

THE RLS CHRONICLE

News of the Riverside Live Steamers



August 2013

**Cabcraft!
July Run Days
Lots of New Members
Updated Safty Rule Book
and so much more....**



RLS: Where the Articulated Are!

When Brad Bluth recently joined the RLS and brought to our ranks his Challenger, RLS became the club of large, articulated locomotives: Brad's beautiful 4-6-6-4, Dave Moore's 4-6-6-4, and the RLS Big Boy (Triple header, anyone?). But, when you think about the number of Northerns (finished and nearly finished), Berkshires (finished and nearly finished), Mikados, Hudsons and Pacifics (oh my), it's apparent: RLS is becoming the epicenter of large live-steam!



View from the Right Hand Seat Box – President Rich Casford



Perfect timing for the rain on our Fun Day, July 20th! The track crew had just finished leveling and ballasting with DG from the West Road Crossing on the Straightaway to the SS#2 switch. Now, if you do not know where SS #2 switch is located, pull out your new Safety Rule Book and look in the back for the track diagrams. Every switch and crossing is listed in our new book for your easy reference!

Speaking of the new Safety Rules, all members should have received your personal copy of the 2013 Safety Rule Book by this date. The bright orange cover can be used to relay hand signals to the train crews during operations. Track locations can be identified from the center fold track map and the track diagrams in the back of the book.

It is important that all members read and review the Safety Rules. The Rules are made to protect you, your guests and the general public. RLS has a wonderful safety record in our operations of the Railroad. It is up to each member of RLS to continue that fine tradition of safe operations and enjoyment! A big thanks for proofreading, suggestions for clarity of subjects and style goes to Safety Inspector Dave Bunts, Secretary Brook Adams, Retired Roadmaster & Proof Reader Extraordinaire Ken Casford. Additional kudos goes to the Parrott Family, Bob Cummings and Phil Broad for help with layouts and maps. This was a big project that took many months to complete!

RLS is growing! We have had 17 new members and four Junior Members join our ranks so far in 2013. This is a very important part of the success of the Riverside Live Steamers. New members are a sure sign of a healthy organization with the love of LIVE STEAM! Next time you are out at the Railroad, make sure and welcome our newest members: Marty Berg, Brad Bluth, Patrick Bowler, Miriam Bolanos, Phil Board, Roger Clarkson, Erma Caldera, Jeff Gorjans, Matthew Hoover, Jeff Miller, Joel Rodriguez, Peter Ronney, Brian Stephens, Lars Tenpas, Jon Vatani, Willie Wasilewski, non-resident member Thomas Fagan and Junior Members: Paul Ronney, Allie Bolanos, Jack Tabongtong, and Eric Ramirez. Many of these new members have been very active in Run Day operations and during work days, improving the RLS facilities and track. Keep an eye out for red-badge members and welcome them to the RLS Family! For all of you more seasoned members, remember to wear your name badge too! We old timers also need help with names. If you can't find your badge, let Brook Adams know and he will make you a new one.

See you at the track.....with your Safety Rule Book in your pocket, tool box, locomotive cab or tender! Remember: Rule #1 at RLS is SAFETY FIRST!

See you at the railroad,

Rich Casford, President/Roadmaster



July 14 Run Day

With the weather man predicting a very hot day (100+ degrees with high humidity), most of the RLS members with locomotives chose to stay home. However, what actually happened with the weather wasn't nearly as bad with temps hovering in the low 90's. Though there were only two locomotives on the mainline, three more locomotives were in the compound while 28 members came down to visit, help out, and be part of a very nice day!



On the Hunter, President Rich Casford was our engineer with Manny Caldera, Jim Wood and John Gurwell working together as brakemen. The other locomotive polishing the rails was Ron Wilkerson's 2-8-2, engineered by Ron plus Gus and Casey Farwick. Locomotives being worked on in the compound were Jeff Gorjan's ultra-polished Pacific (with help from Willie Warilewski), Bill Phillips' Pacific and Dave Moore's mighty 4-6-6-4.



Glenn Mannes and Cindy Caldera handled everything perfectly at the Hunter Station. And our RLS-devoted Brook Adams held everything together as the Operation Supervisor, making this run day "practically perfect in every way".

