

THE RLS CHRONICLE

News of the Riverside Live Steamers



October 2011

**Ticket to Iowa
Soft-opening Scheduled
The Last Eighty Miles
Run Days and Work Days
Time to Vote!**



First train into Hunter Station/Iowa Yard!

This has been a momentous month! We've reconnected the outer loop and can (with care) make trips around the perimeter of the park. There's plenty of rich-green grass growing throughout the park. But probably the most significant moment signaling the end of our "short-loop-only" era was when Ron Wilkerson eased his ten-wheeler into our new station on September 11th. We've made it!



Just in case you missed this in last month's Chronicle--

PLEASE READ:

EXTREMELY IMPORTANT OPERATING ANNOUNCEMENT!

We have been able to negotiate with the City and the Contractor the ability to continue working on the track and operating our railroad during work days and run days throughout the many weeks it will take for the hydro-seeded grass to establish a turf lawn in Hunter Park. This permission carries a hefty responsibility that EACH member of the Riverside Live Steamers cannot take advantage of, thus ruining our ability to continue to enjoy (and work on) our railroad during this period.

FOLLOW THESE RULES:

1. **No public operations will be permitted by the City during this period.**
2. **Once outside our compound, you MUST remain on our track right-of-way! DO NOT WALK off our right-of-way into the dirt, grass or any planted surface.**

We are responsible for our own member's activities in the park. If members or your guests walk into the park and leave footprints in the dirt, grass, or planted areas, the City will completely close the park access to RLS until the grass lawn has been established. We can and will lose the ability to enjoy our facility and be far behind the task of getting our railroad ready for the Grand Opening of the New Hunter Railroad Park.

**IT IS UP TO EACH ONE OF US TO MONITOR OUR
ACTIVITIES AND MAKE SURE WE ALL STAY WITHIN THE
TRACK RIGHT-OF-WAY DURING THIS TIME.**



Glenn Maness' Words O' Wisdom



Hey, its **Green!** Hunter park is green again, it really looks great!! Our railroad is all back in one piece thanks to the hard work from all of you who helped over the last three years on our reconstruction project. There was a lot of sacrifice from everyone and in the future we can stand back and say, We did that!!

Today was our first run on the full railroad. What a thrill! Everyone sure seemed to have a great time. Ron Wilkerson was the first one out with no derails, that's a testament to the skilled hands of the workmen. Everyone needs to come on down and enjoy our new railroad and the **Green.**

We now have a new security system with new cameras; Bill Hesse is putting it all together for us. Now you can be a T.V. star every time you come into the compound.

Don't forget, elections are coming up next month, also our yearly dinner in January. That is really not that far off, so put it on your calendar.

Did you Know ?

In 1925, when happy Davis was set to begin working as a Pullman porter, he received this warning; "You won't see your family hardly ever." His response was, "More power to it."

Until next time, Glenn

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

For you, the "Green Movement" fad simply means lots and lots of green grass at Hunter Park.

Only Two Spots Remain

This is the last chance for anyone who is considering on becoming a brakeman for the RLS. Bill Hoey's Oct. 29th class is just about full: two spots remain. Once those spots have been accounted for, it may be another 6-12 months before the next brakeman's class will be held. To get on the list, e-mail Bill at willcal770@socal.rr.com.



September 11th Run Day

Only a few locomotives made it out of the compound on this crystal-clear, early Fall day. But that doesn't mean that nothing significant happened this fine day. Indeed, it was a rather momentous, red-letter day for the RLS. But, unfortunately, it went semi-unnoticed and without the pomp and circumstance deserved.

Out for this beautiful day was Dean Willoughby on his Invicta, Bill Mac with his 4-6-0, and Ron Wilkerson on his 4-6-0. About ten other RLS members and a few guests came down to the park to admire the green grass while they made a lap around the short loop. But the semi-unnoticed "moment" of the day began right around 12:30pm.

