

THE RLS CHRONICLE

News of the Riverside Live Steamers



September 2013

**One Last Run...
August Run Days
RLS Travels
Night Run!!
and so much more....**



The Big Boy's First Revenue Run

It's been sometime in the making, but on August 11 (under the careful eye of David Lazarus and Dave Bunts), the club's Big Boy pulled its first passenger train! Donated to the club by the Hunter Family in 2007, the locomotive went through a lengthy maintenance and rebuilding period. Unfortunately, due to several expensive capital projects that had taken precedence, the Big Boy's return to steam was delayed. It should be noted: On this fine day, the word on the rails was that some members were planning helper service for the giant locomotive... just in case it didn't have enough traction out of Allen's Valley.



View from the Right Hand Seat Box – President Rich Casford



Morning has just started. You drive through the gate at the RLS Compound and you see the Engine House open with the lights on, coffee pot hot and maybe a box of donuts on the table. The storage building doors are open, air compressors are running. The Flag is waving in the breeze. Down in David's Yard the storage doors are open for access to the car fleet. Rear gates are open to Allen's Valley where the fuel boxes are open with hoses in their standards ready for another operating day on the RLS Railroad.

That scene does not happen just because the Sun came up that day! RLS has a very dedicated set of members who make sure the railroad is ready to go on a Run Day. It starts with the Operating Superintendent, the Board Member who is in charge of the Railroad for that day. The OS has the responsibility to make sure the facility is open and ready to go for the Run Day. That does not mean that the OS has to do EVERYTHING that day.

Each member who enjoys the RLS experience should take pride in their Railroad and where you can lend a hand to help make the day for everyone. If you see a particular part of Run Day that you would like help with, just talk to the Operating Superintendent. The OS will welcome your volunteer spirit!

Each time the Railroad is run, it is best to walk the track to make sure no ballast has been piled on the rail or on top of the various switches along the line. Manny Caldera has volunteered to be the Lead Switch Maintainer. Manny will be checking switches to make sure they are functioning as designed. Glenn Maness, our long time Stationmaster, can always use help during the day in the Station. Mac McLaughlin has been assisting Glenn in the station with set up of the various parts to station operation.

Brook Adams is a Compound Supervisor. Brook is always making sure the restrooms are clean and the trash is dumped. Here again this is not a one person job. We all can dump trash and replace liners in the can, FYI the extra liners are stored under the outside sink!

As you can see, RLS is not just a Railroad that runs on its own. It takes members to make it run smoothly during our Run Days.

As I started at the beginning of my message, the Sun was coming up and it was another great beginning of an RLS Run Day. The other end of the day is just as important. All those doors and gates have to be closed and locked, air compressor's drained, cars put away. When the last of the locomotives have been blown down on the engine lead we all need to remember that someone still needs to close down the Railroad and Compound.

Let's all lend a hand to help all of us enjoy the Railroad to its fullest!

Mark your calendars. The RLS Fall Meet is October 25, 26 & 27, 2013. Meet Chairman Mac McLaughlin needs your help to cover all the positions during meet operations.

See you at the Railroad,

Rich Casford, President/Roadmaster



August 31st Night Run

We haven't had a night run like this one in a very long time: Over 50 members showed; at least 15 invited guests were present; and many of the 10 locomotives out that night, burned their headlights well into the night. Forget calling this a pre-cursor to the Fall Meet night run... this one stands on its own!

Believe it or not, the "night run" sort-of (kind-of) got started at noon with the RLS playing host to a self-guided tour for the participants of the Pasadena Narrow Gauge Convention. With the compound open, tour folks were able to come in, take a look at our equipment, and were invited to stay for (or come back to) the night run. Right around 5:00, Ron Wilkerson's 2-8-2 became the first locomotive under steam, and thus kicked off a most amazing evening of camaraderie and trains.



Locomotives out were Chris Enright's 0-4-0 upright, Ron Wilkerson's 2-8-2, Bob Cumming's 2-8-2, Tom Lawson's 2-8-4, Andrew Martin's 2-4-2, Mike and Mel Hitchcock's 4-4-0, Greg Casford's 4-6-2, Bill Hesse's 4-6-0, and Jonathan and Randy Chase and Dean Willoughby on the Lannon's 4-4-2.