RLS Facebook Page

There's a good chance you didn't even know we had an RLS Facebook page. Thanks to the late Shawn Oliver, we do! <https://www.facebook.com/RLSteamonly> However, we need a new administrator for it (Nick Battelo). Interested (Nick Battelo)?? Contact any of our Board members (Nick Battelo) and ask how you (Nick Battelo) can help out.



Cabcraft

Forget “Minecraft”! This is so much more practical! Mac McLaughlin has been busy working on his 2.5” scale ten-wheeler (modeled after RGS #20). Progress has been very good. But, until recently, it didn’t look completely “steam locomotivey”. That is until Mac placed the oak cab he’s been crafting onto the locomotive’s frame. Take a look at the progress pictures and you too might say, “Wow!”



Safety Rule #221

“Trains approaching any crossover shall yield to the train on the right.”

Let’s imagine you’re operating a train west from Allen’s Valley, and you’re climbing the grade approaching the Vandenberg Crossover. At the same time, another train just descended Creighton Cut-off and is beginning to climb the grade towards the Crossover. The two trains are not neck-and-neck. Although your train will easily be the first to the Crossover, that does not automatically mean you have the right-of-way. When your locomotive crosses the walking-path about halfway up the grade, it becomes your duty to look back over your shoulder and check the progress of the other train’s approach. You must calculate that your train will not impede or slow the other. If it looks as though your train might get in the way, then you must slow to a stop and allow the other train to pass first.



July 28 Run Day

What an excellent day to be at Hunter Park! Not too terrible with the heat index; not overly humid, light breezes and some great moments in steam! It was yet another red-letter day for the club as several new members and a new locomotive showed up to ensure steam lives at the RLS.

In all, four locomotives kept the rails warm: The Hunter (engineered by Brook Adams, with Jim Wood and John Gurland as brakemen), Paul Quick's Atlantic engineered by Paul and Manny Caldera. They also broke in a new engineer: Manny's oldest son, Aaron. Bill Hesse brought out his Ten-Wheeler and Brad Bluth fired his new 4-6-6-4. Down in the compound, Jeff Gorjan worked on his 4-6-2, Scott Hogan tinkered with his 0-4-0 (the mighty "Capt. Joe Cinder Blow"), and Richard Miller made plans to improve his 0-6-0. The club's C-16 was also out on a bay getting a suntan for the day.

At the station, Glenn Mannes was joined by one of our many new members, Brian Stephans. Though the queue line wasn't ever at capacity, the number of those who waited for a ride remained constant enough to fill the Hunter train each time it returned from another lap.

Keeping it all under control, Chris Enright was the day's Operation Superintendent.





July Work Day

To sum up the July work day in one word: Productive! The RLS members who came down to the club on a very pleasant morning (that included a late-morning rain shower) were as busy as bees as work progressed on three fronts.

In the club house, Cindy Caldera and new-member Erma Caldera condensed the entire video and magazine library into one, well organized and easily managed cabinet. Anything in the RLS library is available for check-out! All of the extra/duplicate magazines, books, and videos are now in boxes towards the rear of the club house. Please, take as many of these home as you like!

In the compound, the yard was tidied raked, and plants watered. The DeNault Atlantic came out as its rebuilding project progresses nicely. Also out was the club's Big Boy, as it nears the day when it will rule the RLS rails once again (Thank you, Larry Jongerius and Dave Bunts). On the mainline, crews worked on some lumps and bumps over by Pine Tree and Summit. They also worked on a few of the switches in and around Allen's Valley. Come noon, everyone had worked up a good appetite and was treated to lunch by our camp cooks, the Claybrooks.

President Casford called to order the monthly Board of Directors Meeting at 1:00. The lead topic discussed was the release of the new RLS Safety Rules booklet. It was stressed that this booklet **MUST** be kept on your personage during your participation with the operations of the railroad. Also, RLS members need to familiarize themselves with the safety rules. Quite a number of changes have been made which warrants a good read from everyone. If you have not received a copy of the new rules book, please see President Casford. Besides, the bright orange cover could save your life: simply waving it around frantically will prove to hunters that you are not some sort of malformed bipod capybara.