On this day, almost the entire mainline was in place. A mere 60 feet of track remained missing from being able to complete the outside loop. Inside our new Iowa Yard, all the tracks were in place, but most of them needed to be leveled and tamped. It became Ron Wilkerson's quest to become the first engineer to bring a train into our new station. Before he left, he sold a couple of tickets to Larry Jongerious and Wesley Peterson (actually, he cajoled them to going so they could clear the rocks from the many crossings and switches, and to lend the muscle needed in case of a derailment), and thus the movement became "The Ticket to Iowa".

Over the next 30 minutes, Ron, Larry, Wesley and the train made their way down the south leg of Vandenberg, up to Summit, past Big Tree, along the straight-of-way, over all the new crossings, past the new homes of our wig-wag and ringing crossing buck, and finally to the approach of Iowa Yard. But, due to ballast rock fouling the points of every switch in the yard, Ron decided it might be best if he called the trip "good enough" and back his way to Allen's Valley for water. But Bob Smith, who was working in the yard at the time of Ron's train's arrival, said, "Oh, no you don't." So, he, Larry, Wesley and Dave Parrott all pitched in to clear the rocks from three switches and level a few places in order for Ron to pull into the yard and make a run-around maneuver. Finally, at 1:16pm, Ron eased his train into Iowa Yard and stopped in front of the Hunter Station. In this one moment, the fourteen months of back-breaking labor, sweating, bleeding, cursing, and waiting came to an end... with only five RLS members witnessing the historic moment. But there were still many hi-fives and lots of smiles.

For the entire pictorial of the "Ticket to Iowa", go to www.steamonly.org.





It's A Hobby... (By Brook Adams)

(Though the outer loop is connected and Iowa Yard in working order, what Brook has to say is very relevant and deserves the thoughtful pondering of all our members)

As I write this, we are some eighty or so feet from completing the outside loop of the railroad, with maybe another one hundred feet (give or take) to finish off the north yard lead to the Iowa Station. Our Roadmaster and our able-bodied Contractor Wrangler/SMP/Safety Officer/Vice President have seen fit to give everyone a break this Labor Day weekend, thank you.

As of now (between the Columbia Overpass Project, the Hunter Park remodel and the relaying of so much track), the overall mood has the sense of the last eighty miles during a long, non-stop cross country road trip: The end is in sight, you're nearly there, you just want to "get home". We have been in construction-project-mode for so long (take up track, put down track, repair track to take it up and put it back down again) that I think we may need a reminder of which way home is.



Individually, "finding home" is getting the railroad back together so we can operate our trains over the entire railroad. But, as a Club, Article II of our bylaws *is* the Ol' folded map in the glove box, the GPS on your dashboard or the online map service on your phone or computer:

Article II - "Purposes: The Riverside Live Steamers is a non-profit organization to promote the building, operation, interest and enjoyment of live steam locomotives or other live steam engines as a hobby and to educate the people and children of the area regarding the steam engine".

RLS has an agreement to operate and maintain the City's railroad and equipment, but our *Club's purpose* is clearly defined in Article II. As the railroad comes back together and we begin our Public Train operations in a couple of months, I believe we need to be sure to view issues, situations and ideas through the prism of Article II.

The last three years have been dynamic (to say the least) for our railroad. The widening of Iowa Ave., the Columbia Overpass, and the Hunter Park remodel have all had their effect on the Club and the railroad as a whole. Hang in there!

Just eighty more miles... we're almost there.

Brook A.



September 25 Run Day

Just as the Sept. 11 run day was very extraordinary as the first train pulled into the Iowa Yard, this run day was nearly as significant: under a hazy sky, and mild temperatures, Sept. 25 became the last required short-loop only run day!

The new bright-green grass of Hunter seemed to symbolize a new beginning of the next chapter in RLS history as three steam locomotives fired up and made their way onto the short-loop. First out was Dean Willoughby with his Invicta, followed by David Lazarus who was test-firing a friend's Berkshire, and finally Dave Parrott with the family's Shay. About 15 other members showed up, each of them riding behind either the Shay or the Berk, all of them commenting how refreshing and enlightening the park looked with so much new grass covering what was barren earth only a few weeks prior. Later in the day (after a bout with a fowled injector), the Parrott's Shay repeated the same trip Ron Wilkerson took two weeks prior: A trip to Hunter Station and Iowa Yard.

