

THE RLS CHRONICLE

NEWS OF THE RIVERSIDE LIVE STEAMERS



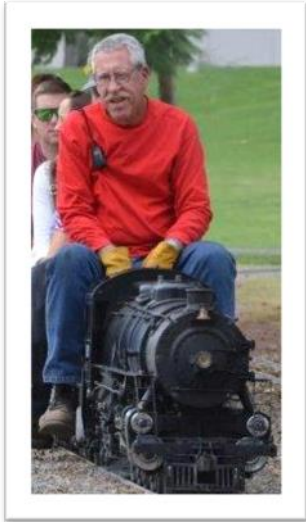
August 2018



Chris Neiman at the throttle of the Hunter passenger train ready to leave the station.

"I heard the Denver and Rio Grande locomotives howling off in to the mountains. I wanted to pursue my star further."

- Jack Kerouac



President's Words Of Wisdom -

After a period of time, having to come up with a Presidents message in the dog days of summer presents a challenge. It's been hot, and the railroad has been closing early because there just isn't the riders that we normally see. Both recent run-days have been called someplace around 1 in the afternoon when the only people on the station platform are RLS members waiting to do their jobs.

I would like to take this opportunity to thank those stalwart members who regularly show up to help run the "train in the park". Our esteemed Station Master, Glenn Maness, is always there always ready to help people get on and off the trains with the safety briefing that we have all heard so often that it's Glenn talking when we give the same spiel to private trains, local dignitaries (like the City lunch where the entire City Council and other department heads embarked on a trip around Hunter Park) or any other special group that loads onto our passenger equipment anyplace other than Hunter Station. Tiffany Love selling the 'merch', Marty Berg with his flags, Ken Mitoma and his brooms and mop bucket cleaning up the Hunter train, Ken Long riding brakeman/brakeperson, Jim Wood helping all morning wherever he is needed, John Gurwell riding the crash cart (hoping he ISN'T needed) - these are the folks that make the railroad run as well as it does, Sure, the Hogger gets all the glory, but is the support staff that makes it all go.

Thank them the next time they have blended into the background of train running, because if they aren't there on public rundays it's bedlam out there.

- Dave

July 22nd Run Day Recap

If you weren't there you missed a quiet but toasty day out on the railroad. The O.S. was about 45 minutes behind all the early risers and upon arrival was met by a hoard of Live Steamers hovering around the Clubhouse, waiting semi-patiently, for a pink box of fuel. Once energized everyone set out on their merry way. Though there was a lot of early morning activities on the steaming bays only one other locomotive made it out on the railroad with the Hunter – that was Tom Brody's Mogul.

Bob Roberts performed track inspections, clearing tree debris and cleaning the grade crossings. With everything set, we were good to go as the Hunter left Allen's Valley 9:55.

There were very few people in the park all day, that number dropped around noon to "Ghost Town" levels as the temperature peaked at 101.

Our intrepid SMP braved the complete lack of any sleep to do final one on one training with Chris Neiman. As is his fashion, when he determined Chris was not a danger to himself or the Hunter engine he quietly (like a Ninja) de-trained at Panorama. A fact Chris discovered upon arrival at the Station.

Due to the high heat and nobody waiting at the station we shut down at 12:45, We had 132 passengers for the day and many were repeat riders.

- O.S. Adams

Blasts From The Past !!



A special thanks to Rich Casford (pictured below) for providing this images for this months Chron.

Rich has started going through his father Ken Casford's photograph collection. Ken was an avid railroad photographer, and image collector, if our Roadmaster is not careful this could be his new full time job for the foreseeable future!

... Have you figured out who the dapper young man in the photo above is yet?



Runday Pics from June 28th

More images of Run Days, Work Days and all around RLS goodness can be found at our website at:

<http://www.steamonly.org>



LOOK BEFORE YOU ROLL – Rich Casford, Road 2

The Roadmaster was out of town on the July Work Day so I have no report on the day's activities. However, I do want to bring to everyone's attention a track related subject in the steaming area.

In the past several months we have had several minor and two major derailments in the steaming area. One must ask how this could happen since most equipment is be pushed by one or more members into or out of the storage buildings or off the steaming bays.

There is the issue, **Look Before You Roll!** Once you have placed the transfer table lock on the track or the bridge from the storage tracks make sure your rails are aligned correctly. Do not assume that just because the bridge guides fit the transfer table that the rail heads match.

Take it slow as you pull or push the equipment over the bridge and look at the wheels. Most of our equipment will roll on top of the rail head as easy as using the flange of the wheel.

If more than one person is involved in the move, make sure one of you are in charge to order a stop command if needed. Someone pushing from the tender cannot see the pilot truck rolling over the bridge.

Both transfer tables roll easy if someone is pushing on an engine and leans into the table. That can cause the table to move out of alignment and cause a derailment of the tender or engine even if one part of the equipment is over the bridge. It is best to push or pull equipment from the green transfer table on the side that does not have the car (floor) track located. If you lean over the lower track to reach the locomotive it is very easy to move the transfer table and derail.

The best safety rule is take it slow. Do not be in a hurry when moving equipment. Be aware of people around you who may not see your equipment moving. Our reraill crews are very experienced but nobody likes rerailling inside the storage buildings where there is no side access.

Have a good day at the Railroad so, **Look Before You Roll!**

From the Casual Observer...

Please be extra careful when driving your car or truck in the compound so as not to strike the children in the play area. Oh that's right, we don't have a children's play area. Please be extra careful anyway.

Submitted by Patrick O'Guinn

From the Safety Supervisor...

Seeing as the Roadmaster is writing an article that deals with Safety, at least a little bit, I will refrain from doing anything that might step on his toes. SO - this is the one that goes to the brakemen out there. When loading the Hunter tain, please refrain from using terms like "You sit in the back" or "You sit in the front. The general public doesn't understand that we need to keep the passenger load between the trucks of the cars, and they will sit as far to the rear or the front of the car as they can get because YOU told them to. Please walk your train once everyone is loaded, and move the passengers around until they are between the trucks, not over them, or worse, outside the kingpin mounting. It makes the cars far more stable that way. It also keeps that inquisitive little devil from reaching down and pulling a couple pin pondering all the while "I wonder what this does..."

- Dave



Night Runs!!

Night Runs have been scheduled for August 4th and September 29th.

Come out and enjoy running in the cooler Summer evening hours!!

Thanks to Rich Casford and Joan Adams for the photos in this month Chronicle.
If you have photos, an article or anything else you'd like to submit to the Chron
please email the Editor at: rockwreckrr@roadrunner.com

Upcoming Important Dates

August 4th: Night Run

August 26th: Run Day (Eastbound Figure 8)

Aug 12th: Run Day (Eastbound Outside Loop)

Sept 9th: Run Day (Westbound Outside Loop)

August 18th: Fun/Work Day

September 15th: Fun/Work Day

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The railroad is located at Hunter Park, 1496 Columbia Ave., Riverside, CA.

Call (951) 779-9024 during a Run Day or Work Day for more information.

Public Run Days are the 2nd and 4th Sunday of every month, Work Days (Fun Days) are held the Saturday following the first Run Day of the month.

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