

THE RLS CHRONICLE

News of the Riverside Live Steamers



June 2011



**“Calling All Hands”
Run Days, run days and run days
State of the Park
Plus so much more...**



Rails back to Summit!

Riverside Live Steamers has been dealing with what will go down in its history as its worst period ever. Yet it seems it won't be getting any worse as a small team of devoted folks began the task of revitalizing our outside loop by laying track back up to Summit Siding.



Calling All Hands!!

Without a doubt, the past couple of years will most likely become the worst period in RLS history. Beginning with the BNSF Overpass project that closed our operations for 6 months (April 2010 to September 2010) to the current situation with the Hunter Park Renaissance Program, our mainline operations have been in pretty bad shape (running only the short loop and several times, unable to run at all). Currently, the contractor has cut a series of irrigation ditches for the sprinkler lines. These “canals” run parallel to (and in many cases, on both sides of) our mainline. Unfortunately, our track has been buried by the tailings of this work in several places and new sprinkler heads placed right in the way of future track expansion. Also, over the past year, heavy construction trucks have damaged many track panels on the back loop, ruined ballast foundations, and have crushed rail to the point of it becoming unusable. Our straight-away (what was once a great source of RLS pride as it was considered the longest and straightest in the country) now looks more like a wobbly spaghetti noodle struggling to not be overcome by a forest of oregano-looking weeds. Speaking of weeds, nearly every foot of track that has remained dormant since we went to our “short-loop” operations has been taken over by weeds. In some places, it’s not possible to see the tracks



Time to install ditch lights on all locomotives?



Looking east at the RLS not-so straight-away...

because the weeds are so thick. And to top it all off, every place is covered in fine dust kicked up from the trucks, tractors and ditch-witches. Folks... it looks really bad. In fact, it’s downright depressing. But as Confucius once uttered, “Everything has its beauty, but not everyone sees it”. The beauty of the above-described situations is this: it’s not going to get any worse. The proof? Look again at the front-cover picture. It’s finally time to “call all hands!”



Get out the metal detector, we’ve lost our mainline.

If ever there was a period when the RLS needs its members, this is that time! Beginning June 4th, every Saturday will become a work day until further notice. Our goal is to have the mainline back in operating condition BEFORE the contractor plants the grass. The



big question of the moment is, “When will that be?” So far, we’ve received a couple answers... and both of them are highly probable. The first answer is this coming September. The second answer is late-Spring of 2012. It all depends on the work the contractors are doing now and when it is finished.

So what are the contractors doing now? They are ready to pour the final cement pathways. Once that’s done, they will be installing the fences, finishing the irrigation pipelines, and installing the pathway lighting. Nearly everything else is done: our new station, the snack bar, the new play area, restrooms, parking lots, baseball fields (with stadium lighting), soccer field (ugh), our new driveway to Marlborough Street, gazebos, sidewalk crossings and drinking fountains are either completely finished or nearly finished. Thus, by the way it’s looking, September is most likely the month they’ll plant the grass for the entire park. Once the grass is planted, we will be unable to perform any work on our mainline until the grass is well established... which will be in April or May of 2012. However, if we have our tracks in place when it comes time to plant, we will be allowed to run trains on the outside loop throughout the new-growth period.

The list of items that need our attention seems nearly endless. Unfortunately, the showing of the regular 8-12 RLS members at the past several work days, though highly appreciated, is none-the-less far from enough in order to get “The List” finished prior to September. We can’t stress this enough: Every local RLS member is needed during the workdays in order to complete the tasks at hand.

Someone once said, “Hey... it’s a hobby, not a job.” Every one of us couldn’t



The new station and Iowa Yard area.



Our new driveway to Marlborough.



Larry Jongerious steams past the new playground.



One of many new pathway crossings.



agree more to that saying. However, on the flip side: Without the work, we'd have no hobby.... just a neat steam locomotive sitting in a barn or garage without a local place to operate. It comes down to this: Do you want to keep running short-loop for another year... or do you want to open up that long-lost outside loop in three months?

What can you do? First, show-up to one work day a month (but shoot for at least two per month). Will it be hot? Yep. Will you get dirty? Yep. Will you sweat like a pig in Alabama during the dog-days of summer? Yep. Will you lose weight? Hard to say... since the RLS feeds everyone a hefty lunch. Will you find love? Probably not. Will you learn how to build track panels, spread and level ballast, tamp and level track, kill weeds, bleed, curse & swear at the heat, curse & swear at Dave Bunts, and find aches and pains in muscles you don't know you have? Without a doubt, yes!

RLS is a big club. The Casfords just finished printing the newest RLS Roster. Within its covers are a host of names. Currently it looks like there are approximately 102 local RLS members. Though having all 102 show up to every work day would be outstanding, that's simply a totally unrealistic expectation. However, having 20 to 30 show up at each work day would not only be perfect, it's actually possible. Each day, Road Two and/or Dave Bunts will have a list jobs that need to be completed. The more people who show up, the more fronts can be attacked, and the quicker we will finish this push.

