

THE RLS CHRONICLE

News of the Riverside Live Steamers



July 2011



Work Days....
Run Days....
Works Days...
Run Days...

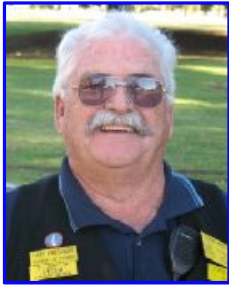


Rails Beyond Summit!

A large group of RLS members came to the regular work day on June 18. Not only did they lay and ballast tracks beyond Summit Siding and up to our straight-a-way, they also completed Summit Siding at its new location. In all, they laid just over 665 feet of track!



Glenn Maness' Word O' Wisdom



Hello everyone! Well, it looks like we finally have hot weather again. Hope we will have no more rain delays so we can get our railroad back in the ground and in full operation. The last two work days has seen great progress with track back in the ground from Summit and the straight-away. This has been accomplished by the great turn out of our members. On the 18th of June, we had thirty workers, and on the 25th, there were eighteen workers. This is what makes our club and our railroad one of the best around. With this kind of help, we'll "get'er done."

On behalf of myself, the road master, and our project coordinator, we would like give a big thanks to all our members who have spent so much time and hard work on our railroad.

DID YOU KNOW— The origin of the steam whistle can be traced to the May 4th 1833 wreck that took place between Bagworth and Thorton, England. A market cart loaded with eighty dozen eggs and fifty pounds of butter was hit by The Samson, a pioneer locomotive. To prevent such accidents, railroad directors hired a musical instrument maker to build what was called a steam trumpet, which was later replaced by the steam whistle.

Until next time...



To keep the speeds down, RLS institutes "Wobble Zones"



June 11 Extra Work Day

The first extra work day of many turned out to be quite the success. With fifteen folks showing up, there were just enough hands and bodies to complete all of the prep-work for the June 18 work day. Even more fortunate was the cooperation the weather gave us: temps in the mid-80's and just enough of a breeze to make it bearable.

Work was completed on five fronts. The first was on the climb up to Summit. A full-on, hacking, whacking, cutting, and racking assault was unleashed on the weeds that had nearly buried the mainline. Brian Zupke spear-headed this assault with great enthusiasm. By the end of the five-hour period, Brian had obliterated several generational families of weeds that had moved into the area.

The second front was caddy-corner from where Brian was working, way out on what used to be called Soccer Curve (the far south-east corner of the park). Heavy equipment trucks had squished our track in a number of places along a 100 foot section of the mainline. Out here, working with no shade in sight, were Rich Casford, John Young, Bob Smith, Eli Zupke, Mel Hitchcock, Bill Phillips, and Brook Adams. These fine folks pulled out the damaged track panels, regarded the ballast and placed in new panels and new rail. They also connected our mainline to one of the many new pathway crossing (where the old ballpark crossing used to be).

On the third front, Zip Ziepkle used his 1948 Ford tractor with a modified cutting blade to level our right-of-way on the western quarter of our straight-of-way. To make sure the mainline will be straight once again, Dave Bunts brought out his transit and tripod to carefully check the path where Zip would be cutting and leveling.

The fourth front was up at the old Summit siding area. As an experiment, Ron Wilkerson brought out an antique 2-hp road roller and, with the help of Dave Parrott, compacted and rolled a 75-foot section of the newly ballasted right-of-way. The idea is to give the club a level, packed base of ballast to lay our track panels onto before we pack and tamp the final layer of ballast. Though he and Dave tripped up a couple times (getting the roller stuck), the experiment went well and barring other problems, should be used for the remainder of our outer-loop rebuilding project.

The fifth front was back in the compound as Larry Jongerius worked on the club's C-16, getting it ready for the upcoming run day. Also, Ken Casford busied himself with work inside the compound before giving a tour to a number of his dear friends. And finally, Glenn Mannes was in charge of food for everyone present. The meal of the day was a bunch of tasty pizzas.





June 12 Run Day

Come the end of the June 11th extra work day, it was decided the park was not in shape to host the public on the railroad. A network of irrigation trenches on either side of 80% of our mainline was simply too dangerous to allow the public to be pulled. Though they are not allowed to be within the park (other than at our station), there is always the possibility we'll need to have them disembark from the train due to mechanical problems. If that situation had presented itself, the public would have been in danger of falling into the trenches. However, members of the club were allowed to run their locomotives if they chose to do so.

Throwing caution into the trenches were Ron Wilkerson (4-6-0), Josh Klaske (4-6-4), Bill Mac (4-6-0) and the Parrott family with their Shay.

A couple of "firsts" need to be mentioned. Jeff Willmitt brought and tested a project he's been working on for a number of months: the "Calimazoo" handcar (He named it as such because it was built in his shops... here in California). He and several other members took turns making laps around our short loop. Unlike a regular Kalimazoo car, Jeff's version has gears! Once the car gets going, the operator can change gears, thus slowing down the pumping action for the operator, yet keeping the speed up. It's really rather ingenious. The car also includes a hydraulic disk-brake system and can be operated with one or two people. Since this run day, Jeff has added an oak deck and painted it the traditional Kalimazoo yellow. He is also considering making several more for anyone who might be interested!

The other "first" happened with our board member, John Lytle: after being in the live steam hobby for 30+ years, he finally pulled the throttle on a live-steam locomotive! Yes, he has operated electric and gasoline powered models at other clubs, but never a steam engine. So, with a tiny amount of arm-twisting, John took the Parrott's Shay (Moana) around the mainline and really had a terrific time. Two weeks later, John was still smiling!





