

THE RLS CHRONICLE

News of the Riverside Live Steamers



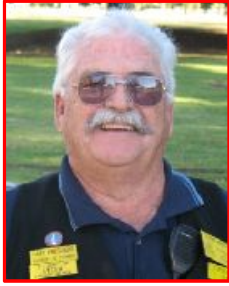
January 2012

A Very Grand Re-opening!
The Ultimate "Honey-Do" List
Run Days and Work Days
RSVP ASAP
Plus so much more...



A Grand Line-up for a Grand Day

Hunter Hobby Park (no longer known as simply "Hunter Park") had its grand opening on December 10th with six passenger trains pulling the public from 10:00am to 12:30pm. Allen's Valley became the staging area early that morning as three of the six locomotives waited their turn to enter service. Pictured (left to right) are Tom Lawson, Jim Kreider, Pamela Weiss and George Bartlow along with the Lannon's Atlantic, Tom's Berkshire and RLS's Hunter Locomotive.



Glenn Maness' Word's O' Wisdom

The New Year is upon us and we will be starting a brand new year with a brand new railroad. I can't think of a better way to start a new year. Let's all resolve to make this one our best.

We still have a very large "to do" list before our spring meet. With everyone's help, we'll "get er done". We hope all are enjoying our new railroad and will continue the great support you have given over the last three years.

Don't forget, **EVERYONE** needs to send in your dinner reservations! I need them by Jan. 14th. We will have our 50-25-25 drawing, many door prizes, special speaker, a photographer, entertainment and a fabulous dinner. You don't want to miss this one!

Just want to wish everyone a very merry Christmas and a happy new year. And remember: If you are able to walk the length of sixteen railroad ties without falling off the head of the rail, any wish will come true.

Until next time, Glenn

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

At the New Year's run day, you burn the coal Santa gave you for Christmas.

RLS Rule Book

Did you know, according to the Riverside Live Steamers Rule Book (rule #102), that every member participating in the operations of any run day must carry a rules book upon their personage? "Oh... it's twue.... it's twue, it's twue!" In fact, here's the rule: "*All members participating in the operations of the railroad shall have a copy of the safety rules in their possession.*" This means all engineers (pulling the public or not), brakemen (on a public train or not), station operators (from the top down), operation supervisors, switch operators (yep... you too) and even pathway crossing guards (when we need them) **MUST** carry a copy of the RLS Rules Book with them. If you don't, then you shouldn't have anything to do with the above mentioned jobs. So, if you don't have a Rules Book... **GET ONE!** They're easy to find (inside the compound), and they're compact enough to fit in a pocket of your jeans. Oh... and by the way: while you have that rules book, it might be a good idea to read the whole thing and become familiar with those rules. It'll only take about 10 minutes.

RSVP ASAP

This is worth repeating: If you'd like to attend the Annual Dinner, you must RSVP to Glenn Maness before Jan. 14 as we need to have the head count to the restaurant that afternoon. Please join us: It's about the only time RLS members will see other members dressed up in something other than oil stained, soot covered jeans and t-shirts.



Hunter Park's Grand Re-Opening (December 10th)

The RLS has had some pretty spectacular parties, mostly in the form of our Spring and Fall Meets. But, at all of these parties, never has the RLS been at the center of so much pomp and circumstance as was during the Grand Re-opening of Hunter Park.

When the engineers of the four primary passenger pulling locomotives arrived at the RLS to begin the steam-up rituals, the temperature was barely hovering above freezing. As 7:00 rolled around, many more RLS members began wandering into the compound area and were assigned duties to help make the day run as smoothly as possible. Some of them went to the station, others to Allen's Valley, others to the Iowa Yard and still others meandered out to one of the many pathway crossings. By 8:00, the four main passenger locomotives were out on the mainline and the two stand-by locomotives were under fire.

