

THE RLS CHRONICLE

News of the Riverside Live Steamers



November 2012

The Fall Meet Wrap-up
What's in a Name, Part 4
And the Nominees Are....
California's First Rails
and so much more....



Going for a Walk

Friday, October 26th was a beautiful day to take the dog for a walk around Hunter Hobby Park: Warm sun, crystal-clear sky, the first day of the RLS Fall Meet. But, why walk when you have a steam locomotive and train at your disposal? With that in mind, a couple hours after their arrival, Scott Horgan, Dana Adams and the pup they were dog-sitting were making laps behind "Capt. Joe" (We call it "Capt. Sparky"... you'll understand once you've ridden behind Scott's loco.... Just be sure to wear something you won't mind having holes burned into it).



President Maness' Words O' Wisdom



Well, hello everyone! This will be my last W.O.W. piece for my term as your President of Riverside Live Steamers. These past two years have been a time of great transition for our railroad. It has been a time of great fun and some frustration (Sometimes it takes more than one locomotive to pull a long train). I want to take this opportunity to thank everyone who has got aboard this train and helped us get over the high hills and valleys. Everyone has done so much for our railroad and again I just want to say THANKS!!

We had a great Fall Meet this year, 28 or more engines under steam!!!, Everything worked well during the Meet, no major problems, a great lunch put on by Billy Mac, a great catered barbecue dinner, a great movie for entertainment, fantastic night run and a good time had by all. All of our visitors and friends seemed to have a good time. Hey... and let's not forget: only 28 weeks to our Spring Meet (L.O.L.)!

Our elections for a new board are this month and we have a fine slate of candidates running for the four open positions. Whoever is elected as our officers for the next two years, please give them all of the support and backing you've given me for my two years as they will need everyone's help.

I'd like to remind everyone, once again, of our annual dinner which will be coming up January 26. We always have a great time of fellowship and fun at our dinner. We will have our yearly awards, great food and drink and a special movie premiere. Don't forget to mark your calendars for January 26, 2013! The mailings will be on their way soon. Hope to see everyone there!

Until next time, Glenn

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

the fiscal year of your business starts at the end of the RLS Fall Meet.

Mark Those Ballots and Send Em' In!!

As President Maness noted, everyone should have received their ballots by now. Be sure you vote for four of the six nominees (Rich Casford, Bob Beard, Jim Kreider, Ted Johnson, David Lazarus, and Shawn Oliver). Ballots must be received in the mail by Nov. 17 (Hand-delivered ballots will not be counted). Going off the BoD are Glenn Maness, Dave Bunts, Dean Willoughby and Dave Parrott.

Dues are Due!

As with our ballots, our dues are due too: \$50 for regular members, \$25 for non-residents and \$12 for Junior Members.



What's in a Name, Part #4: BARNEY'S BARN (By Rich Casford)

This month, we are back in the Compound area with our second storage building, Barney's Barn.

At the beginning of RLS, there were two buildings in the compound: the Club House and the Air Compressor Building. Both buildings were built by the early members of RLS. Bob Babb, Ernie Wilson, Doc Creighton, Ron Wilkerson, and several more members spent many a weekend and week day working at the "diggings" (as the compound was referred to). These members also installed the steaming bays, transfer table, electrical, water and air lines. Not only did they build the 7 ½" bays, but also a completely separate set of 4 ¾" steaming bays and transfer table located perpendicular to our current transfer table. You can still see the concrete foundations of the 1" transfer table by the picnic table/flag pole area.

As RLS grew, additional storage space was needed. As with most projects at RLS, many meetings were held to discuss where a new storage building could be built, how much it was going to cost, and who was going to do the work. RLS in the early years was a very financially conservative organization. Ernie Wilson (long time treasurer of RLS) many times would be thrilled to see \$25.00 in the donation box at the end of Run Days! Many times the checking account would have less than \$400 bucks in the bank!

We started to have monthly opportunity drawings to raise funds for the building. You can imagine the shock Ernie had when he discovered enough money in the raffle coffee can to pay for the concrete floor of the new building thanks to a most generous donation by RLS Member Barney Root. Barney was a charter member of RLS and had built a Little Engines 4-4-0. He later owned a Berkshire, and his last engine was a 4-8-4 built by Buzz Sutch of LALS fame. Barney was a paraplegic, but that did not stop him from running all day long on the RLS Railroad. Also, he was a watch inspector for the Union Pacific/Santa Fe in San Bernardino.

