

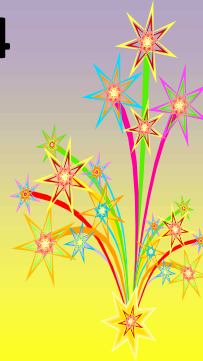
THE RLS CHRONICLE

News of the Riverside Live Steamers



January 2014

December Run Days
Brakeman Graduates
Lots of New Members!
Annual Dinner on 1/25
and much more...



Going Out... Big

It really doesn't seem all that long ago (much less than a year) that RLS ushered in 2013 with our traditional New Year's Day run. On that day, never in our wildest dreams did we think that over the next year, we'd get 34 new members, have the biggest Fall Meet in RLS history, and graduate the largest class of brakemen... ever! Thus, it seems appropriate with such a "big" year, it should also go out in a "big" way. Pictured above, Matt Casford (on the Casford mighty Northern) checks on the two helper locomotives (Brendon Hilton, 4-4-2, and Zip Ziepeke, 2-4-2) as they come off the Vandenberg grade and head up toward Summit Siding with their 35 car train. That's going out big!



Along the Track – Roadmaster & Secretary Rich Casford

(Because President Bunts has been shipped to India to learn how to become a 7-11 owner, Secretary Rich Casford has entered this month's President's Message.)

As reported in the pages of this Chronicle, we have another big group of Brakemen now available for train service. Even if you are operating in freight service, it's great to have a brakeman to open and close switches. Plus, you'll have the added protection of a flag man if you are stopped on the main line!

Not only were we busy in the engine house with the training class, we also completed many items around the compound and on the Railroad at the last Fun (work) Day. Out on the main line, Car Foreman Brook Adams, Mike Graham, V.P. Dave Parrott and Tim Wheeler worked on the curve coming Eastbound out of Allen's Valley up the hill to the overpass. They removed low joints and adjusted curve-gauge to make that section of track as smooth as a baby's bottom for the December 22nd Run Day.

Train Orders from the Roadmaster: Long trains should be limited to Westbound, outside loop or Eastbound, Figure-8 track pattern to prevent fouling the four track sidewalk crossing in Hunter Station. We have a signal circuit on the North end of Hunter station that long trains activate when running the opposite direction (Eastbound outside loop or Westbound Figure 8 pattern). Just like every Railroad in America, loads and train length have special operating instructions.

NO ROOM AT THE INN: RLS Storage bills have been mailed! Our buildings are completely full at this time! Please, do not bring any additional equipment for storage as there simply isn't any more room. Even if the track is empty, it is rented to one of the members.

2014 Opportunity for Bragging Rights: If any member would be interested in maintaining a section of the Railroad as a Section Leader, please let me know. Railroads have, in the past, divided their Railroad into sections. Track gangs would be responsible for making sure the track was level, joints were tightened, spikes were in place and the right-of-way in tip-top shape. We have several areas that could use a Section Foreman Leader. Who knows, we could see who could maintain the highest track standards and have the **BRAGGING RIGHTS** for the smoothest track!

Our next Fun (Work) Day will be January 18, 2014. I hope to see you all out at the Railroad starting at 8:00AM, Lunch at Noon and Board Meeting at 1:00PM. Bill Hesse will be the Company Cook for the day!

See you at the Railroad,

Rich Casford, Roadmaster/Secretary



Brakeman's Class Update

Never before, in the history of the RLS, did we have a group of Brakemen Trainee's as this! On the clear, cool morning of December 14, sixteen RLS members lined up at the classroom door waiting for Sergeant-Major Bill Hoey and Corporal Manny Caldera to put them through the rigors of becoming one of the proud, the few: a true-blue RLS Brakeman! In SGM Hoey's own words, "This was an excellent group, with very good participation in both the classroom and in the following practical session. They were given a detailed segment with the updated passenger loading rules (emphasizing weight, balance and safe spacing) and the responsibility to release a train only when satisfied that all are loaded safely."

The graduates received training in whistle signals, radio use, hand signals, and what to do in the case of an emergency. After a series of written and verbal tests, the class was taken outside where the "Hunter" Train waited. With Paul Quick at the throttle of Ron Wilkerson's mighty 2-8-2, the train set out for a "three-hour tour", allowing each brakeman to sit at the rear and practice everything he/she had just learned in the classroom.

At the end of the day, 13 of the 16 participants received the coveted RLS Brakeman badge. The other three had to leave early, but will return for their final testing in late January or early February.

