says it all: get those dues sent in, folks. Regular members are \$50, non-resident members are \$25, and the junior members (under 16) are \$12. Your dues are due before January 1st, 2010.



November 22nd Run Day

Yet another stunning day invited the RLS members who showed up to run trains on this day. Temps were hovering in the mid to upper 70's, the sky was clear, the deciduous trees were showing their colors, and steam ruled the rails once again. In all, eleven locomotives took their run on our rails!

Out with their locomotives were Ron Wilkerson (4-6-0), Chris "I'm normally not this lucky" Enright (upright boilered, lots of exposed moving parts, very cool locomotive thingy), Rich Casford (4-8-4), Paul Quick (4-4-2), Brook Adams (4-8-4), Dave Parrott (Shay), Dean Willoughby (4-4-2), Bill McLaughlin (4-6-0), Bob Cummings (2-8-2), Because the 4-8-4 wasn't enough, Rich Casford also brought his 4-6-2, and Warren Peterson (4-6-0). Brakeman duties on our public trains were shared by Ryan Turley, A.J. Benson, Jonathan Parrott and Nathan Parrott.

Trains stayed out until 4:00 when, as the sun set, the temperature dropped quickly with it.



A Letter from Gene Allen

Thought I would write and tell you what a good time we had at your fall meet. Everything went smooth. The weather was great and the barbeque first class. The guy did the tri-tip the best I have ever tasted at a barbeque. It was nice meeting old friends again, some I had not seen for several years. I did a count and there were ten Allen models there. Thanks again for a great weekend! Gene Allen.



Merry Christmas, Everyone!!



On year ago, on November 23, 2008, Brook Adams pulls the throttle of the Hunter and brings out the first train from our newly dedicated Noble/Quick Building. The dedication ceremony was a touching moment in RLS history.

COMING EVENTS:

Dec. 13: Run Day: Eastbound, outer loop
Dec. 19: Work Day and Monthly Meeting
Dec. 27: Run Day: Eastbound, figure eight

Jan. 1st: **New Years Day Run (bi-directional)**
Jan. 10: Run Day: Westbound, outer loop
Jan. 16: Work Day and Monthly Meeting
Jan. 24: Run Day: Westbound, figure eight

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 Days) are the 3rd Saturday followed by the Monthly Board of Directors Meeting at 1:00 p.m. at Hunter Park.

OFFICERS

President: Bill Hesse
Vice President: Rich Casford
Secretary: Brook Adams
Treasurer: Tamiann Parrott

DIRECTORS

Bill Gardner
 Al Bondesen
 Dayna Adams
 John Lytle