

# THE RLS CHRONICLE

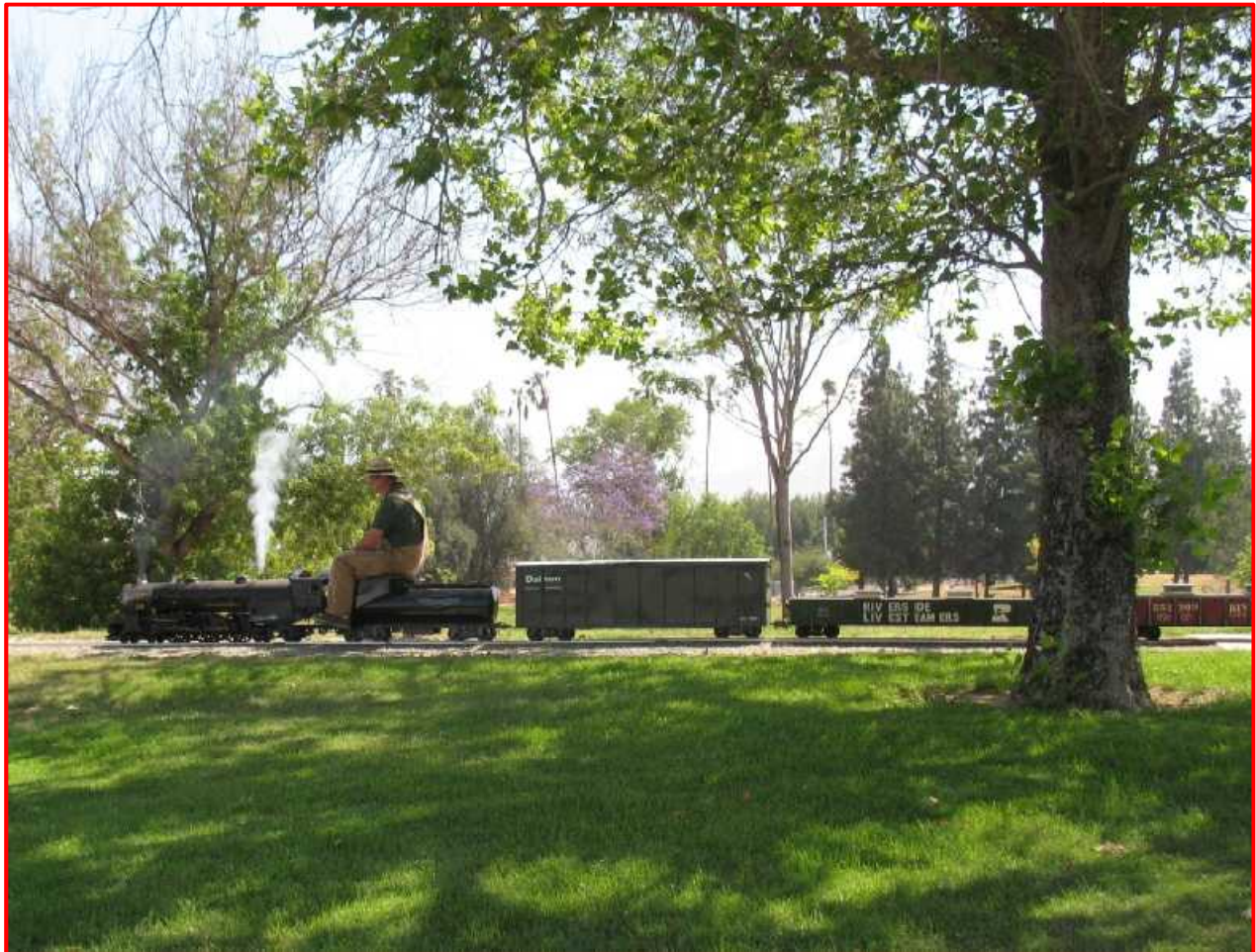
News of the Riverside Live Steamers



July 2010



Bill Hesse's "Words O' Wisdom"  
Renaissance Project: 15 Months...  
Forty years  
Run Days and Work Days  
Plus so much more...



