

THE RLS CHRONICLE

News of the Riverside Live Steamers

July 2014

June Run Days
Night Run #1
“Fun” Day
Tamping into the Future



Burning Rocks

There's nothing quite like the smell of coal burning in a locomotive. It's funny, when burning coal in a furnace for heat, or in an electricity plant, coal smoke can be acrid, bitter and/or sour. But, in a locomotive, it becomes the sweet essence of our hobby! Charlie Kennemer's Allen Models Mogul has brought to the club that unique odor of coal smoke practically every run day for the past 11 years.



Along the Track – Roadmaster & Secretary Rich Casford

Steam Railroading in the summer! Can it get any better than this?

We have had some great Run Days and Work Days so far this summer. The turnout of the membership has made all the activities fun and no one person has to do all the work. At the last work day we were able to get the patio cover rebuilt, level track and lots of small projects around the compound.

We have several projects in the works for the coming months. At the June Board of Directors meeting we decided that the priority project would be the escape track that will allow cars and locomotives to move down to David's Yard without having to go up the engine lead all the way to Columbia Yard. This will reduce the back-up move of engines from the compound to David's Yard. We are in design phase of the project right now and will be utilizing the stub track on the engine lead on the south side of Barney's Barn. A diamond crossing will be built to cross the engine lead, trackage will then proceed along the East fence of the compound and run on a trestle to some point along the East side of Noble Quick building. At the South end of the Noble-Quick Building, the track will then tie into the car lead inside the fence line. When complete, this will allow for easy access to the car storage tracks in David's Yard, at the beginning and ending of Run Day operations, the Hunter or other engines needing access to David's Yard will be able to move freely in either direction on the escape track without a back up move on the mainline during normal operations. Members can also move cars by hand down to storage in the Noble Quick Building.

Plans are also under way for the installation of the third level car storage. This will be a major project once we have the engineering finished. We will have track panels to build, a diamond crossing, and additional switches will need to be constructed. Be on the lookout for emails about extra work days once we begin the construction phase of the project.

Our next Fun (work) Day will be **JULY 19th** so I hope to see all of you out at the Railroad. We will have projects for all skill sets that day. We start at 8:00 AM and will have lunch to the workers at Noon. Board meeting follows at 1:00PM.

Don't forget our Run Days: July 13th Outside Loop Westbound and July 27th Figure 8 track pattern. The Operating Superintendents can use a hand in public train operations, compound security, and crossing guard duty in the station with the increase public use of the park in the summer time.

Remember all trains should carry a red flag during daylight running and if you are in passenger service you need a Bull Horn & Radio. Just ask the OS for the day and they will fix you right up. Also, don't forget your rule book. If you have misplaced your rule book, extra copies are available from the OS or Secretary for \$5.00 per copy.

Drink plenty of water, wear a hat and enjoy the Railroad during the summer!

See you at the Track!

Rich Casford, Roadmaster/Secretary



June 8 Run Day

We're not sure who was in charge of the locomotive flood gates for the day. Whoever it was flung them wide open! Wow... there were a lot of trains out on this clear but very warm day!

Let's count them off: Cameron McMonigle on Paul Quick's 4-4-2; Dave Moore with his Challenger; Brook Adams on the club's C-16 (birthday train), Rich Casford with his mighty 4-8-4; Charlie Kennemer made the park smell great with his coal-burning 2-6-0; Joining the rock-burner club was Richard Miller (after converting his 0-6-0 from propane to coal); Chris Enright on his 0-4-0 Conner Beam Engine, Bill Hesse with his 4-6-0 (pulling his awesome maintenance-of-way train) and Bob Smith was the morning engineer on the Hunter, while John Gurwell took the afternoon shift.

Down in the compound, Randy and Jonathan Chase prepped their Atlantic and Dean Willoughby's Northern for the upcoming June 22 Candle-lighter's event, Pam Weiss was tinkering with her friend's narrow-gauge 4-6-0, and Bill Phillips worked on his 4-6-2.

With the Hunter train, an extra passenger train and a birthday train, the need for all the Brakemen posts were filled by Chloe De La Torre, A.J. Benson, Brian Stephans, Jeff Gorjans, and Ken Casford. Dave Bunts helped out as relief engineer for the Hunter train and Glenn Maness held down the all-day duty of Station Master.