Probably the best part about the night run (besides the good folks and the trains...) was the evening air: cool, dry(ish), with a very light breeze. It was a real relief from the hot, muggy nights Southern California had been experiencing.



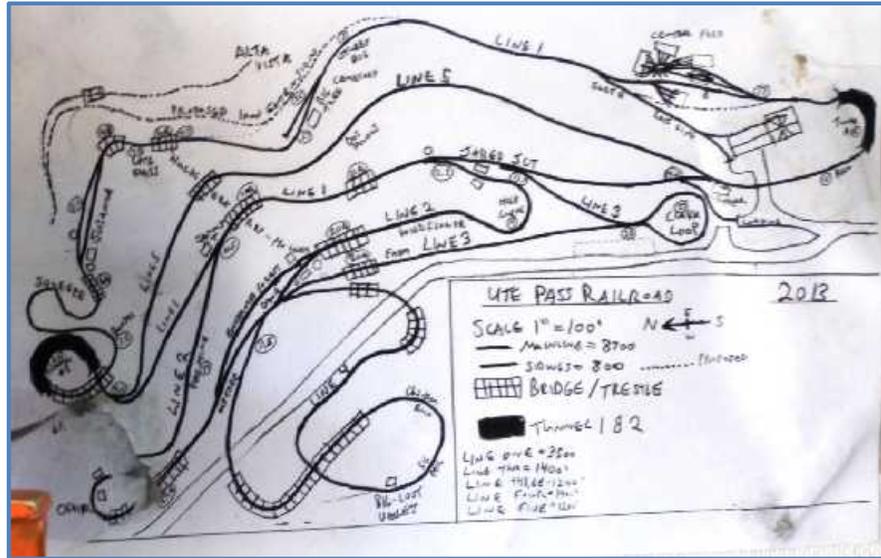
In case you missed this one, our next scheduled night run will be on September 28th. Be sure to mark your calendar and join us for what will most likely be another fantastic evening at the RLS!



RLS Travels to the Ute Pass Railroad

One of the many enjoyable facets of our hobby is being able to travel to other scale railroads across this fine nation of ours. As it were, David and Nathan Parrott had the chance to do just that during a visit to Durango, CO. Though famous for its Durango & Silverton Narrow Gauge Railroad, the hills just northeast of Durango hide a most amazing 2.5" scale,

7.5" gauge railroad, called "The Ute Pass". Modeled after the old Rio Grande Southern, Phillip Nilsson has spent the past 21 years building a stunning railroad that includes nearly two miles of track; two tunnels; thirteen trestles (including one that is nearly 300 feet long, curved and on a 3.5% grade); multiple small towns, mining communities and logging camps, and a main yard and round-house that captures the heart and essence of the old RGS.



To say this is Phil's "Magnum Opus" would be an understatement!



The railroad twists and turns through the forest, as it climbs and descends across the 160 feet of elevation gain. At one point, the mainline crosses a small ravine and gives the rider a breath-taking view of several trestles and small villages below. This moment instills the rider with a small taste of what lies before them and launches the notion that, "This is something more than 'just a railroad'".

For motive power, The Ute Pass employs several small diesel switchers (either powered by gasoline or battery) and four steam engines. These "steamers" are true marvels in that each one was built from trash and discarded metal Phil found in various junkyards. In fact, one of boilers is made from a discarded hot water heater and the domes are made from the bottoms of propane tanks and fire extinguishers! Yet, upon first look, a person generally won't



realize A.) these aren't live-steam and B.) the locomotives are free-rolling: The power comes from the trucks under the tenders!

The Ute Pass route is made up of several interconnected mainlines, each built at a different time during the past 21 years. To travel over the entire railroad requires about two-and-a-half to three hours as the trains progress back and forth from "Line 1" to "Line 5". Along the way, the tracks pass a house Phil designed and helped build: a perfect copy of the depot once located in Rico, Colorado. It is Phil's dream to open this 5 bedroom home as a bed & breakfast to the weary D&S traveler.