The building was started in the summer of 1974 with the help of another RLS member Skip Borsuk, nephew of Barney Root. Skip was in the Seabee's and they needed a public project for training. So, they arrived at RLS and, in a matter of days, had dug and formed the foundation and floor work. Needing the transfer table out of the way, 6 Seabee's just picked it up and set it off the tracks! Once the floor and foundation were done, RLS hired a contractor to lay the brick walls and core fill. RLS Members organized a roofing party to roof the building. Once again, since RLS was financial conservative, funds were not available for an extra row of bricks to slant the roof. The solution? All the roof rafters were cut on an angle by circular saw to provide drainage from the roof!! There is a great photo the roof party all standing on the completed roof. The Building was finished in January 1975. Bob Babb almost by himself, welded all the tracks and racks in the building. The first storage of equipment was in June, 1975. Increased activity required additional upper storage tracks to be installed in January 1989 by RLS member John Thorpe and other RLS members.

It has been said that the RLS Storage buildings have an unlimited amount of room. In the late 70's, at a Fall Meet, we had a huge thunderstorm come up and everyone with their equipment ran for shelter. Hot engines, along with so many members and guests, just kept coming into Barney's Barn in order to get out of the massive rain-and-hail storm. All fit in the building! But, boy did it get hot in a hurry with all the locomotives still under steam!

I have had the pleasure of being the Storage Chairman since we started space rentals in 1975. It is like a giant jig saw puzzle (or "Tetris" game to you e-savy folks) to get equipment and members to match up to available trackage. With the addition of the Noble-Quick building, we still have space available for members to store their equipment at the Railroad.



After rolling it out of Barney's Barn, Bob Cummings is preparing to fire up his big 2-8-2.



Qualify to be an Unofficial RLS Switchman!

Interested in throwing switches at the RLS all day long? Would you like to take pride in being the Allen's Valley Switchman... or the Columbia Yard Switchman... or the Iowa Yard Switchman? Has this been your secret desire, but wish you could practice for the position first? Have we got the deal for you! Go to <http://www.kongregate.com/games/mylostgames/paper-train-level-pack?acomplete=trains> This is the unofficial RLS "Practice to Be an RLS Switchman" website. If you can make it from level 1 to 15 without a single accident, you will be recognized by.... someone... as an "Unofficial RLS Switchman"! Then, you too can go forward with pride, oh young, unofficial switchman....

Fall Meet 2012

One word: Relaxing. We've had a whole lot of Fall and Spring Meets since RLS became a club in 1966. Back in the 70's and 80's, trains and their owners travelled from all corners of the U.S. so they could run on our rails. At that time, we were the largest 1.5" scale railroad in southern California! As time crept forward, other railroads were built locally and yet others updated and expanded. This widened the "enthusiasm-gap" as our mainline basically stayed the same, plus we couldn't compete with the "new" factor of the other railroads. But, it's what these other tracks and railroads attracted eventually became our renaissance: RLS remained a "steam-only" club! The past five or six years have seen some really amazing meets with 40+ steam locomotives under fire and 120+ members and visitors all coming to fellowship within our park. But this meet was a touch different: With 28 locomotives and about 80 members and visitors, the pace for this meet was "relaxed".... and that was a very good thing!

Beginning with Friday, the Tehachapi/Ridgecrest folks arrived early on a picture-perfect morning and set up their "RV City" out by Allen's Valley. Soon, a number of other members/visitors and locomotives arrived and by noon, there were 7 locomotives and trains out on the rails (running bi-directional for a while). The rails were polished well into the night with the last train coming back to the compound around 11:00pm. It was a peaceful, fun, tranquil run day!