## Ready for a Very Busy Day

June 13<sup>th</sup> will live in infamy for all the RLS folks who were present. Not only did we have three trains pulling public, we also had a train dedicated to the Candle Lighters group, another train dedicated to the National Model Railroaders Association group, and yet another train dedicated to the scheduled birthday party. With a full head of steam, Josh Klaske heads to Panoramic Siding for his first load of NMRA folks.



### **Bill Hesse's Extended Words O' Wisdom**

We started June with the biggest train at the Big Train Show in Ontario. Hundreds of guests dropped by the RLS booth to get a close look at Bill Mac Laughlin's engine and view the videos of real steam trains in operation. About half the people who stopped by had ridden the trains either at RLS or other railroads around the southland, and were pleasantly surprised that we were still alive and steaming. Many others weren't aware that there are trains in anything larger than G scale. The most common questions, of course, were, "How much do they cost?", and, "Where would I put it?". There were plenty of RLS members available to quickly answer both questions by expounding at length on the virtues of belonging to a well established club that has four club engines and plenty of trains 'ready to play'. We also had a kit box car on display and were able to point out that it's easy to enter the hobby even without a vast array of machine shop equipment or skill. Most of the folks we talked with will most likely just come by to ride the trains over the next few months, but there were more than a few potential members as well.

And now for the news we've all been waiting for (or dreading): **As of July 6<sup>th</sup>, Hunter Park is officially CLOSED for renovation. NO, that doesn't mean the railroad is closed.** Our scheduled run days (and even the meets in October and April) are written in to the construction schedule.

Starting with the good news: During the BNSF/Columbia Overpass Project, the RLS compound received its own water line and electrical service. We are completely separate from the park. So, the compound will be left virtually untouched, except for our new access road from the south end out to Marlborough. Fuel and water will still be available in Allen's Valley and water at Panorama and Columbia. The grass and the dandelions won't get much water, but the engines will. Every effort is being made to keep the short loop open throughout the project, and all contractors have been notified of where they can cross the tracks to keep damage to a minimum.

There will, of course, be some construction such as new grade crossings and places where utilities cross the tracks that may require short sections of track to be removed from time to time. Wherever possible, these activities will take place between run days, but may require some extra unscheduled work days to temporarily remove or replace sections of track. RLS will also be constructing the new steel rail sections for the grade crossings, a few new turnouts, and additional track panels as needed. There will be plenty of opportunities to work on our suntans, work out in the RLS weight room, get some exercise, and consume of huge quantities of Gatorade and Oreo cookies.

The Marlborough station has already been stripped of anything useful, the container will be moving to the compound, and Ken has already scheduled the first two extra work days to start dismantling the track at Summit, Marlborough, and Iowa where the major changes will be made to the main line.

And now "**The S.T.A.T.I.O.N. Plan**" [Substitute Temporary Attempt To Incorporate Our Needs]: Starting in July, we will move back from the temporary station at Marlborough to the substitute temporary (post permanent) station at Columbia. We have arranged for public parking to be allowed on Columbia St. (assuming that project is finished), and possibly on Iowa (assuming that project is finished). The porta-potties for the public have already moved back to the Columbia side of the park. There will soon be a construction fence completely around the park, with public access to the old Columbia station platform open on our Sunday run days.



Keep in mind, the park is CLOSED. RLS will have access to the right of way, but all public must remain north of the station platform except when seated on the trains. How exactly we'll operate for the public is still a plan-as-we-go project.

While we have access to the short loop and those areas where we will need to do track work, there will be a lot of construction equipment in the park, big holes in the ground, buildings going up and coming down, and plenty of photo opportunities for George Bartlow. Safety will have to be the number one priority when entering the closed sections of the park.

It's been a couple thousand years since I've had to prophesize how a project of this size will end, so don't crucify me if I get it wrong: The target date for construction completion is May 10<sup>th</sup> 2011. That comes pretty close to the Spring Meet. The RLS goal is to have all the track back in the ground, the new Iowa Station will be ready for use, paved walkways will be in place, and the park will be at least geologically back together.

