

THE RLS CHRONICLE

News of the Riverside Live Steamers



January 2011

"Words O' Wisdom"
A Red-letter Day in RLS History
Run Days and Work Days
Plus so much more...



A Very Pleasant Afternoon

Even though the mid-day heat on Dec. 12 was 88 degrees, the afternoon temps were absolutely perfect. With the sun at his back, Brook Adams is about to bring the club's C-16 for a quick water stop at Panorama as Rich Casford prepares to do the same in Allen's Valley.



Glenn Maness' Word's O' Wisdom

Hope everyone had a great Christmas and got more than a lump of coal... that's what I got. Guess Santa thought that was all I needed!

When you read this, we will be into a new year and a new era of our railroad. I know we are all looking forward to the park being finished and getting our railroad back into full operation. Of course, with the rains, comes more delay. Hopefully as soon as the park dries out a little, things will get back on track.

If you have not been by the railroad in the last few days, there is something very big missing in Allan's Valley. During the wind and rain storm, the big pine tree blew over. It will leave a very big empty space. Also, we lost a picnic table when the tree hit the ground.

Don't forget to get your dinner reservations in the mail. The cutoff is Jan 17. Looking forward to everyone being there. It is always more fun when more folks show up!!

Until next time, keep the steel wheels down Happpppppy New Year!!!!!!

Glenn Maness, President, R.L.S.

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

The New Year just doesn't seem all that happy... until you've hit 110 p.s.i.

Club T-Shirts

It's nearly time for us to order the Club's official, members-only t-shirt! If you haven't done so already, you need to contact Ryan Turley in order to reserve a t-shirt for yourself. The cost is \$20 per shirt: They are light grey and have the RLS logo printed on the pocket in front. There will also be a large RLS logo across the back. Once Ryan orders these from the manufacturer, it will be quite a while before he does it again. So, don't delay: zap Ryan an email or give him a call and put in your order right away (look up his pertinent information in the 2008 RLS Membership Directory).

Sign up for the E-Chronicle

If you'd like to receive the RLS Chronicle the moment it's ready for print, just send a note to Dave Parrott (parrottsroost@verizon.net). He'll get you onto "The List" (very hoity-toity). The best part about receiving the e-Chron is that it saves the club money (postage for snail-mail). The second-best part about receiving the Chron via e-mail is it's always in full-color. The third-best thing about receiving it that way is... well... I'm really not sure. But, there probably is a good third reason out there somewhere. So sign up!



Annual Dinner

By the time you read this article, there will be less than three weeks left before our traditional Annual Dinner. Slated to take place on January 22nd, our annual dinners have become quite the spectacle: with everyone dressed up all fancy, it becomes difficult to recognize the folks we're used to seeing covered in soot and oil. This year's event takes place at the Hidden Valley Golf Course clubhouse (located at 10 Clubhouse Dr., up in the hills of Norco). The dinner is buffet-style with BBQ chicken, tri-tip, garlic roasted potatoes, veggies, cornbread, Caesar salad, dessert, coffee, tea and sodas. There will be a special guest speaker, door prizes, a 50/25/25 drawing, videos, slide shows, and our famous RLS Awards. Also, the members present will be voting to adopt the final version of the by-laws. Tickets are \$30 per person. Payment must be received by Glenn Maness by Jan 17th in order to reserve your seat. As always, come for the fellowship, stay for the food and entertainment (or visa-versa, depending on your priorities). Either way, you don't want to be reading the report in the February Chronicle and catch yourself saying, "Gee, I shoulda gone." Come, eat, enjoy!

Be a Grubmeister for a Day

Speaking of food: Our regular camp cooks (Curtis and Donna Claybrook) will be unable to prepare lunch for our work days until May. This is due to their busy work season as tax preparers. As it stands, the Parrott family will become cooks-for-the-day during the January work day, followed by Bill Hesse in February. That leaves the March and April work days uncovered. Is there anyone out there that would like to take one or both remaining days? It's not such a bad job (once



you learn how to ignore Dave Bunts) and comes with a couple of perks.... although, right now, none can be thought of. But we're sure there's a perk or two somewhere hidden in the job since Curtis and Donna do it all the time. So, if you're interested in being a Grubmeister, please inform the Board of Directors at the January BoD Meeting.

For the History Books

It was pointed out, at the December Board of Director's meeting, that someone actually listened to what Bill Hesse had to say. Ahhh... another red-letter day in the rich history of the Riverside Live Steamers.