Out in the park, things were looking very festive as the basketball courts were turned into the place where children would get a chance to see Santa; the local fire department was busy cooking breakfasts for everyone; and folks began gathering under a large tented area just outside of the new Hunter Station for the grand opening speeches. Right on cue, at 9:30, the Hunter Locomotive pulled into the new station carrying Santa Claus who then made his way to the Santa area on the Basketball courts. And, thus began all the speeches and festivities leading up to the first official train pulling passengers around the park. When 9:30 began to chime, Bob Cummings made history as he pulled the throttle of his beautiful 2-8-2 and left our new station with a train-load of very happy (and impressed) passengers.

One train after another entered Hunter Station, loading and unloading passengers. The crowds were every bit as big as what the City told us to expect. Big enough, that by 10:45, the first stand-by train was put into service. A short 15 minutes later, the second stand-by train entered service. With six trains on the mainline, and trains entering the station as soon as another was leaving, the queue line still had a 20 minute wait! By 12:30, more than 600 people had been carried around the park on our trains. When the last train left at 12:45, the final tally of passengers pulled was 648!

Another "first" should be mentioned this day too: Later in the day, Paul Quick (as he so often does) gave one of our junior members (Eli Zupke) the "first" first by allowing him to engineer his Atlantic for about an hour. What a great way to re-open our park!





The Ultimate “Honey-do” List

For the next page-and-a-half, we are printing the list of things that need to be finished prior to our Spring Meet (April 20, 21, 22). Looking at it can be rather daunting (there’s a lot to be done!). Instead, look at it this way: we have about 100 local and semi-local members. Of those, there are about 60 who regularly attend the RLS on run days and work days. Thus, if each of these 60+ members lay claim to one or two jobs, the list will be completed over the next couple months (or so). Yes, some of these jobs will require a



crew of 5 to 10 to complete (numbers 4, 5, 6, and 7) and some of these jobs will require a lot of time, resources, and ingenuity (50, 51). But others (numbers 10, 13, 17, 22 and 62) require only a single person and a few hours to complete. We need you to look at this list and decide which of these jobs you can be the supervisor of, and/or complete on your own, and/or can join the crew that will complete the job. Once you decide which jobs you’d like to be assigned to, contact Rich Casford and get your name on the list. Please note the names in parenthesis following the job title: These are the folks who are assigned to build the crew in order to finish the job. If you’d like to be part of those jobs, contact these supervisors right away. Take a look, then sign up!

- 1 Finish leveling and alignment on mainline (**Bob Smith**)
- 2 Repair, repaint, and install RLS Rules Sign in Hunter Station
- 3 Obtain new “RLS operates on 2nd & 4th Sunday” sign. Install at Hunter Station
- 4 Install signal-South Iowa Sideway (**Bill Hesse**)
- 5 Install Signal-East Marlborough Sidewalk (**Bill Hesse**)
- 6 Install Signal-West Marlborough Sidewalk (**Bill Hesse**)
- 7 Install Signal-Four Track Sidewalk signal (**David Lazarus**)
- 8 Repaint Steaming Bays
- 9 Install third compressor (**David Lazarus**)
- 10 Install check valves in compressor room (**David Lazarus**)
- 11 Build and install gates West Road (**Dave Bunts**)
- 12 Install camera system compound (**Bill Hesse**)
- 13 Install Paper towel holders (4)
- 14 Move Security Cabinet out of center of engine house (**Bill Hesse**)
- 15 Build new merchandise car
- 16 Build new donation boxes
- 17 Move merchandise to storage room Hunter Station
- 18 Install new fuel hose in Allen’s Valley
- 19 Install new water boxes in Hunter Station (**Dave Bunts & Rich Casford**)
- 20 Remove entrance gate to platform. Install chain “gate”.
- 21 Install platform speakers with cut-out switch from general queue line
- 22 Paint switch handles
- 23 Install tie on wall engine lead
- 24 Repair switch on Engine/Car Lead track (**Rich Casford**)
- 25 Clean and organize Engine House
- 26 Repair and replace washers on water lines within the compound
- 27 Install rear parking lot light (**Dave Bunts**)
- 28 Install lights in storage container