Be sure to congratulate these fine folks for a job well done: Paul Quick (who is working toward his Hunter Engineer badge), Chloe de la Torre, Cameron McMonigle, Irma Caldera, Brian Stephens, Marty Berg, Jack Tabongtong, Matt Hoover, Jacob Hoover, Robert Gamero, Paul Minerich, Mark Spaulding, and Brad Bluth.



Also, be sure to thank Bill Hoey, Manny Caldera, and Paul Quick for their continuing dedication to making sure RLS has a great group of finely trained Brakemen!



December 8th Run Day

Winter. Just word conjures up images of frozen landscapes, icy lakes and sh-sh-sh-shivering people. But, in southern California, we're immune to all that. Take our December 8th run day: By 10:00am, as the Hunter train made its way to Hunter Station, the temperature was 70 degrees. But, by 2:00pm, the temp was sitting right on 80 degrees! So... to freezing temps for the rest of the country? Meh!

Because of the mild weather, a whole slew of members came to the club to enjoy our great hobby. With seven locomotives under steam, nobody was disappointed. Locomotives out for the day were engineered by Richard Miller (0-6-0); Greg Casford (4-8-4); Charlie Kennemer (2-6-0); Bill Phillips (4-6-2); after a long absence, Neal Maurer (2-6-0); David Lazarus (4-8-8-4); and both Brook Adams and John Gurwell ran the Hunter for the day.

We had a total of three public trains this day: The Hunter train, a birthday train, and a stand-by birthday train. The first B-day train was pulled by the club's Big Boy (lucky b-day folks). But, because of burner problems (clogged line), the Casford's big Northern came out of stand-by and pulled the train for the last hour.

Our brakemen were Ted Johnson (Birthday Train), Jim Woods (Hunter Train), Curtis Claybrook (Hunter Train) and Paul Minerich on Neal Maurer's train. Assisting the Brakemen were Chloe De La Torre and John Gurland (when he wasn't pulling the throttle). Michael Graham took the post of Switchman for the Iowa Yard, Glenn Mannes was our Station Master, and making sure everything operated smoothly, Dave Bunts was our O.S. for the day.





The Annual Dinner and Awards Banquet

Men, dust off your top-hat, shine those shoes, and press those tails. Ladies, feather your bonnet, get out your pearls and your fine dresses, because it's time for our Annual Dinner! Although, to date, nobody has ever come in a top hat or a feathered bonnet, it is a classy "dress-up" affair. This is that one time of the year we meet without locomotives under steam or work tools in tow. We get to see each other in a more "civil" manner... no coal smoke allowed!



Last month, every member should have received a mailer from the club that contained a notice and order-sheet for the Annual Dinner. If you haven't received one or misplaced the original, here's what you need to know: The date of this fine event is January 25th at 6:00pm and will be held at the Hidden Valley Golf Course in Norco (10 Clubhouse Dr, Norco, CA). And... when they say "Hidden", they mean "Hidden!": It's way up in the hills above Corona.

As for the dinner, it's always VERY tasty and includes a variety of terrific choices and flavors. Of course, after dinner, many awards will be given to RLS members which is followed by the evening's entertainment.... And you don't want to miss this year's show: John Lytle and Dave Parrott are putting together a slide show with John's incredible collection of steam-era slides.

Of course, there'll be plenty of door prizes, 50-25-25 cash prizes, laughter, and good fellowship. The cost is \$30 per person (well worth it). However, you need to get your order to Glenn Maness before January 20. See you at the Dinner!

An After-Dinner Place to Stay

For some RLS members, the amount of traveling to get to and from the Annual Dinner can be the "killer" for attending: It's not necessarily getting to the Dinner, but it's the late-night trip back home that folks don't like. Never fear! Mac McLaughlin has put together quite the deal: Ayres Inn of Corona (just a hop, skip and jump away from the Hidden Valley Golf Course) has set aside 10 rooms for RLS members! Even better, instead of the usual \$100 - \$120 per night, these rooms will go for \$65 (plus tax)! That way, you can come to the Dinner, get a great night's sleep, then attend the run day on Sunday, 1/26. To book one of these rooms, simply call Ayres Inn at 951-734-2140. Thanks, Mac!



December 22nd Run Day

This run day had a couple “biggies” going for it: First, it was the run day before Christmas. And, second, it was the last run day of the year. Of course, just like the Dec. 8 run day, the weather cooperated and offered up another beautiful day to be out running trains!