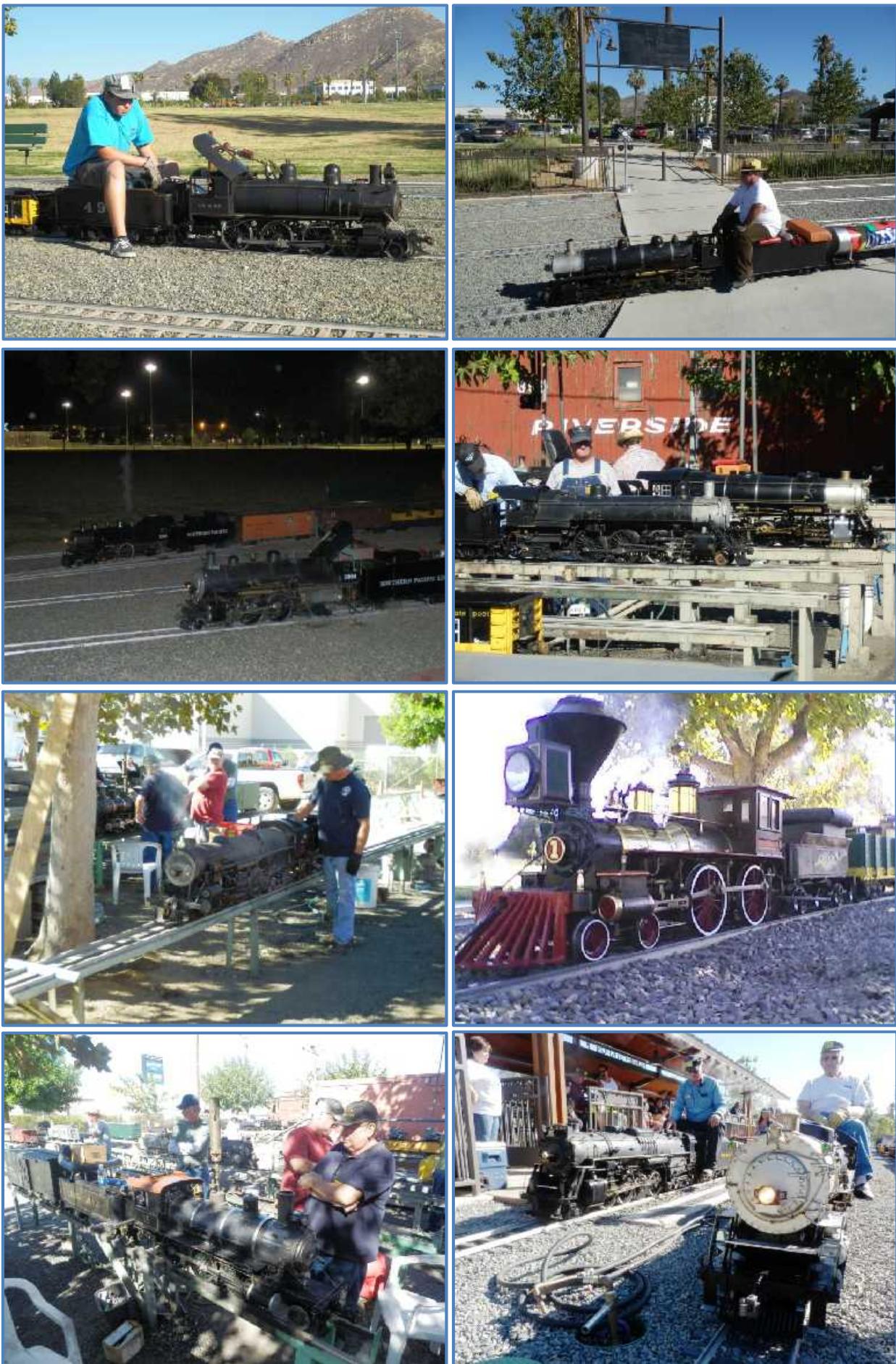
That all changed on Saturday when the seven locomotives from Friday were joined by another twenty-one! As always, keeping with a long-kept tradition, everyone present was fed a hearty breakfast meal (our compliments and deep thanks goes out to our cooks, the O'Guinn family). As soon as the bellies were full, the fires were stoked and the locomotives awakened for another beautiful day of running.

Locomotives came from all over the map: San Diego area, Ridgecrest area, Inland Empire, Los Angeles, and from along our great coastline. As they day progressed, our newest tradition of serving up a BBQ burger lunch came to life. Bill Mac and Shawn Oliver cooked up over 70 burgers! As a side note, during the lunch rush, you should have seen Allen's Valley: There were two or three trains parked on each track (minus the main line)!

The day continued on and so did the steaming. By 6:00, about 50 folks gathered in Allen's Valley for the bi-annual catered BBQ dinner and movie. The food was great, the movie was classic (The Sting) and the night run was perfect as 8 trains remained under steam well into the late night.

Sunday morning came too early. Though still a great run day, it was sad to see the many folks pack up their trains and head homeward. Yet, as they packed, the consensus for our meet was, "very inviting and very relaxing". We did good, everyone.







