
THE RIVERSIDE LIVE STEAMERS

January Chronicle



"Now he slept soundly through the nights, and often he dreamed of trains, and often of one particular train: He was on it; he could smell the coal smoke; a world went by. And then he was standing in that world as the sound of the train died away. A frail familiarity in these scenes hinted to him that they came from his childhood. Sometimes he woke to hear the sound of the Spokane International fading up the valley and realized he'd been hearing the locomotive as he dreamed."

Author: Denis Johnson

A Word From Your President

Mike Gardner

First let me thank Dave Bunts and the remainder of the outgoing Board members for their service to RLS these past two years. The club and the railroad have never been in better shape than today, and that is due in large part to their hard work and leadership. Second, I would like to thank the Board for the honor of asking me to serve as President in this, RLS's 50th year. That is a double honor and I will do my best to live up to the faith the Board has put in me.

During the coming year I expect we will complete the majority of the now small list of planned tasks the Board has approved going back to the time the park was reconfigured. Chief among these is completion of the escape track which is now under construction. A few things like rebuilding of the C-16 are dependent on things beyond our control. For the C-16 we have to wait for the boiler to be manufactured, and for the Club Atlantic we have to find a boiler manufacturer.

There are a couple of important projects that were initiated and then stalled due to issues with the city. I plan to revive those projects this year. First, as we lose the caboose as a storage facility we need a second container to fill that role. There is a rule that outside organizations can only have one container in a park, but the Parks Department can, and does, have more. Since the containers house the tools, equipment and parts needed to maintain the city's railroad I believe there is a good argument the Parks Department should adopt the new container as theirs thereby settling the number of containers issue. I think this is so logical that even government should accept it.

The other project I want to revive is the shade cover for the steaming bays. This was denied by the Cultural Heritage Board, but their decision is appealable to the Planning Commission and a Planning Commission decision is appealable to the City Council. I am pretty confident that common sense will prevail somewhere along this path and we can build the much needed structure. My plan is to bring both of these projects back to life in January so we have a chance of completing them during 2016. I also want to reemphasize the importance of safety in everything we do at RLS. We all have to be constantly vigilant of things that can cause problems and risk hurting people or damaging equipment. I recently had a pile of rocks put the Hunter on the ground; everything but the trailing trucks. We had been having a problem with a couple of kids putting rocks on the track at Summit Siding and another train crew had cleared rock piles from this area just a lap before I derailed. My point is twofold: first, if you see something dangerous happening report it to the OS, don't just fix it and move on. Had the OS known about the problem they might have cruised by the area and the kids wouldn't have piled up more rocks. My second point is on myself. It is always the engineer's duty to make sure the track is clear. We do this by watching carefully and by maintaining a safe speed. A heavily loaded train doesn't stop as fast as a light one (Surprise!) and no train stops as fast on a down grade. Adjust your speed accordingly.

We also had a visit from a film crew producing a rock video for a British singer. They were nice folks and were generally very cooperative. The producer asked if the singer could lie on the tracks and I would approach slowly with the Hunter. I told him that was not something RLS wanted to encourage in any way. Unbeknownst to me, he then went to another train with the same request and it was granted. The actual taking of the footage was probably safe, but the image that may be presented to young people through the video is a bad one. We all know it is a bad idea to lie on railroad tracks, but to young people who believe themselves invincible anyway this could lend a sense of security to a dangerous act in real life. Please, always think safety in everything we do at the railroad.

I hope to see everyone at the railroad this year, and hope it is a Happy, Safe and Fun one for each of you

Run Day Run Down by Bill Hesse

December 13, 2015

The run featured a beautiful blue sky day, though our thermometer appeared to be broken since it refused to go much above 60.

We had visitors from as far away as British Columbia, and an English recording star named Oscar who shot several scenes of club members and trains to be used in an upcoming music video. It seems people are willing to travel great distances and brave our California winters to see a real STEAM railroad.

Mike Gardner handled the hunter with brakemen Ken Long and Ken Mitoma moving over 500 passengers for the day. There were several freight trains in operation, though OS Bill Hesse neglected to get an accurate count. Up at the station, it was one of the rare occasions when Glenn Maness was unable to attend due to his recent knee surgery. That didn't stop him from calling in twice to be sure HIS station was ready to go at 10AM. We look forward to his quick recovery and return to duty.



Richard Ronne stepped forward to set up the station, and had time to rehearse the safety speech before the first train arrived promptly on time. Flagging the crossing was our regular Marty Berg with help from Jim Wood and Curtis Claybrook manning switches and helping keep everything running smoothly. In the tradition of the season, Manny Caldera stood in for Santa Claus, and with assistance from John Gurwell handed out candy canes and lollipops donated by Sagebrush Shortline Railroad to all our passengers.

