

THE RLS CHRONICLE

News of the Riverside Live Steamers



December 2012

Our Second 1st Anniversary
What's in a Name, Part 5
Our New Board of Directors
Berzerk for Berks, part 5
and so much more....



Taking Ten in Allen's Valley

Allen's Valley really is a wonderful spot on our railroad. Besides the benches where one can take a break and watch trains either loudly climb up and out, or coast smoothly in; besides the shade provided by some of the older trees in the park; besides the green grass that accents back-lit coal smoke during a perfect sunset... Besides all that... Allen's Valley is a great place to pull your locomotive and train into one of the sidings or spurs and just sit in awe of what a great railroad we have. Above, Bill Mac prepares to take just one of those breaks with his "ten".



View from the Right Hand Seat Box – President Rich Casford



Clear Track, Steam Pressure on the Pin, Johnson Bar in the corner and a Highball from the Conductor. Another year is ready to start at the Riverside Live Steamers.

Once again, the annual election of the Board of Directors for RLS took place on Saturday, November 17, 2012. The newly elected Directors are Bob Beard, David Lazarus, Jim Kreider and myself. Joining remaining Directors Mac McLaughlin, Chris Enright, Brook Adams and Bill Hesse, all directors gathered in the Caboose to elect the officers for the New Year. After a series of arm wrestling contests, the following officers were selected by the directors: Brook Adams-Secretary, Jim Kreider-Treasurer, Mac McLaughlin-Vice President and Rich Casford-President.

I want to thank the outgoing directors for their service to RLS for the past two years. Glenn Maness, Dave Bunts, Dave Parrott, and Dean Willoughby have worked hard for the benefit of RLS during the major park remodeling project.

I am honored to serve as your President for the next year. The Riverside Live Steamers are very fortunate to have a membership made up of very dedicated individuals that are always contributing time, dollars and energy to make RLS the best Live Steam Club in the World.

We have just finished a four year period of huge change in the history of RLS. As we approach the New Year, we will celebrate one year of operation in the New Hunter Park. It's hard to believe that December 10, 2011 was the Grand Opening Party. The public continues to come out and enjoy the Railroad and park areas. As an operating engineer, I especially appreciate the public's respect for our track and trains. The design of the park allows for everyone to enjoy the facilities together.

This is your Railroad. Member participation is what makes RLS so special. Just like the BNSF or UP, a railroad takes people to make it function. Come out and enjoy the fellowship of your friends and lend a hand to make our Run Day operation run smoothly. There are positions for every skill set on Run Days and Fun (Work) Days. Each Run Day, we have an Operating Superintendent in charge of the Run Day. Let him know that you can help during the day. With many hands on deck, the railroad runs very efficiently.

As we start the holiday season, we all have much to be thankful for in our daily activities. We should all keep our fellow members who are under the weather in our thoughts. We look forward to seeing Lew Kader and John Young back at the Railroad.

I am excited about the future of RLS. We have a strong membership, a well maintained railroad, a fleet of good running Steam Engines and a Clear Track ahead for 2013!

See you soon at the Railroad!

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

Your letter to Santa reads as such: "Dear Santa, I really do want some coal... really, really."



Dues are Due!

It's that time of the year. Let's "git 'em in": \$50 for regular members, \$25 for non-residents and \$12 for Junior Members.

Our new Board of Directors

At the end of the November Board of Directors Meeting, the many ballots that were returned by our members were counted and tallied. Come 1:30, the club was introduced to our new BoD:



Pictured from left to right are Bob Beard, Rich Casford (President), Jim Kreider (Treasurer), David Lazarus, Bill Mac (Vice-President), Bill Hesse, Brook Adams (Secretary), and Chris Enright. A sincere congratulation goes out to this fine bunch as they begin to guide the club into the next year!



What's in a Name, Part 5 – Noble Junction

Noble Junction is named for long time RLS Member John Noble. As you proceed East out of Allen's Valley Yard area under the overpass, your journey takes you around a large curve that used to be called Dry Lake since we used to have a large lake area located there. You come up on a switch that will take you to the right up the Creighton Cut-Off or to the left on the figure eight track pattern via the Vandenberg Extension.

