

# THE RLS CHRONICLE

News of the Riverside Live Steamers



September 2011



Seeds to Sow  
Meets to Attend  
Tracks to Build  
Locomotives to Run



## Things to get excited about...

**Upper Left:** Our wig-wag (now on the south side of the park) guarding its new pathway crossing. **Upper Right:** Dave Lazarus leveling the grade on the north Iowa Station lead. **Lower Left:** Putting the pieces of the puzzle together. **Lower Right:** One of many new Hunter Hobby Park crossing bucks standing proud above Allen's Valley.



Just in case you missed this last month--

# 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



Hello to everyone again. Another month has passed making it that much closer to the completion of our railroad. Every time I get the chance to go by, it looks better and better every time. To all our members who have spent so much time working on the weekends in the hot sun: thank you, thank you, for all your time and dedication to our railroad.

As most of you know, I've had knee surgery and have been down almost two months now. I hope to be fully recovered soon so I can get back to work with the rest of you, I sure miss it. Maybe I can at least tamp some ballast.

Just need to remind everyone about the rules: stay on the right-of-way when walking in the park. This is really important. Can't wait to see it all green again and our trains with a full head of steam, making their way around the completed railroad.

**DID YOU KNOW:** A train ran so slow, one of the passengers got frustrated and tried to commit suicide. He ran ahead for a half mile and laid down on the track, but he starved to death before the train got there. Well, with that, "See ya next time."

Glenn

### Coming Soon:

It has been a good deal of time since we last had a Brakeman Class. But, as good things come to those who wait, on Saturday, October 29<sup>th</sup>, 9:00am, our fearless Brakeman's Class leader (Bill Hoey) will once again, instruct those who wish to become part of the elite group who proudly wear the RLS "Brakeman" badge. The class will last through the morning and into the early afternoon, as each person is put through the ringer of Brakeman protocol. Written exams, real-world scenarios and a 10 mile hike from Hunter Park to the top of Mount Rubidoux and back (well... maybe not the hike) are all packed into a comprehensive class of Brakemanology. This is also a required class for those who wish to become a Hunter Engineer.

Space for the RLS Brakeman's Class is very limited, so be sure to R.S.V.P. Bill Hoey at [willcal770@socal.rr.com](mailto:willcal770@socal.rr.com).





## August 14 Run Day

Considering the heat wave that had overtaken So. California, RLS had a nice turn-out of members who fired locomotives, took turns riding the rails, and sat in the shade while enjoying each other's company. Yes, it was hot, with temps reaching that magical 100 degree mark, but due to the dry air and a light breeze, the heat really wasn't all that stifling.

Before day's end, seven locomotives had come under steam and many miles were racked up on the mainline: Bill McLaughlin (4-6-0), Dean Willoughby (0-4-0 Invicta), Ron Wilkerson/Adams Family (4-6-0), Scott Horgan (2-6-0), Robert Butler (2-6-0), Jonathan Chase (4-4-2) and Bob Cummings (2-8-2). Down inside the compound, under the watchful eye of President Maness, Ryan Turley felt Glenn's upright-boiler 0-4-0 logging locomotive needed some good ol' fashioned TLC in preparation of receiving its eventual boiler test/certificate.

Out on the mainline, the Parrott family and Cody Gates continued the "Right-of-Way Reclamation Project". Due to a comedy of errors, the park's contractor re-ballasted most of our mainline. Unfortunately, most of the mainline did not need any new ballast. The result was ballast rock piled equal to and (worse) over the top of the railhead. Rich Casford designed and implemented the use of the "Big Blow" car: Using two high-power leaf blowers, it blew the rock out from the center of the track and up to 4 inches from the outside edge of the rail. Unfortunately, it left piles of ballast on either side of the track. Using shovels and rakes, while making multiple passes back and forth on the railroad, the Parrotts/Gates crew pulled the ballast out and away from our track (2 feet on either side) from Allen's Valley, up Vandenberg Grade and around to the Columbia Yard. This has become the RLS walking pathway during the time the park's new lawns grow (see page 2).





### **The Board of Directors Needs You!!!**

We are lucky to belong to a club that is full of good folks, steam locomotives, and tradition. The RLS traditions follow in the steps of those set up by the Founding Fathers of our great country: A democratic representative republic. November 2011 not only is the time Americans make their way to the voting booths, but it is also the time to tally the votes RLS members made concerning the body of our Board of Directors. However, before ballots can be printed and a vote taken, we need the names of every member who is interested in guiding our club through the next couple of years. The time is now:



If ever you felt like you could make a difference in our great club; a difference based on our traditions; a difference through the decision-making process on our Board of Directors, then we need you to speak up! Come the November 19th RLS meeting, the terms of four of the eight Board of Directors will end (Dana Adams, Al Bondesen, John Lytle and Rich Casford).

Yes, "It's a hobby, not a job." But, without a Board of Directors guiding us through the thick and the thin, the RLS will cease to exist (it's in the by-laws). The job not only includes making vital decisions, but also includes lots of laughs, a kinship like no other, and deep satisfaction that you really do make a difference.

We ask that each and every one of our members seriously ponder a run for the BoD. Please, if you're interested, see a current Board member so they can add your name to the ballot.