California First Rails, by Jim Wood

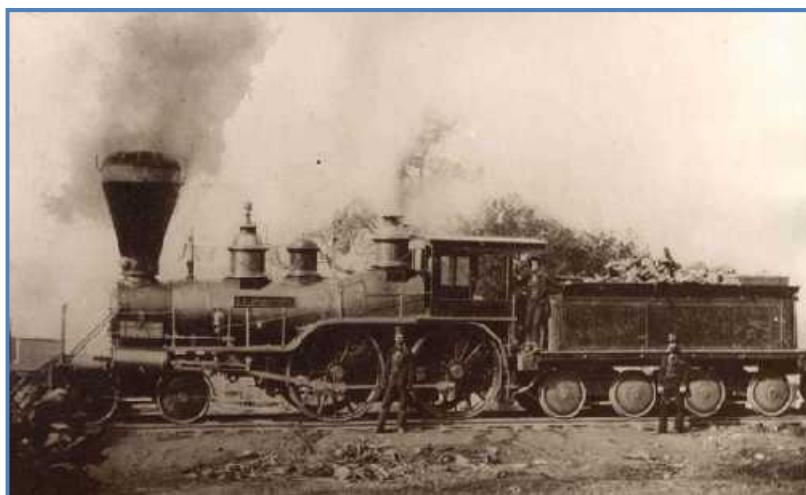
Once European and Eastern US factories began producing steam locomotives and rail that could be shipped around the Cape of South America, San Francisco ports began to accommodate the heavy cargo. Prior to this, most of the traffic through the ports were men seeking gold riches in the Sierras. Ocean breezes swept schooners up the river to Sacramento, eventually followed by steam boats and barges. Indians who occupied the river valley for over 6,000 years were fearful of the white men and their boats until they saw the vessels were harmless and noteworthy of investigation.

Eventually, rails and locomotives were off-loaded in Sacramento at the Sacramento Riverfront Doc (called Front Street). As soon as they arrived, locomotives were fired up and rails laid in place. The very first rail line west of the Rocky Mountains stretched down the dirt "R" Street to 17th Street where it crossed the Burns slough. Just north, along the slough, was the focal point of most trails: John Sutter's fort, built in 1840. In the summer of 1855, Theodore Judah and friends pushed a rail car over a 5-foot wide gauge track, marking the first rail journey in the West. A week later, the locomotive "Sacramento" was off loaded from the schooner "Two Brothers", fired up and run down the track by engineer Lester Robinson with onlookers cheering (We hope the engine came with a manual).

Using the locomotive and new cargo cars, rails were hauled out to extend the track eastward to and beyond the Folsom trail where Jackson trail cuts off near Brighton. Then in 1856, the first train of the Sacramento Valley Railroad traveled the new 5 foot tracks east, 23 miles to the town of Folsom (also called Granite City). Indians grinding food on river bank rocks were surprised by the activity. The grinding holes still remain below old Folsom power station.

From Folsom, Judah and others routed tracks through pristine foothill countryside, cutting trees for ties and ordering rail and locomotives (The Nevada, Robinson, Garrison, and Pioneer) from the east. One 5 foot line across the upper American River snaked by Folsom Lake, northward along Auburn-Folsom trail to Whiskey Bar Road and old Wildwood Station, never reaching Auburn and removed in c1864. Another 5 foot line curved south to Greenback Lane, then northeast at Main Avenue and straight on to Roseville along a creek bed and beyond. It was removed in c1868. It passed within a mile of the old Maidu Indian settlement which remains as a museum. Indians helped the settlers build early on, and Chinese laborers now helped build early railroads. Both sadly suffered rejection, disease (or worse) as time progressed. A third line went southeast to Latrobe and Placerville (old Hangtown). It remained, but was never busy.

South of Sacramento, between 1864 and 1868, the Freeport Railroad line existed from Brighton Station southwest to Sutterville (or Freeport) on the Sacramento River. All these early lines were competing for materials, labor, and business with major lines that were to extend from Sacramento city. These lines would be laid across the Sacramento River toward San Francisco and across the American River toward Elverta, Marysville, and Roseville. The Roseville line continued to finally join the tracks from the East at Utah in 1869. Others headed south toward Stockton and Perkins-Freeport. Some tracks still exist today. Looking around metro Sacramento for tracks, old roadbed and Indian evidence today can be interesting and fun.





RLS Locks –Switches-Locks and more Switches! Rich Casford, Roadmaster

The Board adopted a new policy to leave the switch locks in place in between each Run Day. All facing switches will be locked to prevent accidental opening. Each engineer should make sure they have a switch key on their train before leaving the Compound.