Noble Junction was first just a wye for turning helper engines. John Noble loved running helper service with his engine. John installed the wye by himself on off days. John would help trains up Creighton Cut-Off to Summit Siding, then when traffic was clear would back down the hill to the wye waiting for his next helper assignment.

As RLS started to expand, the tail of the wye was extended towards Iowa Avenue. When I first joined the club there was a cement grade crossing sitting in the weeds between Noble Junction and the Iowa Avenue outside loop trackage. That crossing is still there just East of the new sidewalk by the Basketball courts. At this time it was single track from the Creighton Cut-Off to the Iowa Track.



Over the years, trackage in this area changed as we double-tracked between Noble Junction and the diamond crossing allowing for a figure eight pattern of train operation. This expansion was paid for by RLS Member Martin Vandenberg family, hence the name Vandenberg Extension. The beautiful diamond crossing was machined by RLS Member Ed Cooley.

Later a single crossover was installed between the diamond crossing and the first grade crossing to complete a turning wye arrangement in either direction.

Being creatures of habit, the club decided years ago to operate Eastbound on even months and Westbound on odd months, with outside loop on the first run day of the month and figure eight pattern on the second run day of the month. You can always remember the direction by looking at the sign board location on the engine lead between Babb's Building and Barney's Barn!

The Annual Dinner is Upon Us!

Be sure to purchase your tickets to the January 26th Annual Dinner event located up at the Hidden Valley Golf Course in Norco. The tickets are \$28 and include a great dinner, fellowship, raffles, 50/50 drawing, and a special movie premier about the making and operations of our sister club, the Sage Brush Short Line. Please RSVP to Glenn Maness on or before January 12 in order to reserve your spot at a table.



Berserk for Berks – by Jim Kreider (A continuation of Jim’s story, part 3)

Early on in the project, I was able to experience firsthand what it was like to actually pour molten metal after the late Jack Sessums introduced me to a fellow by the name of Al Comou (sp). He poured bronze cemetery plaques in his little corner shop behind a gravestone and marker business in San Bernardino, CA. I had just completed my pilot beam pattern (complete with core boxes) and Al offered to have me come over and we (I made sure that it was a “we”.) would try it out. It was a typical summer Saturday in San Bernardino, about 110°, and once he lit off the furnace it probably added another 10° -15° to the shop interior. He showed me how to ram up the cope and drag molds with green sand, cut the gates and risers, and dust the mold with some fine facing sand. We rammed up the cores and gently rapped them out of the core boxes and placed them on “sand frames” in the core baking oven. This was all before the advent of no-bake sand. We suited up with the face shields and heavy protective aprons and proceeded to pour the metal. The casting looked perfect as far as we could tell before cleaning it. Al was a true master foundry man. Once I got the casting home I finished trimming the gates and risers off and after sandblasting, discovered that “I” did indeed produce a beautiful casting. The “we” had changed to “I” but I had a difficult time getting away with that among our local live steam group who actually knew what was going on.

I made a trip to the ductile iron foundry to pick up some side frame castings and (on a previous visit) I noticed that they had some rejected castings out in their yard which roughly resembled my side frames (I didn’t pay much attention. I hope they



weren’t my side frames!) which they were trying to break up by dropping a big “headache” ball on them. On this visit the foundry guy said to me that it looks like you picked the right material if you want ductility. I said, “What do you mean?” He said that they would up cutting up those rejected castings because all they would do is bend when they dropped that ball on them. I always thought that was a good testimonial to the ductile characteristics of ductile iron. I never mentioned to them that I thought that they were nuts for dropping that ball on them in the first place because I thought we might see some shrapnel flying. Probably a good thing that I didn’t mention that to them, or it might have been my castings out there in the yard.

I decided to stress relieve the side frame castings because I thought that might minimize warping and movement after machining. I like to think that possible warping was reduced, but I’ve experienced as much as 5/16” bow in the 50” long side frame after it is removed from the mill. This meant that the side frames had to be moved or spread to be able to insert all the frame spreaders. This has never been a problem due to the ductile characteristic of the material.



