

THE RLS CHRONICLE

News of the Riverside Live Steamers



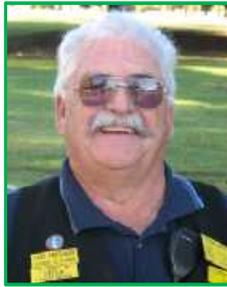
March 2011

**“Words O’ Wisdom”
Run Days, work days
State of the Park
Plus so much more...**



This is what it's all about

Steam! We love the look of it, the smell of it, and the sound of it. Steam is a link to our history and those times when the iron horse ran free across our great country. It is the reason our club exists today. The early afternoon sun of February 13th provided the perfect lighting to photograph Tom Lawson's stunning Berkshire. This is what it is we live for: Steam!



Glenn Maness' Word's O' Wisdom

Well hello again everyone! Here we are in the third month of a new year already. Time sure flies when we are having fun on our great railroad.

The reconstruction of the park is moving along. The playground equipment has been installed, the restrooms have been built along with the baseball backstops and the parking lots have been paved. Things are looking a little better around the park. The contractor is working on the weekends to get caught up.

The run day on Sunday was one of the best one's we have had since moving back to the Columbia station site. The weather was great, no problems on the rail road and we pulled 206 passengers. What a day.

Need to talk about something very important to our railroad: **Compound Security**. We have really been lax on this.

Everyone should be concerned. There have been too many adults and kids walking in the compound without a visitors badge or escort. We don't need the kind of problems that this can cause. Let's all be a little more observant while in the compound.

Looking forward to having our fall meet in Oct. Still a lot of work to do, but we can get 'er done!

Until next time,
Glenn

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

After watching the "Riverside Live Steamers 2010" DVD for the 20th time, it still brings tears of joy to your eyes.

RLS Rulebook Rule of the Month

Practicing these will make our run days that much better!

Rule Number 208:

- a. Engineers and trainmen are equally responsible for the proper alignment of switches.
- b. All switches must be returned to the normal position after use (normal position is the designated route of the day).





February 13th Run Day

What started out as a chilly morning (about 46 degrees), turned into a wonderfully pleasant day by 10:00. This translates into: A great day for steam! Several locomotives came under steam and many RLS members come down to enjoy the afternoon sun. Making sure the polish on rails remained in place were Tom Lawson (2-8-4), Bob Cummings (2-8-2), Ron Wilkerson (4-6-0), Bill McLaughlin (4-6-0), Jonathan Chase (4-4-2), and Dave Parrott (Shay).



The club's C-16 was scheduled to be engineered by Brook Adams, but problems with the injectors developed, thereby grounding the 2-8-0 for the day. However, the public was treated to being pulled by Tom's immaculate Berkshire for the day. The mighty Berk delivered the goods: Tom ran all day without a break and the locomotive never skipped a beat!



Also out, but not fired up was Dave Moore and his giant 4-6-6-4. Dave (with Nathan Parrott acting as Dave's right-hand man) has been working on the brake system for the mighty Challenger. Once fixed, the locomotive will be back out on the rails (who's looking forward to seeing that thing pull every car we have in the club??).

No run day can be complete without a good station master (Glenn Maness and Tamiann Parrott), a set of well-trained brakemen (A.J. Benson and Al Bondeson), and a very competent Operation's Supervisor (Rich Casford). Without these fine folks, the run day couldn't have gone as smoothly and would have been far less fun.

Riverside Live Steamers 2010 DVD

If you weren't among the lucky few (well.... 60 people) who received a copy of the DVD shown at the RLS Annual Diner this year, thanks to Dean Willoughby, all you need is an internet connection. The video is now among the millions of others on YouTube. There's a couple ways to see it: You can go to our website (www.steamonly.org) and click on the link on the left side (this is the easiest way). Or, you can go to YouTube (www.youtube.com), then type "Riverside Live Steamers" in their search box. Once the page loads, scroll about three quarters of the way down and look for the video named "Riverside Live Steamers 2010". While you're on the YouTube site, take a look at the many videos about RLS, include some from as early as 1987!



