

# THE RLS CHRONICLE

News of the Riverside Live Steamers



**February 2014**

Annual Dinner Wrap-up  
February Run Days  
RLS Calendars are Back  
“Long” Train Weekend?  
and much more...



## **The Classy Engineer**

It's not often you'll get to see one of our Hunter Engineers wearing a tie while performing his engineering duties. In fact, you don't ever get to see any engineer wearing a tie while firing and running their locomotive. So, why is Brook Adams wearing one? It seems, last year, he and Paul Quick tied for the "Hogger of the Year" Award. But, when it came to presenting each person the plaque commemorating their achievement at the Annual Dinner, Brook's award was missing. Never fear: not wanting him to walk away empty handed, he was given the "tie" tie.



## Along the Track – Roadmaster & Secretary Rich Casford

Congratulations to Mac McLaughlin for his award of Live Steamer of the Year-2013. Mac has been busy all year working on various projects, helping in the station and just being available for anything RLS! Thank You Mac for all of your hard work for the Railroad.

Congratulations also go to the other award winners, covered in another section of this Chronicle and to Glenn Maness for his work in arranging all the “fix-ins” at the Hidden Valley Golf Club. If you were not at the party, you missed a good one!

On the January 18<sup>th</sup> Fun (work) Day, we got to try out the new power tamper on Scout Siding. One word describes our new piece of track equipment: “WOW”! The tamper is a wonderful addition to the track department as we continue our efforts to make the track smooth and level.

A Big Thanks goes to Rick White, who sold the machine to us and brought it as far as Maricopa Live Steamers. Then RLS members Marty Simmon (who lives in Arizona) and Randy Chase did a middle of the Dessert swap half way between Maricopa and RLS to get the unit to the Railroad for us! Thank you guys for saving RLS the shipping costs!!!

Several members tried their hand at operating the tamper on Work Day. Your Roadmaster hopes those members (plus anyone else who would like to operate the machine) plan on attending our upcoming work days as we begin tamping the railroad in spots that need attention.

Run Days have been active with an average of 8 locomotives out on the track. Your Operating Superintendent’s AJ Benson and Jeff Gorjan appreciated the brakeman volunteers and folks who helped run the station.

All of us enjoy operating trains and running our equipment on the RLS track. But, we all need to remember that membership in the Riverside Live Steamers comes with the responsibility to help in the operation of the Railroad either in Passenger Service, Brakeman Service, Station helpers, or Compound and Right of Way Security. If everyone takes a turn helping out, no one gets stuck all day at one position on the Railroad.

Now that we have had several months of operations, a new helper position has come to the attention of the Operating Department. For those members who are not running engines or working in other areas of operations, we need to start having a crossing guard at the four track sidewalk in Hunter Station. With lots of public crossing the tracks and increased train traffic, having a member stopping the public from crossing in front of trains will be an added safety precaution. If you are free, head on over to the station and the Stationmaster will get you set up.

**OF COURSE, ALL ENGINEERS REMEMBER SAFETY RULES #212 & #213** for Yard Limits speed restrictions. Hunter Station is under the Yard Limit rules and **Engineers shall reduce speed to allow for immediate stops.**

Our next Fun (work) Day will be February 15<sup>th</sup>. I hope to see all of you out at the Railroad.

See you at the Track,  
Rich Casford, Roadmaster/Secretary



## January 1<sup>st</sup> Run Day

What better way to bring in the New Year than to be down at the club, riding behind a steam locomotive? Add to that mix the perfect temperature (the low 70's) and a crystal-clear sky, and you've got the RLS New Years Run Day!

Nine locomotives fired up and about 30 members made the New Year's trek to the club. Locomotives out for the day were Ken Mitsch's 4-6-2, Bill Phillips' 4-6-2, Bob Cummings' 2-8-2, Ron Wilkerson's 2-8-2, Bill Hesse's 4-6-0, Tom Lawson's 2-8-4, Charlie Kennemer's 2-6-0, Richard Miller's 0-6-0, and Randy & Jonathan Chase's 4-4-2.

Because it wasn't a normal run day and we were not pulling the public, trains were running bi-directional in the morning and early afternoon. This made for some great meets at our various sidings and yards.



In all, it was the perfect way to "whistle in the New Year!"