Socket head cap screws were used to bolt the internal portions of the frame together in locations where they would not be visible. Each side frame wound up having 119 holes machined in them, most of them tapped.

I originally started this project as something just for me. But early on, I discovered other live steamers who were interested in building this locomotive and acquiring castings and parts from me if I made them available. Here was a way that I could offset costs for this project. Fast forward to the present and there are some-thirty of these locomotives out there.



Bruno Platzer of Las Vegas, NV and Peter Nott (right) of Marina Del Ray, CA getting ready to fire up the 756 at the Los Angeles Live Steamers track. Peter owns the locomotive and Bruno is currently providing machining services on these engines.



Tom Lawson of San Bernardino, CA and his 777 leaving the yard at the Bitter Creek Western Railroad.



Gil Beard of Sacramento and his 765



The author running his chassis on air.



November 11th Run Day

With only a month (or so) before the “cold” season begins to set in (I know, Southern-Californians’ haven’t the slightest idea of what “cold” really is...), it was a little sad to see the lack of locomotives out for a perfect day on the railroad: Though a total of nine were brought out, only five actually polished RLS rails. Yet, looking on the sunny side, about 20 RLS members did make the trek to the club in order to enjoy the beautiful day.



Making steam for the day was Ron Wilkerson and Gus Farwick (2-8-2), Charlie Kennemer (2-6-0), Mel Hitchcock (4-4-0), the Parrott Family (Shay) and the Brook Adams on the Hunter (4-8-4). Both the Hunter and “Moana” the Shay (pronounced “Mona”) pulled the public with Ted Johnson, Nick Battello, Manny Caldera and John Gurwell sharing the Brakemen duties. To help guide traffic through the Iowa Yard, Michael Graham was our chief switchman. The station duties were handled by President Maness, Cindy Caldera and Bill Mac. Engines out but not on the mainline were Bob Cummings’ 2-8-2, Bill Mac’s 4-6-0, and both Bill Phillip’s 2-4-4t and 4-6-2.

Suggested RLS-themed Christmas Gifts

RLS has a few unique gift ideas for you. First, there are a bunch of “40 year anniversary” t-shirts available. Yes, that means these shirts are 6 years old, but are still basically “new”. For \$8 each, you can take as many of these shirts home as you like. Many sizes are available so pick one up for each member of your family!

Also out is the 2013 Riverside Live Steamers color calendar. We have a limited stock of these beauties which are available for \$7 to RLS members and \$12 to the public. They are located at Hunter Station during run days and in the club house on work-day Saturdays. Again, we have a limited supply, so don’t miss out!





November Work Day and Board of Directors Meeting

A typical sunny, Southern California Fall day met each member who showed up for the work day: It was cool, clear and begging to be enjoyed while outdoors! Not to disappoint, RLS members showed up by the fist-full to put in a good morning's work.

Up at the Hunter Station, a number of members worked tirelessly to install the new water boxes. This required a lot of digging and plumbing work. On the



mainline, the Casfords brought out a unique tool that will raise and level downward-bent joints. The two men worked for a couple hours on and around Ballpark Curve to get it smooth and stable. Towards Allen's Valley, the next phase of our "Right-of-way Reclamation Project" resumed as a number of members began to dig and level dirt approximately 4 feet from the edge of our rails. Over in

the compound, minor adjustments were made to the Hunter and the club's C-16, leaves were raked, and the club house cleaned.

At noon, Curtis and Donna Claybrook served a wonderful Thanksgiving meal to everyone present! Turkey, stuffing, mashed potatoes, cranberries, veggies, rolls, and three different pies were enjoyed among the chatter of good RLS fellowship. A very special thank you goes out to our dedicated Camp Cooks, the Claybrooks!



