
THE RIVERSIDE LIVE STEAMERS

August 2017 Chronicle



***"When a train goes through a tunnel and it gets dark,
you don't throw away the ticket and jump off.
You sit still and trust the engineer."
-Corrie Ten Boom***

President's Remarks

Brian Stephens

Thank you to all the members who have braved the hot weather to attend our Fun and Run days this summer. Track and car repairs along with facility maintenance have been on-going and the new Casford Crossing is half completed. Thanks to John Gurwell, Bill Heese, and Brook Adams for installing an evaporative cooler in the Clubhouse; and I would also like to thank this year's Board of Directors for working through some difficult decisions while always trying to do what is best for RLS.

Don't forget our scheduled night runs on August 5th and September 2nd.

See you at the Railroad

Operating Superintendent Report July 23, 2017

O.S. Rich Casford

Starting off first thing in the morning the Roadmaster pushed the new rebuilt blower car around the mainline in the direction of our Westbound figure 8 track pattern. Thanks to the Car Repair Foreman Brook Adams, the newly installed trucks makes the car float over the mainline.

Back in the compound the first locomotives were getting ready for another day of operations at RLS.

Brook Adams the leading Hunter Engineer fired up the #5057. Richard Ronne has his heavy pacific hot and ready to go. Brad Bluth made a good attempt to get into passenger service only to be denied as a crank pin became loose. Not letting all the big engines have all the fun Scott Horgan had Michael Goi's coal fired 0-4-0 under steam AND in passenger service!!!

Bob Chamberlain and Tom Brody were running Bob's 2-6-0; Doug Prescott on his Pacific; Bob Beard ran Ron Wilkerson's 2-6-0; Ken Farwick was out with Ron Wilkerson's 2-8-2. On the bays doing maintenance: Dave Moore 4-6-6-4; Richard Miller 0-6-0; Ken Adamson 4-4-0; Brian Stephens 4-6-0; Bill Hesse 4-6-0.

The unsung heroes of the day were Stationmaster Glenn Maness, Crossing Guard Marty Berg, Brakeman Ken Mitoma, Ken Long, Junior Member Matt Ruff, Matt's Dad Glen working the merchandise area, John Gurwell incident response team leader and ice man; SMP Dave Bunts making sure all the boiler tags were current and performing the hydro dance for those engines needed a boiler inspection.

As usual when the afternoon arrived and the temperatures continued to climb, the public passengers disappeared from the park. Along about 2 :05 PM we closed the station due to lack of business and the temp in the compound was 95'. All and all a great operating day at RLS.

Along the Track

Rich Casford, Roadmaster

Summer weather in Riverside can be hot & humid or cool in the morning and hot in the afternoon. We got a little of both on the Fun (Work) Day July 15th. The Roadmaster had put out a plea to get a track gang assembled before 10:25 AM so we could install the first switch for the second crossover along the Vandenberg Extension. The gang showed up in force before 9:00 AM so off to the work site we went with the new switch transported on three gondolas from the track jig site down the Bunts By-Pass and up the hill to the installation site.

This was the first track work of any size we have done in four years and several of the new members were amazed at all the special tools and techniques the veteran trackworkers displayed! With a solid crew of 12 members we were able to install the new switch and tie back into the mainline in record time. The following Sunday Run Day was a figure 8 track pattern and all trains operated over the new switch with no problems. The switch is locked and spiked closed until we get the second switch installed.

While the big track crew was working on the Vandenberg line, the Switch Specialty Crew lead by Master Switch Builder Richard Ronne was repairing Engine Lead #3 switch which had been damaged by an airborne lawnmower the week before.

In the compound, the usual clean-up was taking place. Our new Camp Cook Cheryl Lannon provided a wonderful lunch for the workers at noon.

After lunch President Brain Stephens called the Board Meeting to order at 1:00PM to a small hardy crowd of 16 members and the Board of Directors. Mark your calendars to join us on **Saturday August 19th for our next schedule Fun (Work) Day** at the Riverside Live Steamers.



RLS Safety Shorts...

Dave Bunts, Safety Supervisor

In most states in these United States, the primary collision factor in most vehicle crashes is unsafe speed – except in California. Yes indeed, we are a special place. Here in the Golden state, the primary collision factor is CVC 21703. The section reads “The driver of a motor vehicle shall not follow another vehicle more closely than is reasonable and prudent, having due regard for the speed of such vehicle and the traffic upon, and the condition of, the roadway.” If you think about it, we all do it every day. The freeway moves at about 25 miles an hour, or maybe (If you’re lucky) someplace above that, but we ALL spend our time riding the bumper of the car ahead of us, and Lord knows we don’t leave enough room for that jerk who changes lanes 75 times in 1 mile to pull in front of us just to get one car length ahead.

After all this, I wish to draw your attention to RLS rule 206: *Engines and trains following each other must keep a minimum separation distance of 100 feet.* Please, I know that our miniature iron steeds are not the same as car running at 75 down the freeway, but there are reasons that we need to keep the distances reasonable. First, and the best reason is that it’s safer for all of us. We really can’t see what the engineer of the train ahead of us is seeing, a switch set against the direction of travel, piles of rocks, or a lack of water in the glass and a matching lack of boiler pressure that makes us say bad things, and then stop. THAT becomes the issue. If you are right on top of the caboose of the train ahead of you, any of the above is going to cause you to become a legend in your own time for running over that very same caboose ahead of you. Not a good way to make a name for yourself. Keep the 100 foot distance between trains while out running. The rules allow you to stop when the train ahead of you does, then you may creep up on it – BUT you have to stop 100 feet behind the train first...

***To submit an article, picture, or other items, email the editor at:
ghostpublicist@gmail.com***

IMPORTANT DATES

August 5th: Night Run

September 2nd: Night Run

October 8th: Runday (East Outerloop)

August 13th: Runday (East Outerloop)

September 10th: Runday (West Outerloop)

October 21st: Workday

August 19th: Workday

September 16th: Workday

October 20-21st: Fall Meet

August 27th: Runday (East Fig-8)

September 24th: Runday (West Fig-8)

October 22nd: Runday (East Fig-8)

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For Work Day and Run Day updates, Visit: www.steamonly.org

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