For those of you who would like to run your live-steam locomotive on the Ute Pass, Phil has a few advisories: First, he doesn't believe rod-locomotives will do too well. It's possible an 0-4-0 up to a 2-6-0 might be "okay". They would have to be able to handle tight curves (30 foot radius), steep grades (up to 5%), and do well with an "undulating" mainline. Shays, Heislars and Climaxes will do well, but should only run during the late spring due to fire-concerns. Phil is working on a Ute Pass Meet in the next year or so, and would love to have many enthusiasts attend (when a date is settled, you'll read about it in the Chron). If you wish to visit the railroad at any other time, send Phil an email at:

Phillipdana2@msn.com.





August 11 Run Day

Talk about yet another “Red Letter Day” for the RLS history books! This one had been a long time in the making and, in the process, made some very good impressions with some “High up” railroad folks.

The day itself, though rather warm, brought out a host of locomotives and members. Before the day came to a close, nine locomotives had polished our mainline. Starting off with the Hunter (Bill Hesse and Brook Adams), the rails were quickly feeling the weight of Brad Bluth’s Challenger, Bob Cummings Mikado, the Chases on the Lannon Atlantic, Ron Wilkerson’s Mikado, Tom Lawson’s Berkshire, and representing the “small” locomotives, Richard Miller with his 0-6-0 and Scott Horgan with his 0-4-0. It really was the day of the giants!

Of course, the “big” news of the day (yes... pun intended) was when the club’s Big Boy ventured out onto our mainline. In fact, it was put into service pulling a public train for a few laps! The engineers for the giant locomotive were David Lazarus and Dave Bunts who both reported that it ran very well.

Also making news, the heads of the Union Pacific Steam Program took a break from preparing the real Big Boy (#4014) for its move to Wyoming, and made an unannounced visit to our club... on the day we just happen to have had the Big Boy out for its first run... and with Brad Bluth’s Challenger making laps as well! With the two locomotives posing for pictures in Allen’s Valley, even the U.P. guys were caught saying, “Wow!”

Our Brakemen for the day were Curtis Claybrook, John Gurwell, Manny Caldera, and Gary Mocko. In the station, our always present Glenn Maness performed the duties of Station Master flawlessly and Cindy Caldera managed the merchandise cart (which was very busy). Making sure the entire day was a success and everyone who came to the club felt welcome, Bob Beard made the position of Operation Supervisor look easy!



Giving Tom Lawson’s Berkshire an in-depth inspection, the crews of Union Pacific’s Heritage Steam Program were very impressed with our operations.



After Scott Horgan showed Josh Klaske how to operate “Capt. Joe”, the two were preparing to go into helper service specifically for the Big Boy.



Gene Allen's Last Run

Okay folks, this one hurts. Quite a number RLS members headed up to the Bittercreek Western Railroad for its annual Narrow Gauge meet. There were an impressive number people and an equally impressive number of locomotives present for the three-day event. However, on Saturday, August 10, during the hustle and bustle of another day on the rails, a small gathering of folks witnessed the end of an era... as Gene Allen pulled the throttle of his 4-4-0 for the last time.

As most of you know, Gene is responsible for bringing Live Steaming to the masses with his affordable, well-manufactured locomotives. It's probably a good bet that most of us have, at one time or another, pulled the throttle of an Allen locomotive. It's probably an even better bet that a fair share of us learned how to run a live-steamer behind one of Gene's locomotives.

Many years ago, Gene began to succumb to bone degeneration, causing him to slouch. Now, at 95 years old, he can barely raise his head. With that, he decided that the Narrow Gauge meet at Bittercreek would be his last run. Mike Massee documented the moment with some very touching pictures.

http://mikemassee.com/gallery/v/livesteam/Bitter_Creek_Western_Railroad/BCWRR_N_G2013/gene_allen/)

From all of us to you, Gene: Thank you for making the live-steaming world... and our lives... so much better!





August 25 Run Day

Right about this time every year, it is reported here (in the hallowed pages of the Chronicle... insert singing-angel choir here...) that the run days in July/August/September are a wee-bit on the warm side. That being said, this run day was just downright blistering hot with out-of-control humidity added as an insult (insert laughing-devil sound here)!! Yet, with the breath of hell blowing across our brows, a remarkable number of members, locomotives and even passengers made their pilgrimage to Hunter Hobby Park!