If you do not have a switch key, please contact me and I will get you a key. There are a few extra keys in the Engine House by the Call Board on red handles. Please return red handle keys when you are through operating.

The unloading Hoist is also locked. When leaving the compound, make sure the lock is installed on the power switch for the hoist. The power remains live to the hoist, so it is important to lock the power switch before exiting the compound.

The fuel pump and air-compressors are now on switches as well. DO NOT TURN OFF CIRCUIT BREAKERS! Use the switches by each compressor. The Fuel Pump switch is located next to the electrical panel in the Compressor Room.

Finally, the West Road Gate is locked with a standard RLS Brass padlock along with a City of Riverside padlock. Please make sure to lock padlocks together when opening/closing the gate so either RLS Key Members or Riverside City staff can access the road. DO NOT LOCK our padlock to the chain when locking gate!

October 14th Run Day

A warm, beautiful day met everyone who ventured down to the park for our October 14th run day. And, like many times in the past, the day seemed to turn into a practice run for our Fall Meet: About 20 members present, five locomotives under fire and a couple in the compound receiving some TLC.

Out for the day was Paul Quick with the Battelo and Caldera families who kept Paul's 4-4-2 busy all day long; Josh Klaske employed his burly 4-6-4 for passenger service; Bob Beard fired up Ron Wilkerson's 2-6-0 (which provided the opportunity for other locomotives to offer helper service); Charlie Kennemer joined the fun with his mogul; and the Hunter pulled the main passenger train all day long. Our Brakemen for the day were Ted Johnson, Richard Miller, Jim Wood and Charlie Gresham. The Hunter Engineer was Brook Adams with relief provided by Bob Smith. Glenn Maness manned the station with Cindy Caldera and our Operation Supervisor was Bill Hesse.





Along the Boomer Trail, by Warren Peterson

Back a hundred years ago, when steam was king and everything moved by rail, railroaders would often travel around the country working for different railroads for a few months or years at a time. Well, being a live steamer seems like the kind of the same thing sometimes. I know most of us enjoy the challenge of a different railroad and it is always nice to see old friends and meet a few new ones.

A few weeks ago, I found out that on Saturday, October 20th, a fellow firefighter and long time family friend, Ron Reed, who lost his battle with cancer last year, would be one of the firefighters listed this year on the California State Firefighters Memorial in Sacramento. A recent work schedule change made it possible for me to attend, and then a couple of weeks ago I realized it was also the weekend of the Sacramento Live Steamers Fall Meet. With my understanding wife, Lawni, we decided to make a weekend of it.

If you have never visit the Sacramento Valley Live Steamers (SVLS) you have missed a wonderful track and some great hospitality. This is a track you should add to your bucket list! With over 6300 feet of track it is a nice run with plenty of variety. The track winds around a fenced private area before an extended stretch out in a park like our track. The track is located in Hagan park in Rancho Cordova and is only about 100 feet from the American River. With crisp fall weather, and many of the trees adorned if beautiful fall colors, the meet was picture perfect. My wife and I arrived on Friday evening and were warmly greeted. Dale from SVLS helped me unload and tie up one of only a couple remaining steaming bays. He was also a great help finding a place to spot my rolling stock out of the way. Their Friday night pasta dinner was just getting started and looked great, but since I had already treated my wife to a monster cheese burger at a Sacramento icon, "The Squeeze Inn" we had to pass (Google Squeeze Inn on Diners, Drive-Ins and Dives and you will add that to your bucket list too!).

A nice stroll through the park at sunset, and a picnic table overlooking the river and the railroad was a nice end to a long day of driving. I'm not sure if Lawni thought it a romantic evening, but you can't beat a sunset with trains and the river as a backdrop. If I go back for again next fall, I plan to drive up Thursday, since they seemed to really have everything in full swing by noon on Friday.

Saturday morning was the Firefighter Memorial Service with line-up at 10 AM and lasted until after noon. I also ran into another live steamer there, but full scale. An old friend who has a full size restored steam fire engine was there from Orange County.