After construction is finished, the park itself will still remain closed for an additional four months while landscaping is done and the grass has time to grow before the sports fields can be reopened. By the Fall Meet 2011, we'll be proudly showing off the NEW Hunter Park.

The detailed plans have been circulating around the club house as they become available. The board and planning committee are working closely with the park department and contractors, and the end result should be truly spectacular.

Outside of those few *minor* details, June was just a typical month at RLS . . .

Watch this space and the web page for breaking news . . .

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

15 months really doesn't seem all that long when you compare to how long we waited to see the 844, 3985, 4449, and 3751 under steam again.

### Repeat over and over....

Slow down at the stations... Slow down at the stations... Slow down at the stations... Slow down at the stations... Seriously, folks: Slow down at the stations! It's not a difficult task to comprehend. As you approach the station (yes... even if you're on the mainline, but ESPECIALLY if you are running through on the station track), push in the throttle and pass through at a slow walking pace. Think about this: All it will take is a couple kids goofing off at the front of our line: One pushes the other... and, "Bam", a kid is laying face down on the tracks right when you are passing through. Are you running slow enough to stop? If not, what will ensue will be a nightmare for you, the club, and the injured child.

People love coming to our railroad not just to ride the trains, but to see them too. Take the time and show off your locomotive and train to those folks who want to see a living, breathing steam locomotive up close. Take pride in the moment! It will avoid a potentially serious accident and the supporters of our railroad will come away with new and exciting memories. One more time: Slow down at the stations... please.



## June 13<sup>th</sup> Run Day

Wow! What a day! With three separate parties and pulling the public, our railroad was an eventful and happening place. The call went out in May that we would need locomotives, brakemen, switch tenders and station masters for a day that promised to be very busy. It seems as though RLS members came out of the woodwork to ensure a smooth, trouble-free day for all who visited the park and rode our trains.

To begin, the annual visit by the Candle Lighters group set up camp in Allen's Valley right around 10:00. Dean Willoughby and Randy Chase fired and ran Dean's big 4-8-4 and completed many laps around the park with kids and adults in tow. Candle Lighters is a group dedicated to bringing support for families who have children diagnosed with cancer. Every year, in the month of June, we are privileged to host this group helping to bring smiles to children who are fighting such a dreaded disease.



Arriving at 11:00 and settling close to the Panoramic Siding/Station, the fine folks from the local chapter of the National Model Railroaders Association were happily pulled by Josh Klaske's mighty 4-6-4 all day long. Both Nathan Parrott (Brakeman) and Josh were treated to a fine BBQ by the NMRA as a thanks for a day of riding our rails.

Taking on a large birthday group, Brook and Dana Adams made several laps around the park with the cheerful bunch of partiers. Also out running were Ron Wilkerson on his 4-6-0, Dave Parrott on Ron's 2-6-0, Chris Enright with his 0-4-0 bean engine, and Bill McLaughlin/Tommy Bunts on Bill's 4-6-0.



Weaving through this plethora of trains, Rich Casford on the 2926 (the Casford's big 4-8-4), Bob Smith on the club's C-16 and Bob Cummings on his stout 2-8-2 all pulled the public throughout the day. Helping with the brakeman duties were Tommy Bunts, Bill Phillips, Jonathan Parrott, Curtis Claybrook and John Lytle. Glenn Maness, Tamiann Parrott and A.J. Benson made sure everyone was safe and happy while in line at the station. In all, 700 passengers rode the rails on a beautiful day.



## The Big Train Show

June 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup> were unique days for the RLS as we hosted a tour from the Big Train Show on the 4<sup>th</sup>. On the 5<sup>th</sup> and 6<sup>th</sup>, we attended the show as an exhibitor in our own booth.

On the 4<sup>th</sup>, a group of about 50 came in a large tour bus to Hunter Park to experience real steam from “big” trains. They stayed for about two hours taking rides behind Ron Wilkerson (4-6-0) and Dave Parrott (Ron’s 2-6-0). Down in the compound, nearly every steaming bay had locomotives proudly out on static display. Wow... did the shutters buzz as many in the group didn’t even know there was something larger than “G” Scale!