December 12th Run Day

It was a cold, dark, day as the RLS came to life.... wait a second... we were *wishing* it was cold on the December 12 run day as it was down-right hot! In fact, record temperatures were reached this day as five locomotives came under steam, with three more being tinkered on down in the compound.

Out for the day were Bill Mac (4-6-0), Tom Lawson (2-8-4), Parrott family (Shay), Rich Casford (4-8-4) and Brook Adams pulling the public with the club's C-16. Also helping to pull the people who lined up at or station was Tom Lawson on his mighty Berkshire.

There were a few locomotives out, but not under fire: Dave Moore and Nathan Parrott worked on Dave's massive 4-6-6-4, while Lew Kader worked on his 4-8-4 (getting it ready to sell). Lew also brought in his brand new Southern 4-6-2 for a boiler inspection: Beautiful green and very shiny!

Glenn Maness performed his flawless duties as Station Master, Dana Adams was our happy Operation's Supervisor (she always seems happy), and brakeman duties were pulled by Tamiann Parrott and A.J. Benson.

Because it was such a warm day, locomotives stayed under steam until sunset, making for a great way to begin the week of Dec. 12th!



Hunter Class

If you're interested in running any of the club's locomotives (Hunter, C-16, DeNault 4-4-2), you need to see Dave Bunts, as he is planning a Hunter Engineer Class in early 2011. The cost is \$20 (unless you feel so moved as to give a hefty tip to Dave). To sign up, find Dave at any of the club's events and get your name on "The *Other* List".



Arriving Late to the RLS

If you're reading this edition of the Chronicle and haven't paid your dues, you're late! So, take this as your one and only late notice. Please, get those dues in. We're planning a couple of mainline extensions for the 2011 year and your dues help fund a good chunk of the costs. Unfortunately, if the RLS Treasurer hasn't received your dues by the end of January, your name will be dropped from the roster.... which is a sad thing.

Speaking of the roster: a couple months back, Ken Casford sent a membership/roster questionnaire to everyone. If you haven't filled it out and sent it back, please do so now. Ken will be compiling all the information this month and readying it for the February printing. If Ken does not receive any new information about you and your railroad equipment, he will assume there are no changes and reprint what exists in the 2008 Membership Directory.

2011 Capital Project #1: Hollywood Switch Relocation



The first large project for 2011 will be the relocation of the Hollywood Switch. Located under our Allen's Valley overpass, this is the switch that leads to the Hunter passenger train siding for refueling and watering. It received the odd name because after many of us have knelt down to throw the switch, upon standing up, have knocked our heads rather forcefully on the bottom of the overpass and thusly

sending a plethora of brightly colored stars in our field of vision for a few seconds. Also, because of the close proximity from the switch to the refueling station, when the Hunter Train pauses to top off its water and fuel, the train fouls the mainline by a few feet.

Beginning with the January work day, we will move the switch about 120 feet east of where it currently resides. Not only will this solve the blocking of the mainline, it will also allow our noggins to, once and for all, heal completely between run days. We will need several sections of track made, and the right-of-way graded, leveled and packed prior to the install. Since this is a larger-than-average project, it is expected to take a few extra work days. If all goes well, and enough RLSers show up (and the weather cooperates), we should have everything in place for the January 23rd run day (which is the day after our annual dinner... hint, hint).



December Work Day and Board of Director's Meeting

Rain met all the folks who showed up for our December work day. However, because it was more of a drizzle than a full-on rain, quite a bit of work was completed and two locomotives made several laps around the railroad (more on that later). Actually, since the ground was softened by the rain, track work was completed a bit easier.

Because of all the construction in the park, large trucks and graders have "tapped" our mainline in a number of places, causing some pretty serious bumps, dips and alignment problems. Areas that were focused on for this work day were our compound lead (big dip), the wig-wag crossing (a bump, dip, and dented rail), and David's Yard lead (two dips and a bump). Also, new mounts were made for our donation boxes at the old, re-commissioned, pre-post temporary Marlborough station, Columbia Station-station.

Upon completion of the track work, Tom Lawson fired his Berkshire and Zip Ziepké fired Lew Kader's Northern. The reason for both locomotives being fired up was: Tom brought a few guests who are each having a Berkshire built for them. They needed a live demonstration of the big Berk's abilities (gee... darn). Under Lew's watchful eye, Zip fired Lew's giant Northern for a final run around the RLS as it has been sold. A gentleman from New Jersey watched and learned from Zip, then (after blow-down) packed the locomotive into a U-haul for its long trip back to the East Coast and its new home.