At 1:00pm, Glenn Maness called to order his final meeting during his tenure as President of our club. Updates were given, reports read and plans made during the 90 minute meeting. Topics included an update on the club's new straddle cars (they are nearly ready for revenue service!), the new security cameras are up and running, our physical plant is in fine shape and getting better each work day, and our Safety Supervisor says, "Don't blow down in the stations!"

Finally, at 2:30, the ballots had been counted and tallied and the new Board of Directors stepped forward. After an executive meeting, the make-up of the Board was announced to all of the club members present: Rich Casford became our new president; Bill "Mac" McLaughlin is our new Vice-President; Jim Kreider became our Treasurer; Brook Adams remains our Secretary; and our Officers are Bill Hesse, David Lazarus, Bob Beard, and Chris Enright. Be sure to congratulate these folks!



November 23rd Run Day

As with our November 11th run day, a perfect day was given to us! And everyone who came down to Hunter Hobby Park was rewarded with the sites and sounds of steam locomotives.

Locomotives out for the day were Bob Cummings (2-8-2), Ron Wilkerson (2-8-2), Warren Peterson (4-6-0), Dave Parrott (Shay), and the clubs Hunter (4-8-4) and C-16 (2-8-0). Pulling the public trains were Hunter (Bill Hesse with Rich Casford as relief), C-16 (Brook Adams), and the Shay (Dave Parrott). Our Brakemen were Charlie Gresham, John Gurwell, Dean Willoughby, Ted Johnson, A.J. Benson, Jim Wood and Curtis Claybrook. Our station crew were Tamiann Parrott (Station Master), Bill Mac, and Cindy Caldera (Merchandise) and our Operations Supervisor was Chris Enright.

To see some great pictures by Joan Adams and George Bartlow of this run day, visit www.steamonly.org

Sagebrush Short Line Christmas Spectacular

Each year, George and Linda Pruitt (owners of the Sage Brush Short Line) put on a Christmas spectacle that cannot be properly described on paper. For three nights, their railroad becomes a wonderland of music and tens-of-thousands of colored lights. Invited guests board trains and are taken into the Christmas World for a memorable ride around their railroad. During the day, the railroad is open to RLS members who'd like to bring their locomotives and do some rail polishing. Steam engines are allowed to run during the night-time spectacular, but do not pull the invited guests. If you're interested in heading up the Ridgecrest, the dates of the event are Dec. 6, 7, and 8.



Hunter Hobby Park's 1st Anniversary

Yes, the title of this paragraph is a little deceiving. After all, Hunter Park became an official city park back in 1966, followed shortly by the formation of Riverside Live Steamers. However, until recently, Hunter Park has always known officially as... "Hunter Park". Now, it is "Hunter Hobby Park". It was one year ago on December 10 that our beloved park re-opened to the public and our trains were, once again, filled with happy folks enjoying the sights and sound of steam locomotives. Though December 10th lands on a Monday this year, you can still celebrate our second first-year anniversary during our run day on December 9th.



One Year Later...

The day was December 10, 2011. About 30 minutes prior to the above photo being snapped, Hunter Hobby Park (after being closed for 16 months) officially opened to the public. The grass was green; the play areas were begging for kids; the fences had come down, and our railroad was the center-piece of attention. As Jonathan Chase eased his train of excited passengers through Allen's Valley, the Casford's big northern sat waiting to be put into service. In the three hours of grand-opening festivities, six trains had pulled over 600 passengers around the mainline!

COMING RLS EVENTS:

Dec. 6, 7, 8: Sagebrush Short Line Christmas Run
Dec. 9: Run Day (1st Anniv. of Park's Opening)
Dec. 15: Work Day, Board of Directors meeting
Dec. 23: Christmas Run Day

Jan 1: New Year's Run (weather permitting)
Jan. 13: Run Day
Jan. 19: Work Day, Board of Directors meeting
Jan. 27: Run Day

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Riverside Live Steamers' Board of Directors

OFFICERS

President: Rich Casford
Vice President: Bill "Mac" McLaughlin
Secretary: Brook Adams
Treasurer: Jim Kreider

DIRECTORS

Chris Enright
 Bob Beard
 David Lazarus
 Bill Hesse