The actual Big Train Show was held in the Ontario Convention Center on the 5<sup>th</sup> and 6<sup>th</sup>. Each day hosted about 40 vendors of “large” scale model railroad products. There were twelve model railroads ranging from “Z” scale all the way to “G” Scale; on tables from a simple 10’X10’ design to the enormous 120” X 60’ Del Oro Pacific. However, with all that, the RLS booth was a huge hit as people stopped and gawked at Bill McLaughlin’s 4-6-0. We really did put the “big” in the Big Train Show. Each day, hundreds of flyers (explaining who we are and where to find us) were handed out as folks stopped and experienced their first look at real large-scale live steam. It truly was an enjoyable time. Once the show was over, we were promptly invited back for next year’s show!

## Forty Years

A lot can happen in forty years. Think about it: Forty years ago Richard Nixon was President; the Kansas City Chiefs beat the Minnesota Vikings in Super Bowl IV; the Baltimore Orioles won the World Series; Ziploc Bags were created; the Chevy Vega and the Ford Pinto were introduced (does that make you shake your head too?); Boeing’s 747 entered commercial service; the Concorde made its first supersonic flight; Apollo 13 was launched; the Beatles released their final album; the voting age in the U.S. was lowered to 18. With all of that, there is one occasion that happened forty years ago that had a direct effect on the Riverside Live Steamers: On June 11<sup>th</sup>, 1970, Ken and Rich Casford joined our club. Between them, they have helped guide RLS through the tough times and the celebrations. They have made the Casford name ring strong throughout the entire country, bringing RLS accolades for our steam program. Ken brought Rich... so, Rich brought us Greg and Matt, both of whom have had tremendous credits in their railroading careers: Cumbres & Toltec engineers; engineer for the 3751; engineer for the BNSF and the Harbor Freight Lines. Railroading isn’t just in their blood... it is their lifeline. And at the base... the start... is Riverside Live Steamers. We are honored to have shared these past forty years with a very fine family. We look forward to the next forty years with the Casford name at RLS.



## Last Run of the Old Railroad, June 27, 2010 (Reported by Rich Casford)

A wonderful Run Day with lots of members coming out to ride the whole railroad prior to the start of the Hunter Park Remodeling project. Just like the old days, the only people in the park were RLS members and the public wanting a train ride. The Soccer teams must have moved to their new location since the park will be fenced starting July 6, 2010. The remodeling will cause RLS to adjust their operations for several months as the park is rebuilt.

Running in passenger service was Rich Casford on Ken Casford's Santa Fe 4-8-4 #2926. Brook Adams was in Birthday Train service with the Club DeNault Atlantic #3000. After finishing Birthday service, Brook took over for #2926 hauling the complete Hunter Train on Eastbound Figure 8 with the Atlantic, never has it sounded so good! Supt. of Motive Power Dave Bunts was heard in the compound calling Brook Adams "THE MAN!"

Also out enjoying the end of the old railroad were Dave Moore and his 4-6-6-4 with a 14 car freight train, Ron Wilkerson on his 4-6-0, Bill McLaughlin on his 4-6-0, Paul Quick on his 4-4-2, Robert Butler on his newly acquired 2-6-0 (built by Paul & David Quick). President Bill Hesse started to fire up the Club's C-16 #278, but got called to work, so the fire was dropped on that engine. Conductors were Al Bondenson, Bob Smith, Gail Atwood and Curtis Claybrook. Several members stopped by to look around at how the park looks now: Tree removal starts the week of June 28<sup>th</sup> as the Park Department prepares the park for the Contractor to start on July 6<sup>th</sup>.

Glenn Maness, our famous Stationmaster, reminded people all day long that our July 11<sup>th</sup> Run Day will be loading passengers from the old Columbia Station. Many of our loyal friends who ride the train each Run Day were looking forward to finding us again on the Columbia side of the park. We will be operating the short loop as the Summit Siding & Main Line will be removed as well as the Iowa Siding & Main Line.

The park will have a fence placed around the entire outside perimeter of the facility with a gate access for the public to enter at the Columbia Station to ride the train. All RLS members need to remember that the public can only load and unload in Columbia Station starting July 11<sup>th</sup> Run Day. Please help by reminding people that they cannot go into the park to picnic during construction.