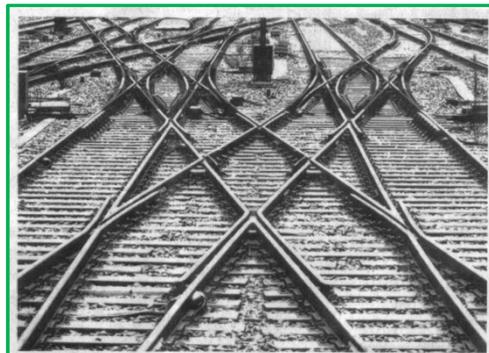
February Work (fun) Day and Monthly Board of Director's Meeting

Rain or shine, there are always things needing to be done at the RLS. And, rain or shine, there's always someone crazy enough to go out and get them chores done. What was supposed to be a rainy day (according to the weather people) on Feb. 19, turned out to be cool, and dry. Only once did it actually rain, but only for 5 minutes... and only as a very light sprinkle. However, because of the threat of rain, the showing of ready-to-work members was rather low. But, work still got done!

Two groups formed: One headed out to walk the right-of-way to chop, mow and pull weeds while the other group stayed in the compound working on electrical, the fuel pump, the club's C-16, and general cleaning. Though the day's main project could not be completed (repair and replace the sections of track that were removed by the contractor to place in a drainage tunnel), more than enough work was finished to make our Road Masters happy. Everyone was now ready for the lunch treat: Norma Casford's chilli!

By 1:00, with everyone being well fed and ready for their afternoon nap, Glenn Maness called to order what became a very interesting Board of Director's meeting. The first of the highlights was presented by Bill Gardener, our city liaison. The contractor has graded the Summit siding section of our railroad. Though not complete (they have to complete the area for our siding), their work is commendable and could be ready to lay track by mid-March. The BoD decided that, even though we are all anxious to re-lay track, it would be best to wait until the contractor is completely done in that area (they are building the ball park, grand stands, and a park maintenance building by Summit). Also, the entire area around our small loop has been mowed and graded as the contractor readies to replant grass and trees.

Toward the end of the meeting, Bill Hesse gave a very interesting and informative show-and-tell presentation about the automated switch machines that he and Mel Hitchcock have built and an automated signaling system for the new station area. Though very different (one works with sprockets and a chain, the other works with rack and pinion), Bill's system can operate both. It can also be set to manual operation (switches become as they are now, fully manual), or it can be automated assist (a dispatcher can throw all the switches and signals), or fully automatic (the computer routes trains, throws the switches and signals). It was pretty impressive... and it can grow to accommodate the entire park, should it be decided to go that way. Bill and Mel will temporarily install their switch machines, some signals, and the operating system at the Columbia Station as a shake-down run before permanent install over at Iowa.



What Bill Hesse dreams about each night... with a big cheesy grin on his face.

If there is anyone interested in submitting either designs or completed switch machines, we'd like to hear from you! Please, contact Bill Hesse for more information.



State of the Park

Even with the rains over the past few weeks, a lot has been happening with the park's Renaissance Program. As reported earlier, the contractor has readied Summit for our mainline to be replaced. That's on the west side of the park. Over on the east side, there have been some big happenings. The children's play area/jungle gym is nearly complete and, as promised, is all railroad and "Old West" themed; the two baseball fields are nearly ready for grass; and the first two of several building (including our station) are almost complete.



Although some may disagree, the play area is fantastic! Actually, the play area is two separate, large "sand" boxes: In one, a jungle-gym style steam locomotive (with passenger train) is set next to a small station (appropriately name "Hunter Hobby Park"). Next to both of these stand a tall water tower which houses a series of ladders and slides. The second play area is the "Old West" town, complete with a two-story "Hunter Hobby Hotel", a down town section, and three horses that seem to be racing into town ("Tonto no go to town...").



To the northwest of the play area, and close to the Vandenberg Crossover, are the basketball courts. These are nearly complete, with only the backboards, hoops and nets needing to be installed. To the south of the play area, are the new bathrooms and snack bar building. These are being built right next to the location of the new Iowa Yard. East of the snack bar (and across the tracks of the new yard) will be our new Station. And just east of that are the new parking lots, now paved and ready to be painted.