### **Mark Those Calendars:**

The Month of September has two great meets for RLS folks to attend: The Chula Vista Live Steamers on Sept 2, 3, 4, 5 and the Sagebrush Short Line (Ridgecrest Live Steamers) on September 23, 24, 25. All RLS members have been cordially invited to both railroads. Call or email both clubs, as there are dinner events during each of the meets that you really don't want to miss. To contact the Chula Vista Live steamers, email them at [tburzio@burnhamshops.com](mailto:tburzio@burnhamshops.com) or call (619) 804-5759. To contact the Sagebrush Short Line, call George and Linda Pruitt at (760) 375-9554 or email them at [lp Pruitt@iwvisp.com](mailto:lp Pruitt@iwvisp.com).

As always, there will be trains, good food, and (most importantly) good people enjoying our unique hobby.



## August Work Days

Each Saturday during the month of August was either a special work day or the regular work day. RLS members had one goal: Under the direction of Road Two/One, Rich Casford, and our enthusiastic Vice President (Club Cheerleader?), Dave Bunts, we have laid hundreds of feet of mainline, plus the yard leads and yard track at the Iowa Station. Each Saturday, between 12 and 27 members showed up to lend a hand, digging, shoveling; building, carrying, placing, leveling and tamping track panels; surveying right-of-way; raking, right-of-way reclamation, weed spraying; weed pulling, toilet scrubbing, and any number of other jobs that needed doing in the compound and elsewhere in the park. The coolest of these days was August 6<sup>th</sup>: 92 degrees. August 27 brought a temperature of 108 degrees.... in the shade. And, you guessed it: most of the work is done in the direct sun. Talk about a dedicate group of folks (who truly have no life)!

The result of this fanatic display of railroad fanaticism is something to see: The southern lead into the station and yard is connected to the outside loop and nearly ready for the weight of a locomotive and train. The northern lead is complete and the Vandenberg grade (figure-eight) is only 20 feet from being fully laid in place. Also, the north side of Iowa Yard is placed and ready to be bolted together, graveled, leveled and tamped.

As we worked, so did the park's contractor: planting trees (LOTS of them), installing a train-themed rod-iron fence (a Shay, of course!), and spraying the hydro-seed. As of this writing, about half the park has been seeded. Because the new seed must be kept wet, the park's new sprinkler system is constantly on (in groupings) and the ground immediately off of our mainline is very wet and muddy. Please, stay on our right-of-way!

We're very close! Come on out and be part of history (or at least be part of the RLS twice-baked, 100+ club. If you were there, you'd understand).





## August 28<sup>th</sup> Run Day

To be perfectly honest, there was not a whole lot of action at the club this day. In fact, it'd be a good bet that if we were still pulling the public, today's public train would have been cancelled. Why? The heat! Need an example? Ron Wilkerson pulled his locomotive out of the Noble/Quick Building, added water to the boiler, and before he lit the fire, he had 25 pounds of steam. Need another example? When running a locomotive, we generally wear gloves (those valves and knobs get mighty hot). However, today, we wore gloves simply to shake hands as we said howdy to each other. Folks, by 11:00, it was 103 outside!

Only three locomotives came under fire: Bill McLaughlin's 4-6-0, Ron Wilkerson's 4-6-0 (engineered by Ron, Brook Adams, and Scott Horgan) and Ron's mogul (engineered by Brook and Scott). Yet, even though the heat and humidity was stifling, you should have come down to see the park. With many areas hydro-seeded and the many trees that have been planted, our park is really looking like "home". Also, while taking a ride around the short-loop, if you were lucky, you would have been sprayed by the fancy, new-fangled sprinkler system!

RLS was also visited by a couple of guests (and previous members) from Durango, Colorado: Andy and Lucille Seaz who are down visiting family and friends. Recently, the Seaz donated a unique black-and-white print to the club of a locomotive in quit the pickle at the Taylor Yards of Los Angeles. The Seaz are the owner/operators of the Animas Valley Railroad and Museum just north of downtown Durango.

Though there were only a few trains out, the sound of steam was heard well into the evening as Scott Horgan and the Adams Family (snap snap) made sure our rails felt adequately used and polished.

## e-Chronicle

Just a friendly reminder for those who have not signed up the e-Chron: It's cool, it's in full-color, and you get it the moment it's released. No waiting by the mailbox anymore! Just e-mail Dave Parrott at [parrottsroost@verizon.net](mailto:parrottsroost@verizon.net) and say, "Sign me up!"



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

With the reading of each new "Addicted to Live Steaming", you think, "Okay... that's scary true... and crazy weird."



One year ago, we were “out of business”. Anyone who thought they could fire up and run their locomotive would have soon learned how to “Big Hole” their train. A few of the more “unconventional” members pondered an Evel Knievel move, but to no avail. As the new infrastructure for the park was placed, this 14-foot deep trench crossed our compound lead and mainline just north of Panorama Siding.

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#### COMING RLS EVENTS:

**Sept. 10: Extra Work Day, 8am to 2pm**

**Sept. 11: Run Day (no public)**

**Sept. 17: Work Day and Monthly Board Meeting**

**Sept. 24: Extra Work Day, 8 to 2pm**

**Sept. 25: Run Day (no public)**

**Oct. 1: Work Day? (check website)**

**Oct. 8: Work Day? (check website)**

**Oct. 9: Run Day (no public)**

**Oct. 15: Work Day and Monthly Board Meeting)**

**Oct. 23: Run Day (no public)**

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**For info on extra work days and park updates, visit the RLS Website:**

[www.steamonly.org](http://www.steamonly.org)

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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 2<sup>nd</sup> & 4<sup>th</sup> 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.

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#### 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