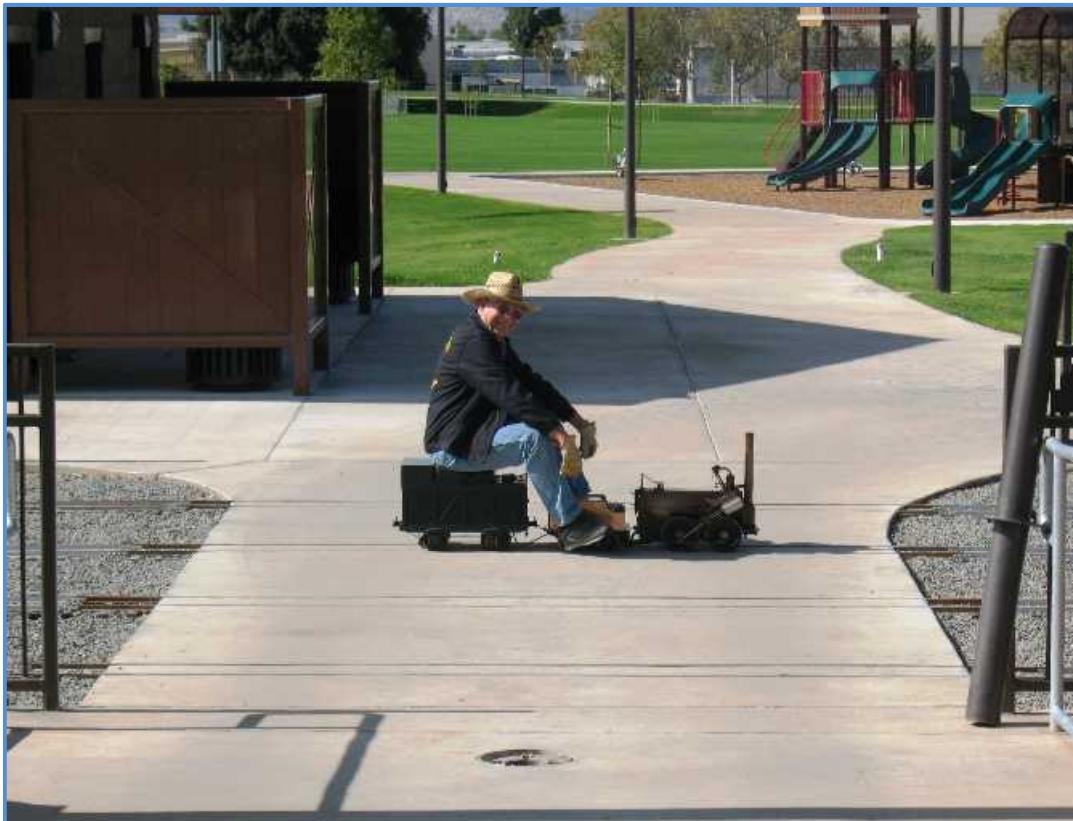
By the time I got back to the SVLS, it was mid-afternoon. As I fired up my ten wheeler, I looked up to another smiling face, Peter Hills, the retired fire chief from San Bernardino County Fire and a director from the 3751 group. Peter is an avid HO modeler and lives in Applegate California, overlooking the Union Pacific on Donner Pass. Has anyone else ever got a shower when they overfilled their boiler before putting safeties in? Teach me to start jawing with a friend and not pay attention to important things, like turning the water off.

I eventually did get a head of steam up and hit the track. Peter and my wife enjoyed a nice trip around the track, but injector problems sidelined my locomotive way too soon. Oh well (the Barbeque tri-tip dinner smelled too good anyway).

Sunday morning, after loading up, I had the opportunity to have a nice chat with club president, Bill Yoder. I expressed my thanks and appreciation for a great weekend, even with a mechanical issue with my engine. I realized that with the wonderful folks in this hobby, even when a locomotive doesn't cooperate, you can still have a great time. I highly recommend the SVLS Fall Meet, it is very well attended, with lots of steam! Yes there were some of those "other" locomotives, but with more than 15 steam locomotives running, I had nothing to complain about. Did I mention double headed SP Daylight locomotives and a matching streamlined train?

My hat's off to the Sacramento Valley Live Steamers for a fun, well run meet, in a beautiful setting!





Practice Makes Perfect

You know what's great about owning and running a tiny locomotive? They stop traffic at the path crossing just like the big locomotives do without all the big-locomotive fuss and mess! Though the park was still closed to the public on this cool November 2011 run day, Dean Willoughby was practicing his path-crossings (and his path-crossing smile) for the upcoming December grand opening.

COMING RLS EVENTS:

Nov. 11: Veteran's Run Day

Nov. 17: Work Day, Board of Directors meeting

Nov. 25: Thanksgiving Run Day

Dec. 9: Run Day

Dec. 15: Work Day, Board of Directors meeting

Dec. 23: Christmas Run Day

Visit the RLS Website: www.steamonly.org

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Riverside Live Steamers' Board of Directors

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