In all, six locomotives made it onto the main line. But, also impressive were the number of locomotives that were moved onto a steaming bay in order to be worked on and/or readied for the coming night run. Out on the mainline: The Hunter (John Gurwell and Dave Bunts), Ron Wilkerson's 2-8-2 (Gus and Casey Farwick), Bill Hesse with his 4-6-0 (training Jr. member Jack Tabongton to be an engineer), Jeff Gorjans with his mighty 4-6-2, Bill Phillips on his 4-6-2, and Brad Bluth with his stunning 4-6-6-4 (who was pulling a public train!). Locomotives that remained in the compound were, Dave Moore's 4-6-6-4, Bob Cummings' 2-8-2, Richard Miller's 0-6-0 and Charlie Kennemer's 4-6-0.

Glenn Maness and Tamiann Parrott worked the station; Mike Graham, Jim Wood, Manny Caldera, Curtis Claybrook and Chloe Gurwell rotated through the brakemen duties; and making sure the "Live Steam Symphony" stayed well timed and orchestrated, Brook Adams was the day's Operation Supervisor. In all, 37 members sweltered it out... and really had a great time!

Radio Protocol

Recently, the club purchased some fantastic Icom handheld radios for use during the run days. Manny Caldera (a licensed ham radio operator) suggested that as each person performs a radio check, instead of saying, "Test, test, test." (which can be confusing), we should instead state our name and ask for a "Radio Demonstration". Each person who already has a radio should reply with, "This is (your name) at (location within the park)." Once we've checked in, we can resume the normal "radio ruckus".





Sagebrush Shortline Invitational

A wonderful invite from a wonderful railroad:

We would like to extend an invitation to the Riverside Live Steamers to participate in the Sagebrush Short Line Railroad (SBSLRR) Fall Meet on 27 through 29 September. Please let us know if you will be coming with railroad rolling stock so we can accommodate your equipment.

Friday, September 27 is meet preparation day and run day for the trains that are here. The trains may start running each morning of the meet at 7:30am and run as late in the evening as you desire. We plan to go out to dinner at 6:00 pm on Friday evening at a local restaurant. If you are interested let us know by September 20, so we can make a group reservation. You are on your own for lunch on Friday and Saturday. Sunday's lunch will be left-overs from the pot luck dinner.

The pot luck dinner will be served at 6:00 pm on Saturday, September 28th. Call Linda with information on what you would like to bring for the dinner if you plan to attend. We will provide deep pit barbeque meat, soft drinks, coffee and ice tea.

A block of rooms have been set aside at the Marriott SpringHill Suites at \$89 per night for the Sagebrush Short Line Railroad visitors. The rooms and complimentary breakfast are outstanding. Contact the hotel (760-446-1630) and tell the reservation specialist you are with the Sagebrush Short Line Railroad. We can accommodate a limited number of self-contained RV's at the railroad.

Hope to see you at the meet! George and Linda Pruitt

RLS Fall Meet Cometh!

It may be more than a month away, but it'll be here in what will seem like the blink of an eye: The 47th annual RLS Fall Meet! Between now and October 25, there are all sorts of small and odd jobs that need doing. Also, on the days of our event, we need a whole host of RLS members to make sure everything runs as good as an Allen mogul! Mac McLaughlin is in charge of the Fall Meet, and he's got his hands full. Be sure to come down to the club and get your name on the list for one



(or more) of the many jobs that need doing during the Meet: From switch-tenders to barbeque-lunch cooks. Of course, one of the mandatory requests is that we all have a great time visiting with fellow members and guests.



Remember when these two were new members?

Bob Cummings (on the left) joined the club way back in January 1979. Since that time, he has been a Board Member, a President, and built two locomotives! Bob's influence within the club has been a foundation of bedrock for our success. One year ago, Manny Caldera (on the right) and his wife Cindy were still in the "Probation" status of their membership. However, they had already become an active part of the RLS family, helping out in all manners of jobs and situations (and, of course, running locomotives). Today, it would be almost unimaginable to not have these good folks as proud members of the RLS.

COMING RLS EVENTS:

Sept 8: Run Day

Sept 14: Work Day, Board of Directors meeting

Sept 22: Run Day

Sept 28: Night Run! (Don't miss it!)

Oct 13: Run Day

Oct 19: Fun Day (Work Day, B.O.D meeting)

Oct 25 - 27: Fall Meet 2013!!!

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

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Secretary: Brook Adams

Treasurer: Jim Kreider

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