Once again, the entire membership kicked in with a can-do attitude to ensure a successful run day.

Along the Track

Roadmaster-Board Member Rich Casford

The Big Dig started on the December Work Day for the bridge piers of the escape track project. With a rented Back Hoe and RLS operator Gus Farwick, a large group of RLS members completed all pier holes for the project except one due to space requirements.

Interesting items were found during the digging since the RLS compound is on a raised fill from 1966!! Nothing stopped the crew, old airlines, electrical conduits or tree roots were no match for the busy diggers of RLS! You can now see the curve of the new track as it leaves the stub track at the engine lead gate and heads towards Allen's Valley north fuel lead track.

Extra work days will be called as the project moves forward so be on the look out for emails or your mail box for notices. The next steps are forming all the holes for concrete pouring. The plan calls for a commercial concrete pumper to handle the mud work.

Meanwhile, out on the mainline we had a track crew working at Summit leveling and aligning track using Richard Ronne's new gauge and level car. This new piece of track equipment is very handy determining the cross level of track. At the same time it is reading track gauge to make sure the track is in the proper gauge for straight or curve track.

Our Friends at the Orange Empire Railway Museum came over on December 19th and loaded out the old Santa Fe track signal battery box that had been sitting behind the fuel tank since 2011 when the park was remodeled. RLS had no need for the battery box as the City of Riverside added an AC power line for our signals in the park design! OERM also took the last old Crossbuck from the Iowa Crossing. With the park remodel we received all new crossbucks to mark all crossing pads for public and the park lawnmowers.

With the removal of those items we were able to clean up around the storage container and fuel tank area. Please keep this area clean and orderly. It had turned into a junk yard appearance these last few months.

General maintenance was performed on the Hunter Locomotive by Assistant SMP Larry Jongerius. All the Hunter Engineers need to give Larry a pat on the back for keeping the Hunter in tip top condition for each run day.

We will have many new projects for members to help with in 2016. If you are unable to join the fun on our work days, we do have some items that need to be machined or made in a home shop.

Please let Dave Bunts or myself know if you have some spare time at your home shop.

We will need a camp cook for the January work day. As mentioned before the club pays for the food cost but it needs to be handled by one of our members. Several members volunteered last year to help as camp cooks. Is it your turn? Just give me a call or shoot me an email. February 20th work day camp cook is covered already.

Our next FUN (work) Day will be Saturday, **January 16th**, lunch to the workers at Noon and Board Meeting at 1:00PM open to all. Work may continue after lunch with the escape track construction crew depending on progress in the morning.

Storage Report

Rich Casford, Storage Chairman

All members who have their equipment stored at the RLS Facility should have received the 2016 storage invoice just before Christmas.

As normal we are almost completely full with equipment on all tracks.

DO NOT BRING ANY EQUIPMENT OUT FOR STORAGE just because you might see an empty track! That track may already be rented to another member. Please contact me via email rich@whittiermailing.com or (562) 698-7795 if you are interested in storing equipment at RLS.

Please keep the track area around your equipment clean. It is the member's responsibility to keep the track clean.

With the Members

It is with sadness that we have to report that the mother of Non Resident Member Marty Simmon passed away on December 19th after a long illness. The Simmon's family were active regular members of RLS in the 1980's before moving to Arizona.

Word has also reached us the Non Resident Member David Hannah III passed December 29th in Houston, TX.

David had visited RLS several times with his 2-8-2.

Our condolences go out to the families in their loss.

Stationmaster Glenn Maness is recovering from knee surgery and hopes to return to his post at the station in January.

Skip Borsuk is recovering from lung surgery at home. Good to see Bob Maybury Sr. out at the last work day after several months of being under the weather.

If any of the RLS members are aware of members under the weather please contact Glenn Maness.

RLS Annual Dinner 2016

A Friendly Reminder

The Annual Dinner will be hosted at the Hidden Valley Golf Club in Norco, CA. Reservations are due to Glenn Maness by Friday January 15th, 2016. Please send your \$30.00 per person check and guest names to:

Glen Maness

25307 Alt Vista Dr.,

Moreno Valley, CA

92557-5237



IMPORTANT DATES

January 10th: Runday
January 16th: Workday
January 23th: Annual Dinner
January 24th: Runday

February 14th: Runday & Valentines Day
February 20th: Workday
February 28th: Runday

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 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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