Inside the compound, several members, under the direction of Bill Hesse, began running electrical conduit throughout the Noble/Quick building. Once complete, each engine stall will have an outlet for the charging of batteries (for air-brakes, etc.), security lighting will illuminate each end of the building, cameras will be in operation peering into Allen's Valley (we might actually find out who's been tearing out our railroad there), and a new electrical run into Allen's Valley will be available for the Spring and Fall Meet Dinners.

After a hearty lunch provided by Donna and Curtis Claybrook (their final one until May), Glenn Maness called to order the BoD Meeting at 12:45. Once the secretary's reading of the minutes and Treasurer's report were finished, the club listened to our semi State-of-the Park report: The park's walkways are about 70% complete. Because of this, the contractor will install our steel-railed crossings in the next couple of months. Dave Bunts, Glen Maness and Bill Gardener also met with the contractor and Park's Dept representative to discuss one of our 2011 capital projects: a new mainline through the center of our small loop, beginning in Palm Garden, looping back towards the Columbia Yard via the old 1" right-of-way, and continuing on towards Panorama. Though the idea was met with skepticism by the Park's Dept, it wasn't outright denied. We will need to complete a right-of-way study and submit it to the Park's Dept. for approval. If all goes well, we could start this large project sometime mid-year... or so (emphasis on the "or so").

RLS has been experiencing a hard water problem lately and a discussion about this fact was taken up right after the second reading of our By-laws had finished. As for the hard water problem, our soft-water provider will be contacted, tests will be commissioned and a proper survey of our water-needs will be completed. Until then, you may want to consider using a boiler treatment to protect your investment.

With our supply of M&M's and Oreo cookies diminished and all orders of business completed, Glenn Maness adjourned the BoD meeting at 2:10.



December 26th “post-Christmas” Run

Beginning Monday, Dec. 20th and continuing through Thursday the 23rd, Southern California was pummeled by a series of fierce storms. In some areas, over 10 inches of rain fell, which culminated to washing away homes, burying cars in mud slides, and closing roads for a couple weeks. Among the many closures across our state, was our very own, RLS.



Happening to be in the area during the third day of the rain, Bill Hesse stopped in to check on the railroad’s condition. What he found was pretty amazing: stretches of track buried under several inches of mud, many of the temporary trenches that pass under our track had completely washed out (leaving the tracks suspended in mid-air), and areas of the construction work close to our track had sunk into sink-holes. In a word (or four): It was pretty bad!



Emails went out to the Board members with pictures attached showing some of the damage. It was decided, for obvious safety reasons, the Dec. 26th run day would be cancelled. Announcements of the decision were emailed and posted on the RLS Website. Did that stop some of the RLS folks from running trains on the 26th? No sir! Thanks to Rich Casford, John Lytle and Wade, by 9:00 that morning, our tracks were cleared, shoveled, and back-filled. As a

result, anyone who wanted to steam-up and run trains could do just that!

Including Rich, John and Wade, out for the day were Warren and Wesley Peterson, David and Nathan Parrott, Ron Wilkerson, Bill McLaughlin, Dave Bunts, Bob Smith, and Glenn Maness. In all, three locomotives were under fire and two more were being worked on in the compound. Though it was cool, the day turned out to be very pleasant.

There is one major loss to Hunter Park that should be mentioned: The rains soaked the ground in Allen’s Valley to the point that when the winds came up Thursday night, the giant pine tree in the middle of our loop toppled over. Most likely planted by Joe Hunter and certainly climbed on by a few generations of RLS folks, when removed, our loop will be a bit barren. Kind of sad.





One Year ago on January 1st, 2010, a number of locomotives were fired up to celebrate the New Year the "right" way. Among them were Casey Farwick on Ron Wilkerson's 2-6-0, Rich Casford (4-8-4), and Ron Wilkerson (4-6-0... background, upper left). Photo by Joan Adams.

COMING EVENTS:

Jan. 1: New Year's Run (Weather permitting)

Jan. 9: Run Day!

Jan. 15: Workday and Monthly Board Meeting

Jan. 22: Annual Dinner (Be there!)

Jan. 23: Post-Dinner Run Day!

Feb. 13: Run Day

Feb. 19: Workday and Monthly Board Meeting

Feb. 20: Run Day

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

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