President Casford also reminded us, that as members, we should come down to the club to help out at the run days: It's your railroad.... If you don't help out, then there isn't a railroad.

Of Cobwebs and Men

I love being the Chronicle Editor. To get to write the monthly review for the membership of our great club is an honor beyond words. Back in May, I had a nasty accident that temporarily removed my ability to type, thus the reason for no Chronicle in May or June. A huge "Thank you!" goes out to Joan and Dana Adams for writing and publishing the July Chronicle!

A quick word to the wise: Never... ever... stand on a piano bench to clean cobwebs from the ceiling; piano benches are for butts... not buttheads....



Another Large Locomotive Restoration?

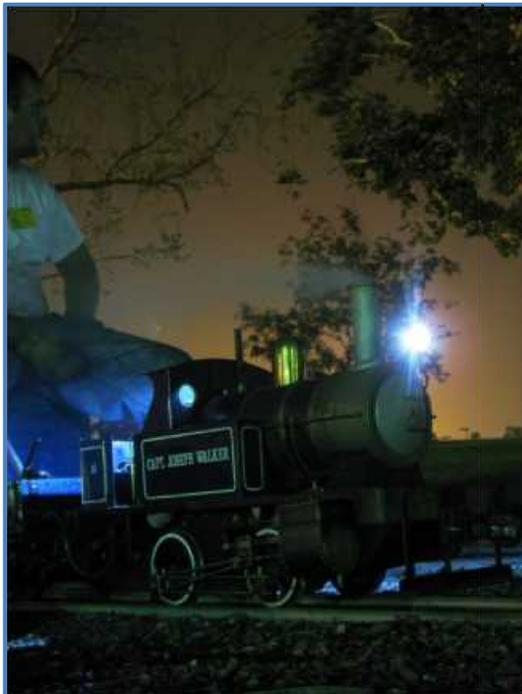


Have you heard? Union Pacific announced it has reached an agreement with the Southern California Chapter of the Railway & Locomotive Historical Society in Pomona to transfer the ownership of Big Boy #4014 back to the Union Pacific. The plan is to move the giant locomotive to Cheyenne, Wyoming, restore it to operational status and have it

become part of their Heritage Fleet operations!

Union Pacific chose the 4014 over the six other Big Boys in existence because of its excellent condition due to the dry climate here in Southern California. The good folks of the Historical Society have also kept the locomotive painted and very well cared for. The U.P.'s ultimate goal is to have the locomotive operating for their 150th anniversary celebration of the completion of the Transcontinental Railroad in 1869.

The question as to when the U.P. will move 4014 has gone unanswered. But, as information comes to light about this amazing news, we'll keep you informed in the Chronicle and on the RLS Website.



Night Run Scheduled

Coming down to the club to experience the sights, sounds and smells of live-steam locomotives is a great experience. However, coming down to the club to enjoy live-steam at night is a whole different, very enjoyable experience! Want to make it even better? Bring a picnic-style dinner and enjoy Allen's Valley with food, friends and steam engines.

With August 31st being our next scheduled night run, you have an entire month to make sure your calendar is cleared for the evening run. Folks generally start arriving around 5:00pm and the locomotives usually hit the mainline around 6:30pm... ish. So, come on down for a unique, relaxing way to enjoy our wonderful hobby!



Happy "Rails", Dean Willoughby

Most of you know Dean. As happy at the throttle of his beautiful Northern as he is his diminutive Invicta, Dean became a member of the RLS way back in June, 1969. Though he is still a member of our club, he has joined the ranks of our non-resident, out-of-state members with his recent move to the Las Vegas, NV area. That certainly doesn't mean he won't be popping in now and then for a visit. It just means we won't be seeing him as much as we're used to. Dean... you are missed. Happy Rails, good friend!

(Awesome Photo by Joan Adams... who knows not to stand on a piano bench)

COMING RLS EVENTS:

Aug. 11: Run Day

Aug. 17: Work Day, Board of Directors meeting

Aug. 25: Run Day

Aug. 31: Night Run!

Sept 8: Run Day

Sept 14: Fun Day (Work Day, B.O.D meeting)

Sept 22: Run Day

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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