We will keep you posted via the Club's Web Site during construction if the Railroad has to be closed before a Run Day as best we can. However we all know how construction projects plans and programs can change, so we all need to be flexible during this period. When the project is finished, we will have a great facility to operate the Riverside Live Steamers!





## Work Day and Monthly Board Meeting

A mildly warm day greeted RLS members as they arrived early Saturday morning for work day. The day's main project? Killing Weeds! Armed with shovels, hoes, and pick axes, about 15 RLSers headed out and tackled three key areas: Creighton's Cut-off between the wye and Summit Siding; the Vandenberg Crossover area; and Allen's Valley (close to the compound). By far the worst area was the grade heading up to Summit Siding. The weeds were so bad that it seemed as if trains were heading into a long narrow cut... a narrow green cut with lots of leaves and thorns. But, by noon, the weeds had all become piles of pre-compost and our right-of-way looked surprisingly normal again. It was then that Curtis and Donna Claybrook rang the lunch bell and everyone headed in for a hearty BBQ meal.

One O'clock rolled around and Bill Hesse called to order a very important Board Meeting. More than half of the meeting's time was spent on the upcoming Renaissance Project: what was about to happen, what needs to be done to our railroad, how long we'd have to run short loop, track panel storage, etc., etc.. It was all there, and some of it was tough to swallow.

To begin, the Project will take about 15 months (plus or minus a month... more than likely it will be "plus" a month or two). During which time we can only run on the short loop. The rest of the park will be off limits to everyone: public, RLS members, soccer teams. The only time we will be allowed on the South side of the park will be to remove a number of sections of track to relocate Summit Siding, allow for the building of Iowa Station, and several new concrete crossing pads to be poured. We will not be permitted to replace our track until the new grass is planted and has established itself (good roots, strong stalks).

We already have two work days scheduled: one on July 10 and the other on the 17<sup>th</sup> (both Saturdays). We need to prep about 2000 feet of track for removal and storage. Track will not be stored in our compound as was done during last year's BNSF Overpass Project. Instead, the contractor will provide a locked, gated area somewhere in the vicinity of the soccer field for track panel storage. We are also having our storage container moved from the Marlborough Station to the compound (next to the fuel and water pumps) as that station will be torn down in a week or so.

As you have read, the entire park will be fenced in. The only area the public can get through is a fence that will be at the Columbia Station when they board our trains. If they don't get on a train, they cannot be inside that fence line.

It sounds dreadful, but we have to be thankful that we can at least run short loop: the Park's Dept, City, and/or the contractor could easily have insisted we close down completely for the duration of the project. A big thanks goes out to Dave Bunts, Ken Casford, Bill Hesse and Bill Gardner. Because of their lobbying, we don't have to shut down completely. Therefore, July 11<sup>th</sup> will be the first short-loop run day!

We have to keep our eyes on the future, folks: a beautiful park awaits us with railroad fully intact, and steam will, once again, rule the tracks in Hunter Park.



**One year ago: Stacks and stacks of tracks. Though our steaming bays were home to our disassembled compound lead for several months, these tracks were just about to be re-placed onto their new roadbed in late July, 2009.**

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#### COMING EVENTS:

**July 10:** Extra Workday, 8:00am

**July 11:** Run Day: Westbound, short loop

**July 17:** Workday and Monthly Board Meeting

**July 25:** Run Day: Eastbound, short loop

**Aug 8:** Run Day: Westbound, short loop

**Aug 14:** Workday and Monthly Board Meeting

**Aug 22:** Run Day: Eastbound, short loop

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Visit the RLS Website: [www.steamonly.org](http://www.steamonly.org)

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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 Days) are the 3<sup>rd</sup> Saturday followed by the Monthly Board of Directors Meeting at 1:00 p.m. at Hunter Park.

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#### OFFICERS

**President:** Bill Hesse  
**Vice President:** Rich Casford  
**Secretary:** Brook Adams  
**Treasurer:** Tamiann Parrott

#### DIRECTORS

Bill Gardner  
 Al Bondesen  
 Dayna Adams  
 John Lytle