The Riverside Live Steamers needs you. Please, ponder this and set aside a day or two each month for our beloved club.

Keep an eye on our website for updates!





May 22nd Run Day (Thanks to Brook Adams for this report and pictures)

The day started out cool and overcast, but warmed by the end of a very good Run Day. Bill Hesse started the morning behind the club's C-16 with Skip Borsuk as his Brakeman, and Bob Smith running relief for Bill. Unfortunately, right around 12:15pm, the C-16 developed injector troubles. Kim Ziepke and Lew Kader pushed the C-16 back in the yard with Lew's new Crescent Limited Pacific. Bob Cummings stepped up with his mighty Mikado and took over passenger service. Brakemen duties continued with Skip, then Brook Adams for a couple of laps, followed by Curtis Claybrook who finished out the day. Bill Mac and Richard Miller helped out and pulled a few public laps as well.



Engines on the railroad were: Bob Cummings on his 2-8-2; Lew Kader and Kim Ziepke on Lew's 4-6-2; Bill Mac and Richard Miller on Bill's 4-6-0; Larry Jongerious, Ron Wilkerson and Brook Adams on Ron's Pine Creek 4-6-0; Dean Willoughby on his recently acquired 0-4-0 Invicta; There were also a couple engines out but not on the railroad: Bill Phillips worked on his 4-6-2 and John Lytle brought out his 2-6-0 chassis and ran it on air.



Our benevolent president, Glenn Mannes, pulled double duties as O.S. and Station Master. A good time was had by all!



Speed Kills

A terrible accident, killing a 6 year old child and injuring 28 other people, happened on a 15" gauge railroad in Spartanburg, SC on March 19. A recent report issued by the investigators attributed the accident to the engineer's neglect: He ran the train to fast. For more information about the investigators findings, you can go to this address: <http://video.goupstate.com/video/956506359001>



May 8th Run Day

A light layer of clouds shaded much of So. California, but that didn't mean steam wasn't shining brightly at Hunter Park! In fact, the temps for the day couldn't have been any better: 74 degrees with a light breeze from the west.

The morning began with the C-16 under the engineering prowess of Larry Nilles from Oregon and the brakeman expertise of Bill Hesse. Bob Smith (a.k.a Bob "The-guy-who-will-always-lend-a-hand-right-when-the-moment-is-needed-especially-when-it-comes-to-running-the-C-16") ran relief engineer during the second half of the day. President Glenn Maness performed the duties of Station Master flawlessly.

A couple other locomotives were also under fire: Ron Wilkerson's 4-6-0 and Bill Mac's 4-6-0. Each made several laps before the day ended.

Also out for the day, but not related to the RLS run day were several workers on the Renaissance Project. Working on overtime (trying to make up time from the many rain-days in March and April), a number of men were performing duties on the new RLS station and the restroom on the south side of the park.



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

You realize your really bad mood is directly tied to another month passing... and still no Chronicle.



April Run Days

The month of April was, weather-wise, a little tumultuous. One day, it would be a perfect spring day, the next would be rainy and cold, and the next would be hot and humid. It was this undulating behavior that ended up cancelling our April 24th run day... sort-of.

First, our April 10th run day just happened to fall on the "Perfect Spring Day" day: Not a cloud in the sky, little to no wind, the high temp of the day hit 73, and there were LOTS of locomotives out. In fact, 10 locomotives were under steam and a few more were out and being tinkered on. But, the perfect juxtaposition to this day came on our April 24th run day where a typical Seattle-Summer day settle over the area, bringing with it cool temps and rain. Enough rain fell the day before and the morning of the 24th, that our Operations Supervisor cancelled the public run day. However, a few RLS members stuck it out and fired their locomotives despite the day's forecast. Below are pictures highlighting the two days (Photos taken by Joan Adams and Nathan Parrott).





One year ago in June, Rich Casford prepares to ease the mighty 2926 downgrade from Summit Siding with a fully loaded train. The dead grass was a sign of things to come: The city had stopped watering select areas of Hunter Park in preparation for the Renaissance Project.

COMING RLS EVENTS:

June 11: Extra Work Day

June 12: Run Day

June 18: Work Day and Monthly Board Meeting

June 25: Extra Work Day

June 26: Run Day

July 9: Extra Work Day (?)

July 10: Run Day

July 16: Work Day and Monthly Board Meeting

July 23: Extra Work Day (?)

July 24: Run Day

For workday and park updates, 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: Dave Bunts

Secretary: Rich Casford

Treasurer: Dean Willoughby

DIRECTORS

Dayna Adams

Al Bondesen

John Lytle

David Parrott