- 29 Service the work truck
- 30 Widen shoulder Summit Curve
- 31 Spread ballast to green grass line (**Dave Parrott**)
- 32 Level and align Columbia Yard Track #4 (**Parrott Family**)
- 33 Update Caboose sign for new hours and location
- 34 Spread DG in-between station tracks in Hunter Station
- 35 Spread DG on approach to each grade crossing to reduce ballast rock on cement
- 36 Cement Steaming Bays #1-#2-#3 to prevent dropped parts loss
- 37 ~~Install additional light on track #10.5 (walk way between #10 and #11)~~ (**Finished!**)
- 38 Install tool racks in storage container
- 39 Design outside propane bottle storage rack
- 40 Design outside coal storage locker
- 41 Install new water boxes on the new party siding at Hunter Station
- 42 Install Party Gate on West side Hunter Station
- 43 Install sidewalk to Party Gate
- 44 Install parking guard on David's Yard Lead to prevent clearance issues with autos
- 45 Design Map of track layout and sidewalks for easy pin-point repair locations (**Dave Parrott**)
- 46 Designate track numbers and names of stations/yard for easy identification (**RLS Board**)
- 47 Install additional compound lights off North end of Noble Quick for steaming bays
- 48 Repair transfer table
- 49 Repair Hoist
- 50 Design and Build a 2nd transfer table (preventing two tables collisions')
- 51 Build mounted bridge tracks for each track in Barney's barn
- 52 Install parking arrows on Compound West fence to maximize vehicle parking (**Brook Adams**)
- 53 Grind new crossings to prevent wheel/flange wear
- 54 Install second cross over on Vandenberg to run 1/2 loop trip if Columbia/Allen's Valley blocked
- 55 Diesel Fuel filling position in steam bay area for locomotives
- 56 Rock rear parking lot inside fence
- 57 Check track gauge on steaming bays (repair where needed)
- 58 Fix high forward gear on Red Tractor
- 59 Repaint Wig Wag Signal
- 60 Repaint Flasher Signal
- 61 Snake drain at outside/kitchen sink
- 62 Empty ash pits and spread cinders along right of way
- 63 Obtain new entrance and exit signs for Hunter Station
- 64 Install 12 whistle posts at grade crossing
- 65 Trim trees in Compound before Spring Meet (**Bill McLaughlin**)

New Brakemen for RLS

Just in time for the re-opening of our park and resuming our public passenger trains, Bill Hoey has proudly announced the names of several members who have completed their brakeman's training course: Junior Members Nick Battelo and Sam Battelo, and regular members Charlie Gresham, Jaren Henderson, Ted Johnson, Shawn Oliver and Brain Zupke. A special thanks goes out to Ryan Turley (engineer for the practical brakeman's testing), President Glenn Maness (co-examiner for the written section), Dave Bunts (guest speaker), and Bill Hoey (RLS Brakeman's Class organizer and examiner extraordinaire).



First Public Run Day: Dec. 11th

Following the success of our Grand Opening the day before, our first run day open to the public was as equally successful with a near-equal number of passengers pulled! Though it started out cold (30 degrees at 7:00am), the day became the picture-perfect type of day with crystal-clear skies and a mid-day high of 68.

As history was made the previous day (Bob Cummings), Tom Lawson and his stunning Berkshire entered the RLS history books as he engineered the first public train out of the new Hunter Station on the first public run day in over 5 months (that's a lot of firsts with the one train)! Following in Tom's tracks, three other locomotives were put into public-pulling service (the Hunter locomotive engineered by Bob Smith; Tom Lawson's big Berk; Josh Klaske's mighty Hudson, Rich Casford on the club's C-16, and the Parrott's Shay).