IT HAS TAKEN YEARS, BUT SUCCESS AT LAST!

Rich and I have been greatly involved in RLS track maintenance for 44 years. The most vexing phases of any track work have been tamping ballast on new construction or just day-to-day maintenance. Willing track workers at RLS have never been a problem, but when it comes to tamping ballast, that is another story. And that is the story at almost every other similar railroads throughout the country.

More than twenty years ago, the home made tampers we have used were made by one of our members. They have worked well for tamping between the ties, but we have always come up short of tamping the correct way, ***which requires ballast to be packed under the ties*** as well as between the ties.

In Wimberley, Texas, there is an immaculate 7-1/2" railroad Norma and I visit regularly. In October 2008, the owner, Nick Edwards, greeted us as we entered the property, and took me over to see his new tamper. Designed and built by Mike Hales in the Houston area, this was the first real prototypical designed tamper for our sized railroads.

Bob Hornsby, Nick's number-one man responsible for maintaining the nearly 30,000 feet of track, demonstrated the machine, and it did everything that a full size tamper would do. Both Nick and Bob spoke so highly of the machine, Nick had ordered a second unit to be used for switch tamping (never built). Needless to say, I shared their enthusiasm, and promptly (on the scene) placed an order for the RLS with Mike.

To make a long story short, Mike Hale's full-time work became so excessive, there were just not enough hours in the day to spend any time to build more machines. As a result, only three machines have been built.

One of the great dividends of our frequent trips to Texas is an entirely new circle of friends. Probably the closest friend is Rick White, of Chappell Hill, Texas (A very active member of Houston Area Live Steamers (HALS)). Like a lot of us, Rick dreamed of building his own railroad on his acreage. As time passed by, Rick realized from his HALS dedication that there just were not enough hours in the day to build his own railroad. Reluctantly, Rick started selling his off his rail, ties, etc. He knew of my great interest in his tamper, and offered to sell it to me for RLS. His tamper was the third one completed, so it was like selling a family heirloom.

In December 2013, Rick brought the tamper to Maricopa Live Steamers. They kindly stored it until Randy Chase could pick it up and bring it to RLS. For the January 2014 Work Day, Rich fired it up and tamped Scout siding. It performed just like a tamper should, and has been used every Work Day since. RLS is indebted to Rick White for making tamping like it should be. Rick is typical of the many in our live steam hobby who make this hobby something very, very special.





June 28 Run Day (Photos by Joan Adams)

Another warm (hot) day presented itself to members, patrons and locomotives alike. But that didn't stop the fun from happening. Instead, this run day should be considered a red-letter day!

Not only was this a standard run-day where we have our public-passenger train (the Hunter), but it was also the annual Childhood Cancer Foundation of Southern California (Candlelighters) event. Each year, in Allen's Valley, RLS hosts a large group of young cancer survivors. These children and their families are treated to their own passenger train with Randy and Jonathan Chase double-heading the Lannon Atlantic and Dean Willoughby's mighty Northern. It also makes for a very busy railroad, especially in Allen's Valley. Not only is there the usual traffic for fuel and water, but there is also the Candle Lighter's temporary station for their special train.



Also making this run-day a red-letter day was Gary Mocko firing up his new Berkshire and getting out to our mainline! Though there were a few bugs that prevented the Berk from making a full lap around the mainline, it was still very exciting to see Gary pulling the throttle after five years in the making!



Also out on this rather warm day were Jim Fergusson with his mammoth 3 ¾" gauge prairie, Charlie Kennemer and his 2-6-0, Ron Wilkerson with his mighty 2-8-2, Brad Bluth and his immaculate 4-6-6-4, Neal Maurer with his awesome little 2-6-0, and Brook Adams and Bob Smith held down the duty of Hunter Engineer.

Our brakemen for the day were A.J. Benson, Chloe De La Torre, Skip Borsuk, Manny Caldera, and John Gurwell. Keeping the station running smoothly were Glenn Maness (Station Master), Manny Caldera, Cindy Caldera, and Mac McLaughlin. Finally, our benevolent Operating Supervisor was David Lazarus.



June 14 Work Day

It was a busy, busy day for RLS members on this particular “fun” day. Not that other works days aren’t as busy. However, with this one, the focus was concentrated on our compound.