As each locomotive blew down, there was an up-beat sentiment that everyone felt: In the following week, the contractor would be pulling all of the heavy equipment from within the outer loop. It would only take a day for RLS crews to place, level and tamp the final sixty-feet of missing track.

It meant the Oct 9 run-day would be running full loop: Which meant, indeed, Sept. 25 was the last short-loop run day!



Time to Vote!

As it happens every year, it's time for RLS members to vote four folks onto the Board of Directors. So, in the next week or so, we will all receive a ballot by mail. Please, carefully consider four folks you'd like to see on the BoD from the list of seven: Brook Adams, Chris Enright, Bill Gardener, Bill Hesse, David Lazarus, Bill McLaughlin, and David Moore.

Also, take time to thank the four whose terms have come to an end: Dana Adams, Al Bondesen, Rich Casford, and John Lytle. These folks have resided over some very trying times during the Hunter Park Renaissance Program.



Fast and Furious Work Days

September was yet another month of work days scheduled for every Saturday. The big push was to level and tamp all of the newly laid track from the previous month, and to grade, lay, ballast, level and tamp the final eighty feet of track to complete our outer loop. It seemed the Fates worked against us as each work day was held on the hottest days of the month. But, with the perseverance of about 20 RLS members, the final track panel was positioned and locked into place on October 1st. Prior to this day (throughout the month of September), RLS members graded and placed several hundred feet of track in the new Iowa Yard. This included the moving, shoveling and raking of several tons of ballast rock; the placing, removing, placing, removing, and finally placing of the north Iowa Yard main switches (long story... ask Dave Bunts... he can add a lot of humor to a torturous story); and finally the placing, ballasting, and tamping of a couple hundred more feet of track on the north lead to the new yard. But folks, it is done!

What a “journey” it has been beginning in late May 2010, with the gradual death of our lawns, being limited to our short loop, to the “Age of the Canyon Lands” (Late Sept through April 2011), and passing the “Era of Crossings”(March/April 2011). The club has removed and replaced well over 1500 feet of track. Let us now enjoy the fruit of our labor as we enter the age of the “New Hunter Park” and can begin to use our outer loop!



Soft-Opening of the Park!

This is an “All Hands” alert: Hunter Park is scheduled to have its official “soft-opening” on **December 10, 2011!** As it stands right now, the city officials, their families and invited guests (about 600 – 800 people) will be arriving early Saturday morning to dedicate the new Hunter Park. We are going to need a “train” load of RLS members on hand: a minimum of 5 locomotives to pull passenger trains; that means we’ll need a minimum of 5 brakemen (take the class!); we’ll need several folks to attend switches in Iowa Yard and in Allen’s Valley; we’ll need lots of Hunter Station help; and someone to assist Santa Claus. Yes, Santa will be making an appearance during the dedication ceremonies. Locomotives will need to begin steam-up right around 7:00 a.m., as the first trains are expected to carry the public by 9:00. Of course, plans are able to change as we get closer to the date, so please check the Chronicle and our website for updates.



It looks like a very bad dream: One year ago, “de”-construction crews had dug the park’s “Grand Canyon” in order to install a new drainage system. As you can probably guess from the amount of dirt over our crossing, trains had not been able to run since the Sept. 12, 2010 run day, and wouldn’t be able to do so for another month. Also note: Hollywood Siding had not been relocated yet.

COMING RLS EVENTS:

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| Oct. 1: Work Day | Nov. 13: Run Day (no public) |
| Oct. 9: Run Day (no public) | Nov. 19: Work Day and Monthly Board Meeting |
| Oct. 15: Work Day and Monthly Board Meeting | Nov. 27: Turkey Run Day (no public) |
| Oct. 22 & 23: Run Days (Mini Fall Meet) | |

For info on extra work days and park updates, 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

OFFICERS

- President:** Glenn Maness
- Vice President:** Dave Bunts
- Secretary:** Rich Casford
- Treasurer:** Dean Willoughby

DIRECTORS

- Dayna Adams
- Al Bondesen
- John Lytle
- David Parrott