

THE RLS CHRONICLE

NEWS OF THE RIVERSIDE LIVE STEAMERS



March 2018



Arriving at the Station

Kim Ziepke eases his train into the Birthday Siding
with Marty Berg flagging the Four Track Crossing

Message from the President...

All I can hope is that I have this article submitted before our esteemed Roadmaster. THAT boy has all the stuff in the world to scribble words about, he is after all a “doer” in terms of accomplishing things.

As President, I think my role is not much more than to keep the monthly meeting moving forward at a pace that will guarantee that they will end before the onset of the next Ice Age. It’s the committee folks who make the club operate with some semblance of organization. Each one of the folks who steps up and says “I can run that project”, “I can handle that task”, and “I’m willing to extend myself just a wee bit for the benefit of the whole organization” who actually make the place run. We have a great group of folks, and each one of the people who comes out to help on non-workday workdays, those that come early for the scheduled workdays and stays at the task at hand until it’s done are the backbone and real stars of the club.

My title is ceremonial, I wish I could have all the power of a Banana Republic Potentate, and this place would shine in the sun, but I don’t. I can’t order stuff to be done, I need to ask permission of the Board of Directors, and more importantly, I need to get the clubs permission to get anything moving. So every month I scribble things for a Chron article that (I hope) make sense, and sorta sound good, and talk about the direction of the club and its activities, but in effect all I’m doing is repeating what you folks who are the actual drivers have already decided you want to do. BUT, and there is one big BUT.

The Roadmaster and I seem to be in some sort of competition about who can get his article in to the Chron Editor first. He usually wins, but I’m hoping because it is a short month, and a very short period between the last run day (which was VERY well attended by members and guests I might add) and the scheduled release of the next Chron that I beat him to the punch on this one.



The Spring Meet is just around the corner!

April 20th through the 22nd. We’ll have the usual need for Station assistants, switch tenders and flagmen. If you’d like to reserve one of these all important positions, come to a board meeting, or contact the Meet Superintendent, Bill Hesse.

Along the Track by Rich Casford, Roadmaster

A very productive work day was held on Saturday, February 17, 2018 as close to 30 RLS members arrived on site to contribute to the improvements of RLS.

The welding crew was busy working on the Noble Quick building third level storage track project.

With the help of Bob Chamberlain's tractor a crew finished the hillside ballast work along the Bunts By-Pass track. After ballasting the Roadmaster sprayed the area for weed prevention.

Out on the mainline, the survey crew from last month changed hats to become the alignment and ballast crew working along the straightaway from the west sidewalk crossing to almost the Summit Siding Switch #2 raising and leveling track. After alignment work was completed several dump truck and tractor loads of ballast were spread and the entire work zone was power tamped with the tamper unit.

The compound was cleaned up, a never ending project but necessary for safe operations. Every member of RLS is responsible for keeping the enginehouse and compound clean. Remember to do your part!

The fuel tank was emptied in preparation of tank cleaning.

We have a new landscape contractor for Hunter Hobby Park and the Roadmaster held a meeting with them to make sure we are all on the same page for maintenance and protection of the Railroad. If you see something that needs corrected in the maintenance area please let me know, rich@wmp.net or call my cell (575) 756-4413.

Lunch provided by Cheryl Lannon at Noon and Board Meeting was held at 1:00PM

Our next work day will be March 17, 2018. Mark your calendars to join the fun!



Bob Roberts brings the Hunter train into the station on the February 25th Run Day.

El Gobernador on the bay waiting a boiler check



Message from the Compound Supervisor, Bob Roberts

Hello one and all. Time for a little rant from the compound "Gofer." As you all should know we just got our new Safety Rule books. You can't miss them. They are bright fluorescent green! It's time to pick them up and read them. In section 400 you will find Rule 411. "Blowing down of boilers must be done outside the steaming area, and away from any personnel or structures that may be damaged by steam and/or hot water." It is self-explanatory.

There are also some common sense/courtesy items I would also like to mention. If you are planning on draining the water out of your engine/tender, do it in the blowdown area. When you drain them in the steaming bays you make a mud puddle for the next person. For our die-hard coal burners, please sift your coal over a tarp or in the flue clean out area. Then properly dispose of the waste. We don't want to turn the entire compound black. In addition we have ash pits to empty your ash pans. Only one is located in the compound and that is under the engine lead by Barney's barn. So, please don't dump them under the steaming bays or in the trash cans.

Riverside Live Steamers Rapid Response Team

Roadmaster Rich Casford put out an appeal to develop a list of RLS members that might be available during the week in case of an emergency track repair or other items needing RLS attention prior to a run day or work day.

14 members responded to the call and we are still accepting members if you would like to join.

The idea would be in case of need to send out an email blast to those members who volunteered and if 4-6 members could attend when the call went out we would be set for a special work group to handle the emergency.

Hopefully we will never have to issue a call for help but it would be nice to have an email list ready to go if needed.

From the Safety Supervisor

Back in the old days, those heady days where men were men and railroads were dangerous places to work there were hiring halls for what would today be casual labor. No unions, No OSHA, No real safety watchdogs, just the business of moving freight and passengers across the system for the least amount of money.

In any event, the call for '*experienced*' brakemen would be put out. Of course all of you remember pictures of brakemen riding the roofs of the freight cars, willing to turn to and start spinning the brake wheels when the signal was given that were shown in the little film that I referred you to a month or so ago. But I digress. When the folks sitting in the hiring hall heard the question "Who has experience?" they all raised their hands – keep in mind the state of the country then EVERYONE was looking for work because they were hungry. It seems that the hiring hall folks had a secret way of telling the experienced from the novice: "Show me your hands" If the supplicant had all his fingers, they were lying about experience. Coupling cars in the cold, a misstep about where your hand was in relation to the coupler knuckle and somehow you gained some very hard won experience.

I was reminded of all this on the last runday as I was leaning over the back of a car as we backed into a cut to couple up. I had my hand between two hard objects, and one of them was moving towards the other one. It was slow but none the less it would have hurt if I didn't get my hand out of there. Not more than 10 minutes later I watches as another member did the same thing. What's the point to all this you ask? We have smaller trains, smaller couplers, and not nearly the same mass as the full size trains, but this behavior can still reach out to bite those that are not paying attention. Is what I did safe? Maybe, once I got my hand behind the entire coupler to guide it and away from the impact zone. I just want to remind you that we CAN get hurt in the same way as our forbearers – the soft flesh between two hard objects is going to lose every time. Be mindful when doing things around the railroad – it can be a painful lesson to learn if you don't think safety first.

RLS ANNUAL DINNER

The Annual Dinner will be held on March 3rd at Kountry Folks, 3653 La Sierra Ave, Riverside

NOTE the Dinner start time has changed to 6:30PM

From the former Assistant to the Assistant Editor...

I would like to extend a hardy RLS "Thank You" to Dayna Horgan for her work for the last two and a half years as the Chronicle Editor. Dayna quietly took over from Joan Adams and added her own flair to the Chron. I accepted my Field Promotion, and will be happy to serve as Editor - BUT - if one of you would like to take over the Chron to add your own perspective to our monthly newsletter by all means let me know.

Brook A.

Upcoming Important Dates

March 3rd: Annual Dinner	March 25th: Run Day (Westbound Figure 8)
March 11th: Run Day (Westbound)	April 8th: Run Day: (Eastbound Outside loop)
March 17th : Fun/Work Day	April 14th: Fun/Work Day
	April 20th - 22nd—Spring Meet

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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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