Workers began showing up at 8:00am in order to rebuild the awning cover between the clubhouse door and the caboose. After years and years of heat, cold, and rains (yes... we do get those now and again), the main support timbers were showing signs of wear and tear. However, within a couple hours, the old timbers were removed and the new were in place. Also, in the compound, a serious effort was put into trimming our trees and cleaning up the far south-east corner. Over in David’s Yard, weeds were pulled and sprayed.

Just because there was so much work happening inside the compound area didn’t mean there wasn’t any work out on our mainline. Rather, there was a lot of work focused on Big Rock Curve (far south-east corner of the park). Tracks were de-bumped, leveled, tamped, re-leveled and tamped again. The curve is now smooth and secure!

Noon-time brought with it another fine lunch, served up by our camp cooks, Curtis and Donna Claybrook. Promptly at 1:00 (well... 1:01.... ish), Dave Bunts called to order the monthly Board of Director’s meeting. The meeting focused on the Club’s “punch-list”, with the spotlight on what our next “Large” project is going to be. The choices before the attending members were: Third-level storage racks in the Noble-Quick building; the hoist to the third-level storage tracks; the “Escape Track” from our south engine lead down to David’s Yard; and the cement floor under north-end steaming bays. After a bit of deliberation among the members and the Board, it was settled that the next big-ticket project will be the Escape Track. This project is going to take several extra work-days and a lot of hands to complete. Keep an eye out for announcements in the Chronicle and on our website, steamonly.org.

The meeting concluded with the Board of Directors emphasized the club’s position as a steam-only club, and a full membership bestowed upon David Weiss. Next time you see David, give him a welcoming pat-on-the-back!

Don’t forget the e-Chron

If you’d like to help the RLS save postage and printing costs, sign up for the e-Chron. Unlike the printed version, the e-Chron is always in color and you’ll receive it the moment it’s released from the editor. If you’d like to be on “The List”, drop Dave Parrott an email at parrottsroost@verizon.net.



June 28 Night Run

Night runs are always a special occasion for the club-members to attend. Besides the night runs during our Spring and Fall Meets, this year (because they are so well liked) the Board of Directors approved 4 official night runs across our summer months: June 28, July 5, August 2 and August 30.

Our first night run (June 28) was expected to be a not-so-dark night run. When filing with the city to let them know of our run (and to request the turning off of the sprinklers and ballpark lights), we were informed there was a scheduled all-nighter softball game. Thus, emails went out and an announcement posted to be aware of the folks attending the game. However, as luck would have it, the game was cancelled a couple of days before our night run!



The compound opened at 3:00pm with a few arrivals. By 4:00, several members had showed up. When 6:00 rolled around, three locomotives were under steam and readying for a long evening of running: Ron Wilkerson's 2-8-2, Jonathan and Randy Chase with their 4-4-2, and Cameron McMonigle engineering Paul Quick's 4-4-2.

Though the request for no sprinklers was turned into the city, someone forgot to carry out the order. Thus, there were a few times when riders received their evening shower! This, combined with the warm night air, made the run even more pleasant... and adventurous.

In all, more than 30 members showed up and rode trains well into the night. It was reported that the last locomotive came back to the compound around 2:00am!

You still have two more chances to attend a summer night-run: August 2 and 30. It is a most pleasant experience! As always, if you'd like to bring down some hamburgers or hotdogs for grilling, the club's BBQ is available! See you there!



The Perfect Family Hobby

As stated many times in these hallowed pages of the Chronicle, we are a unique group who enjoy a wonderfully unique hobby. Besides the amazing locomotives and rolling-stock that members bring, the comradery and fellowship has become a very attractive "plus" to prospective members. As a great example, Jonathan Chase (left) and Randy Chase (right) ready their locomotive for the Candlelighter's event on June 22.

COMING RLS EVENTS:

July 13: Run Day

July 19: Fun Day (Work Day), B.o.D Meeting

July 27: Run Day

Aug 2: Night Run!!

Aug 10: Run Day

Aug 16: Fun Day (Work Day), B.o.D Meeting

Aug 24: Run Day

Aug 30: Night Run!!

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Riverside Live Steamers' Board of Directors

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