Over the course of the five hours we were open to the public, 670 passengers were happily entertained by our railroad.

Taking on the Station duties was our President and Station Master, Glenn Maness, assisted by Ryan Turley and Tamiann Parrott. With four trains out, we had a good number of Brakemen volunteer for brakeman duty: Tommy Bunts, Richard Miller, Bill Hesse, John Lytle, Jonathan Parrott and Nathan Parrott. Operations Supervisors for the day were Dave Parrott and Bill McLaughlin, and providing queue line entertainment, Cody Gates strummed his guitar and sang songs (not something you find at other clubs very often). The other locomotives out for the day were Paul Quick's Atlantic, Glenn Maness's 0-4-0 (engineered by A.J. Benson), and visiting from the LALS was Russ Warr who brought his 2-8-0 (timed like a fine Swiss watch).

In all, about 30 members made it out to the RLS for our first public run since May, and our last public run for 2011.

Dues are Due

It that time of the year when RLS folks need to add to their to-do list the reminder that RLS annual dues are due. It's a simple do to do: regular membership dues are \$50, non-resident dues are \$25, and junior members (under age 16) are \$12.





December Work Day and Board of Director's Meeting

A cool but clear day met all those who drove to the club for the December 17th work day. Even though the park had reopened a week previous, and even though we have had several months of non-stop Saturday work, there was still plenty to be done (see pages 4 & 5 of this newsletter). Groups organized and headed out onto the railroad, some heading to the straight-a-way (replace bent rail), others heading to the crossing just north of what used to be called "Soccer Curve" (wiring for the automatic signal system), others headed over to Vandenberg (ballasting and right-of-way reclamation project), still others remained inside the compound (club house cleaning and Hunter Locomotive work). In all, 20 RLS members attacked the day's jobs list and were able to fix, clean, improve, and repair a good deal of items around our railroad.



At noon, everyone was treated to a chili & tamale lunch from our camp cooks, Cutis and Donna Claybrook, and by 1:00, President Maness called to order our Board of Director's meeting. Several major topics were discussed, including the repair of our turntable hoist, awnings over our steaming bays, laying cement under steaming bays 1, 2, & 3, and preparing for our Spring Meet (Oh... and our Treasurer, Dean Willoughby, is VERY happy to actually have to count the donations boxes again...).

There's a lot happening at the RLS. Come out to a BoD meeting and find out what's being planned!

A Monday Run Day? (Photos by Ron Wilkerson)

Yes, Virginia, there was an impromptu run-day after Christmas! Since our regular run day fell on Christmas day, it was decided (for good reason) to cancel this run day. However, a number of members decided to come down to the club on Monday, 12/26 and make up for the lost Christmas Day run day. About 15 Members showed up to enjoy the perfect Spring-like weather and the sights of living steam locomotives. Out for the day were Dean Willoughby with his 0-4-0 Invicta, Tom Lawson with his 2-8-4 and the Chases (Randy and Jonathan) running the Lannon 4-4-2. Also, Mike Gardner (RLS member, Ward 1 City Council member and a driving force behind Hunter Park's reconstruction) was out riding trains after recovering from back surgery.





One Year ago, on January 15th, 2011, RLS members begin the finishing touches on the newly extended Hunter Siding. This was expected to be a month-long, capital project to move the Hollywood Switch out from under the overpass. But, because of great RLS enthusiasm, the project was completed in two days. Pictured from left to right are Ted Johnson, Dave Bunts, Al Bondesen, and Tom Edgar.

COMING RLS EVENTS:

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

Jan. 9: Run Day!

Jan. 15: Workday and Monthly Board Meeting

Jan. 22: Annual Dinner (RSVP ASAP!)

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

OFFICERS

President: Glenn Maness

Vice President: Bill Hesse

Secretary: Brook Adams

Treasurer: Dean Willoughby

DIRECTORS

Bill Gardner

Dave Bunts

Bill McLaughlin

David Parrott