## Parking at the Club

With our membership soaring to almost 190 members, we've run into a small problem we never thought we'd have (other than on our bi-annual meets): Parking! Each run day, we now average 35 members that show up to help out, run locomotives, or simply enjoy our camaraderie. However, we need to make use of our parking space a bit more efficiently. Please, when parking inside the compound, park your vehicle so you are lined up between the fence-posts. This way, we'll get about 11 or 12 cars on the west fence and nine(ish) more by David's Yard before we have to start parking way out in Allen's Valley.



## Annual Dinner Recap

What an evening!! After attending several of the RLS Annual Dinners (my first was way back in 1979), this year's was the most heavily attended one in the history of the RLS. If not, then it had to have been a close second.

Beginning right around 5:00pm, RLSers began showing up: At first one or two at a time. But, by 6:00, the line at the check-in table was out the door. Before dinner was served at 7:00, seventy RLS members and their guests had checked into the banquet room of the Hidden Valley Golf Course.

The evening was filled with prizes, awards, laughter and entertainment. Of course, the food served was fantastic! The raffle prizes ranged from RLS coffee mugs all the way to a cab-ride on the Nevada Southern Railroad! Just before dinner began, we were treated to a special appearance of the Club's president, Dave Bunts. Having been in India for the past couple months, he flew for 14 hours to arrive early that afternoon in order to attend the Dinner!

This event is also an awards ceremony, where members who have made outstanding contributions to our club are recognized. Our Live Steamer of the Year Award went to Mac McLaughlin. His dedication to the club (you name it, he'll be there to help), his organization of the largest Fall Meet in the history of the club, and being an all around great person are just a few of the reasons Mac was given this prestigious award and recognition.

As stated on the cover page, Paul Quick and Brook Adams tied for the





“Hogger of the Year” award (given to the person who operates their own, or the Club’s, locomotive at more run days than anyone else). John Marshall was given a special award of “Master Mechanic of the Year” for his willingness to always have his tools and his know-how ready to tackle any job. Related to John’s award, the club gave an additional “Special Thanks” award to John’s employer, Casco Equipment Corporation. They regularly let John bring their heavy duty work/tool truck to the club for metal cutting and welding jobs (the Birthday Train gate, racks and vents in the storage container, and our second transfer table to name just a few). And our “Junior Member of the Year Award” went to Chloe De La Torre, who is always ready to help out at the club and hop into Brakeman duty at a moment’s notice.



The evening ended with a special slide-show made up of select (and very rare) slides of steam locomotives and trains from John Lytle’s extensive collection.

As the old saying goes, “All good things must come to an end”. Unfortunately, the 2014 Annual Dinner followed suit. But, each year, as the attendees of the Annual Dinner exit the building, we are reminded that it is our love for steam locomotives and our very-unique hobby that brought us all together. But, it’s the “RLS Family” that keeps us together.... And the Annual Dinner is one of those moments that definitely proves our club is much more than a simple club: It is family.

### **Extra RLS 2014 Calendars Available**

The demand for our RLS calendars this year was a bit more than expected. Thus, after only two days, all fifty of them sold. So, with the approval of the B.o.D., 25 more calendars were ordered. These will be available each run day and work day until they are all gone. Price is \$10. Don’t miss out!!

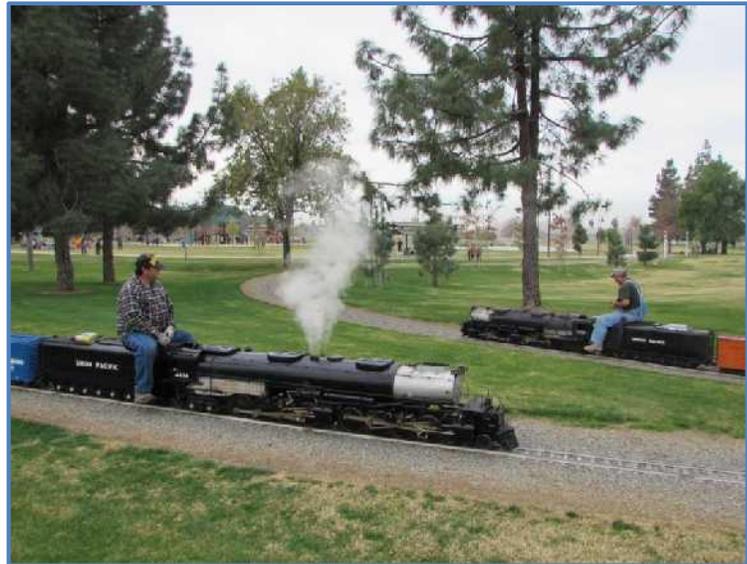


## January 12 Run Day

Running steam locomotive on cooler days is always great because of the amount of large steam plumes visible across the park. This day was even better due to the lack of breeze, the cooler temps and a high humidity level. Just thinking about lighting a fire in a locomotive would cause steam to show!