On the far southern end of the park, the crews have nearly finished the two huge baseball fields, complete with enormous backstops, bleachers, dugouts and drinking fountains. Between the baseball fields are another set of bathrooms (about half way down our straight-away). Lastly, but certainly not least (out of pure, rightful concern) is the soccer field, which is situated between the far outfields of the ball fields and Creighton's Cutoff.

At the pace the construction workers are going, it would not be surprising to see the foundation of our new station poured within the next month!



February 27th Run Day

Five days prior to our run day, several members were getting concerned: the weather folks were predicting a nasty winter storm from Friday the 25th through Monday the 28th. The storm arrived right on time and brought with it about two inches of rain, and snow levels down to the 1000 foot mark. It was kind of calamitous (for those members who live in other areas of our great country, please note that Southern Californians barely understand the concept of rain, let alone two inches of it. Throw in snow down to the 1000 foot level and it's complete anarchy here...) However, it seemed the great rain gods took pity on us, and granted Sunday, February 27th to be a spectacular "rain free" day! Like ducks on a June bug, RLS folks made their way into the compound to perform our ritual of getting greasy, making fires burn, steam show and wheels go round.

Due to the anticipated inclement weather, not as many locomotives came under fire as should have. Out for the day were Ron Wilkerson (4-6-0) and Bill McLaughlin/Richard Miller (4-6-0). Also out for a first run was Lew Kader's sparkling green "Crescent Limited" 4-6-2 engineered by Zip Ziepke. Unfortunately, the locomotive made it up to the mainline and had to return to the compound due to a suspension problem under the tender.



Brook Adams fired the C-16 and pulled the public train. Bob Smith was the relief engineer for Brook. Our brakemen for the day were Tamiann Parrott, John Lytle, and Skip Borsuk. Glenn Maness was our kindly Station Master and was assisted by Tamiann Parrott. The Operation's Supervisor for the day was Dave Parrott. Brook wants it to be noted: for the first time in MONTHS, the public train was on time and arrived at the station for its first "revenue" trip at 9:55am. Nee-ner nee-ner nee-ner.



Two other locomotives were out but not under steam: Dave Moore's 4-6-6-4 and the Parrott's Shay. In all, about 30 members made it to the club to enjoy a really terrific day for steam!



Ridgecrest RLS Meet

Over the pass and through Adelanto, passed "Four Corners" and North of Johannesburg lies our dear friends of Ridgecrest: The Sagebrush Short Line. Every year, George and Linda Pruitt put on a series of invitational run days for the various railroads of Southern California. The run day for the Riverside Live Steamers has been set for April 29, 30, and May 1st (Friday, Saturday and Sunday).

The RLS Invitational has become rather popular as more and more folks and locomotives make the trek out to the Pruitt's railroad to enjoy our hobby and the fresh desert air. If you haven't been out to Ridgecrest, it might be high time to take advantage of the invitational. The railroad has seven steaming bays, a locomotive lift/round table, approximately 3000 feet of mainline, a small town, trestles, automated switches, and is fully signaled.

Also, the Ridgecrest folks have scheduled March 25 & 26 as their Spring Meet. This meet generally attracts locomotives and steam equipment from all over Southern and Central California. And, being out in the desert, the weather at this time is very pleasant.

If you'd like more information about either of these events, contact the Pruitts at ipruitt@iwvisp.com. Be sure to ask about the dinners, potlucks and which hotel gives a break to RLS members for attending the Sagebrush Short Line meets.

See you there!





One Year ago in March, the rains had fallen heavy for several days prior to our run day. The result was what became one of the last times our pond would fill with water. Since this picture, the pond has been leveled and drainage pipelines installed to keep the rain water from settling.

COMING RLS EVENTS:

Mar. 13: Run Day

Mar. 19: Work Day and Monthly Board Meeting

Mar. 27: Run Day

Apr. 10: Run Day

Apr. 16: Work Day and Monthly Board Meeting

Apr. 24: 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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