June 18: Regular Work Day and Board of Director's Meeting

What a day... and what a turnout of RLS folks! The amount of work completed on this one day was easily equal to three regular work days. On any normal work day, someone (generally Rich & Ken Casford or Brook Adams) will unlock our gates at 8:00 and wait about 15 to 20 minutes before the first of about 12 workers arrive on the scene. This day, however, there were four or five RLSers waiting at the gate at 8:00! By 9:00, the count had risen to 30!



Out on the mainline, as was mentioned on the front cover, just over 665 feet of track was laid! This included the weed block, initial ballasting, placing of the track panels, top ballasting, leveling, aligning, and tamping. During this massive effort, Summit Siding was also laid down at its new location. Because of the addition of our new driveway from Marlborough Street, the entire Summit Siding section had to be removed and realigned. The siding now exists about 60 feet further south on our mainline as it did before.

But the super effort on our mainline wasn't the only thing happening during our marathon work day. In the compound, Glenn Maness and Ken Casford went on a weed abatement tirade! The weeds all along our west fence had absolutely no chance for survival as these two chopped their way down toward Allen's Valley.



Also, within the compound, a mile-stone was achieved with the Hunter locomotive rebuild program. Using the DELILAH lift (Dave & Larry's Ingenious Locomotive Axel Hoist), Larry Jongerius and Ron Wilkerson attached the new drivers onto the Hunter! It won't be long

before the locomotive makes its way back to the mainline under her own steam!

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Bill Hesse and Bill Phillips put in a good deal of time on our turn table. One of its seals had developed a small leak and was in need of some TLC.

The BoD meeting was delayed one hour for the purpose of allowing the track crews just that much more time to get work done before lunch. And what a lunch it was! With Donna and Curtis Claybrook back as our regular camp cooks, they served up a huge stack of hamburgers along with their famous baked beans.

When 2:00 rolled around, with everyone thoroughly bushed and ready for a good afternoon's nap, President Maness let loose the gavel (about 14 members woke with a snap...) and called to order our BoD meeting. Since the big push for the day was laying as much track as we could, the meeting was held with everyone chomping at the bit to get back to the track-laying business. Thus, Glenn held the meeting only to the necessities which allowed us to finish in about 40 minutes.



Back out on the roadbed, about 18 members finished up the siding, shoveling and tamping close to a half-ton of new ballast rock. But, with the temperature touching the 90 degree mark, it was decided to call it quits at 3:30, at which time all remaining members were treated to homemade blueberry pies (made with home grown blueberries and strawberries straight from Bill Hesse's garden). Thanks, Bill!



June 25th Extra Work Day

Two words: “hot” and, “productive”. We’ll get to the “hot” part in a paragraph or so. As for the “productive” part, it was yet another day for RLS folks to be proud of.

In all, 18 railroaders made the trip to the club, braving the heat. Work was done on two fronts: the first was on the straight-a-way. A large group really put the pedal to the metal by placing, leveling, and ballasting track all the way to the old Ball Park Curve! As if that wasn’t enough, they also leveled the right-of-way next to Big Tree, which required the lifting and replacing of a few track panels.

The second front was back at Summit Siding. Though the track was placed on June 18th, both the mainline and the siding were in need of “tweaking”. This included leveling and tamping both and also some slight realignment on the siding. As it now stands, tracks are in place and connected all the way from Summit to where our trestle used to be!

Now for the “hot” part: Crews completed this work with the temperature soaring to 101 degrees... in the shade. Most of the track is not in the shade. By 2:30, we were all cooked and thinking lovely thoughts about Antarctica.



Looking from the end of our work-progress, towards the new Iowa Station: We’re really close, folks!



June 26 Run Day

Just like the June 12th run day, due to the trench-work next to our mainline, the Operating Supervisor thought it was best to not pull public for the day. It, therefore, became another “Fun Run” Day, as a four locomotives came under steam to polish our rails. Braving the lack of crowds and the heat (the temp reached 97), were Paul Quick (4-4-2), Robert Butler (2-6-0), Dean Willoughby (0-4-0) and Ron Wilkerson (4-6-0).

Several members showed up to ride a train (or two), but also to see the work done on the outside loop (as we’re all getting antsy). Inside the compound, Dave Moore and Gary Mocke worked on Dave’s 4-6-6-4 while Lew Kader tinkered with his new 4-6-2 Southern. In all, it was a relaxing, non-rushed day of friends and steam locomotives. That pretty much sums up what RLS is all about!

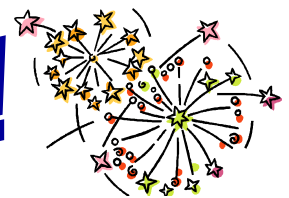


You know you’re addicted to live-steaming when...

The sweet smell of melted chocolate over freshly baked cake and homemade ice-cream... has nothing on the sweet smell of coal smoke from homemade steam locomotives.



Happy Independence Day!!





One year ago, in July 2010, RLS track crews pulled all of the track from Summit to the straight-a-way and also from the top of Vandenberg, through the old Iowa Siding and out to the Trestle as the contractor for the Renaissance Project took over the park. Little did we know that the July 11th 2010 run day would be the last time our trestle would feel the weight of a locomotive and train: It was unceremoniously torn out on May 5th, 2011.

COMING RLS EVENTS:

July 9: Extra Work Day? (check website)

July 10: Run Day

July 16: Work Day and Monthly Board Meeting

July 23: Extra Work Day? (check website)

July 24: Run Day

Aug. 6: Extra Work Day? (check website)

Aug.14: Run Day

Aug. 20: Work Day and Monthly Board Meeting

Aug. 27: Extra Work Day? (check website)

Aug. 28: Run Day

For extra workdays 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

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