In all, eight locomotives came under steam: The Hunter (engineered by Bob Smith and John Gurland), 4-8-8-4 (David Lazarus), 4-6-6-4 (Brad Bluth), 4-6-0 (Bill Hesse and Jack Tabongtong), 4-4-2 (Paul Quick), 2-8-2 (Bob Cummings), 4-6-2 (Rich Casford), and Jeff Gorjan's 4-6-2 with a beautiful passenger train.

Not only did we have the usual public train, but we also had a birthday train (pulled by the Big Boy). The Brakemen for the day were Jim Wood, Jim Kreider and Charlie Gresham. Glenn Maness was our Station Master, Cindy Caldera was the Station Assistant, and our O.S. was AJ Benson.



## From the Membership Directory Editor

Have you sent in your 2014 Roster Information Sheet? If not, do so today. The Membership Directory Editor's goal is to have the new directory published by the Spring Meet. Any additions or corrections can be mailed to Dean Willoughby, 6332 Black Oaks St., North Las Vegas, NV 89031 or e-mailed to [dean.c.willoughby@att.net](mailto:dean.c.willoughby@att.net).



## January 26 Run Day

Unlike our previous run day, this day was sunny, warm and made for live-steaming!! We had seven locomotives out on the mainline and a few more in the compound being tinkered on. Out polishing the rails were Ron Wilkerson/Larry Fisher (2-8-2), Chris Enright (0-4-0 Beam Engine), Randy Chase (out with Dean Willoughby's giant 4-8-4), Robert Butler (2-6-0) the Hunter (Brook Adams and Dave Bunts), and Paul Quick's 4-4-2 with several



different engineers pulling the throttle (Brian Stephans, Cameron McMonigle, and the Battello Family).

We had a bunch of folks working as brakemen for the day: Chloe De La Torre, Jonathan Chase, Dave Parrott, Bob Smith, Robert Butler, Ted Johnson and John Gurland.

With the warmer temperatures came more people looking to have a ride behind one of our steam engines. Keeping everything in line at the station was Glenn Maness. And, our Operations Supervisor de jour was Jeff Gorjan.

## January 18<sup>th</sup> Work Day

As Secretary Rich Casford wrote with his opening comments, the RLS has ushered in a new era of track maintenance with the addition of the powered ballast tamper. Besides being fast and doing an amazing job, it's also very easy to use! Several club members got to try their hand at operating the mechanical wonder. In the course of an hour, the entire Scout Siding was leveled and tamped to mainline standards!

In the Compound, several of the bench seats for our riding gons have been repainted thanks to Brook Adams, Dana Adams, and Larry Fischer!

Because it's tax season, our regular Camp Cooks (Curtis and Donna Claybrook) had taken leave. Bill Hesse provided all the folks a super lunch prior to the start of our Board of Director's Meeting.

As for the B.o.D. Meeting, some exciting stuff could be on the horizon for the RLS: How would you like to have a weekend of bi-directional "Long" train running (with "long" meaning 15+ cars)? How about a fully dispatched, bi-directional, operational meet? These two events are being considered by the B.o.D.



### Hunter Park Re-defines “Going Green”

We really are a very lucky club. Not only do we have the largest membership in the history of the RLS, but we have a city that supports us with great pride. One look at the well manicured, rich green grass basically says everything. One year ago, on February 24, 2013, Josh Klaske eases his coal-burning Hudson through the sea of green and down the Vandenberg grade. This was a unique day: The temp never got above 52 degrees (wind-chill made it feel like 37). Thus, the public never came down to the park. We officially closed at 1:00 and began running bi-directional. In the background, Jonathan Chase sits on the mainline waiting for clearance to enter the Iowa Yard.

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### COMING RLS EVENTS:

**Feb 9:** Run Day

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

**Feb 23:** Run Day

**Mar 9:** Run Day

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

**Mar 23:** Run Day

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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:** Dave Bunts

**Vice President:** Dave Parrott

**Secretary:** Rich Casford

**Treasurer:** Jim Kreider

#### DIRECTORS

Bob Beard

A.J. Benson

Jeff Gorjan

David Lazarus