As with every “Christmas” Run day, we try to do something special for the little ones who come to ride our trains. This year was certainly no exception as Santa himself came to the club, handed out candy-canes, and rode for several laps on the Hunter train! When Santa (Manny Caldera) arrived, he hopped the train at Allen’s Valley. You should have heard the kids on that train as the Big Guy climbed on board! As the train pulled into Hunter Station, the children waiting were even more vocal and enamored as Santa handed them candy-canes and belted out a number of “Ho-ho-ho’s”.



As for all the locomotives that came under steam, we had quite a number: The Casford’s 4-8-4, Brendon Hilton’s 4-4-2, Zip Ziepke’s 2-4-2, Randy and Jonathan Chase’s 4-4-2, Ken Mitch’s 4-6-2, Tom Lawson’s 2-8-4, Richard Miller’s 0-6-0, Paul Quick’s 4-4-2, Chris Enright’s 0-4-0 beam engine, Charlie Kennemer’s 2-6-0, Bill Phillip’s 4-6-2 and our Hunter 4-8-4.

This day was truly a fantastic way to usher in Christmas and to end 2013.



The RLS Calendars Have Arrived!

For the third year in a row, our RLS Calendars are ready for purchase (\$10). Full of great pictures of locomotives, members, work days, and run days, each month has a theme (you get to figure them out). This is a limited run of 50, so be sure to grab one (or two) right away. They will be available in the Club House at the January 12 run day and at the Annual Dinner.



More New Members!

As stated on the cover, this has been an amazing year of membership-growth for our club. With 34 new members, our club grew more in 2013 than any year prior! During the December Board of Director's Meeting, eight more folks received Board approved, full-memberships. They are: Marty Berg, Jack Tabongtong, Jeff Miller, Wilfred Wasilewski, Paul Ronney, Peter Ronney (Jr. Member), Roger Clarkson and Brian Stephens. Every single one of these new members have been very active with the club since they became probationary members. Be sure to seek out, congratulate and thank these fine folks for joining our unique and wonderful club.

December Fun (Work) Day and Board of Director's Meeting

It was a fine day to be out at the club for the last work day of the year: Not too hot, not too cold, easy breezes and warm sun. Out on the mainline, work was concentrated on the far-south curve coming from Allen's Valley (where the 1.5" used to cross over the 1"... a long time ago...). Due to a number of small derailments, track crews re-gauged nearly the entire curve, raised low joints and leveled the wobbles.



Inside the compound, several members cleaned and raked leaves, emptied trash, and scoured certain areas of the Club House. All the while, several more members maintained locomotives, rolling stock, and passenger cars.

John Gurland worked on the South doors of the Noble-Quick building. They now rise up further than before, as we ready the building for the third-tier of storage tracks. Just a warning, though: please control the doors all the way up. Do not let them roll up on their own! They will be damaged when they hit the end of their guide-tracks.

By noon, lunch was called by our camp cooks (Curtis and Donna Claybrook) who served up a wonderful turkey dinner (with all the trimmings). See? This is what you miss out on when you don't show up for "Fun" days!

At 1:00, the BoD Meeting was called to order by V.P. Dave Parrott and began with a moment of silence for the passing of long-time member, Kenny O' Guinn. Items discussed: the straddle car deck-plates (they work great!); the truck-replacement program for the birthday train; the 2014 O.S. schedules; the Noble-Quick Building's third-tier storage tracks; the newly-developed "Track Section Leader" program, and the need for more volunteers to mind the merchandise cart at Hunter Station (if folks could just give an hour or two during a run day, it sure would make Cindy Caldera's and Glenn Maness' life a lot better!). At 2:00, the BoD entered into its executive meeting and gladly approved the lengthy list of new members.



The 2013 New Year's Line-up

There simply isn't a better way to bring in the New Year than headin' down to the Club for a day of railroading. On January 1, 2013, several locomotives were steamed up on a perfect day. Toward the end of the day, the last four locomotives out on the mainline, lined up at Hunter Station for a photo op. From left to right: Bob Cumming's 2-8-2, Mike & Mel Hitchcock's 4-4-0, Rich Casford's 4-6-2, and Ron Wilkerson's 2-8-2.

COMING RLS EVENTS:

Jan 12: Run Day

Jan 18: Fun Day (Work Day), B.o.D Meeting

Jan 25: **RLS Annual Dinner!!**

Jan 26: Run Day

Feb 9: Run Day

Feb 15: Fun Day (Work Day), B.o.D Meeting

Feb 23: Run Day

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