
THE RIVERSIDE LIVE STEAMERS

March 2017 Chronicle



"You never know what worse luck your bad luck has saved you from"

-Cormac McCarthy

Club Members: the Sign in Sheet on the counter is for those that are disarming or arm the Compound only
it is not a general attendance sheet for Run Days or Work Days

President's Remarks

Brian Stephens

This year is off to a great start. Our Run Days have been well attended by both RLS Members and the public. There were three public passenger trains operating last Run Day! We continue to add new members and our Fun Day work is keeping the Railroad in tip top shape. Work is continuing to replace the electric, air, and water lines to the steaming bays, improve our security camera system, and add signals to the new Bunts Bypass track; all in preparation for our Spring Meet April 21-23, 2017.

Please assist our new Compound Supervisor Bob Roberts in keeping our facilities safe, clean, and neat by picking up after yourself and trying to leave things in better condition when you leave than they were when you arrived. Thank you to all our members who faithfully attend our Work Days (even in bad weather) and to those of you who do work around the compound during the week and off week ends.

Safe and Happy Steaming,

Message from the Vice President

Dave Bunts

I can hear something creeping up through the night, and see glimpses of it during the daytime - hissing in shadows, just a whisper of something in the breeze - I can tell it will burst on the scene fully grown and fully formed when it gets here and it scares me. No it is not the Grim Reaper, it isn't even the Tax Man. It's the Spring Meet. It's coming, slowly, but it will be here before we know it. It will burst on the scene as big as Dallas one glorious Friday morning with the arrival of old friends, and new friends, and the sights and sounds of live steam. There are those who just can't abide the smell of coal smoke, but then those are the same folks that look down their noses at those who complain about the smell of diesel. No matter the perceptions, the only reason that they are in attendance is to enjoy the sounds and smells, and the camaraderie of the live STEAM hobby. I suspect that the reason that it scares me is that in all the time that I have been with RLS, I have run construction projects, I have sat on the Board of Directors, I've traveled with some of our members off to the places where we can run the Iron Steed and wave the RLS flag but I have never had the honor of running a meet until this one. The only thing that gives me peace during those cold and lonely hours just before dawn, that time where our darkest demons come out to torment the Meet Chairman is that I know I can count on the entire membership to pitch in and do whatever it is that needs to be done. I also know that the Roadmaster has a list of things he would like to have done before the meet weekend, and the work days are taken up with those arrangements. We have always had great Meets, and I hope that we can carry this one off as well, and I know that with the club membership stepping back just a hair to let our guests have the best time possible, and pitching in where needed we can pull it off.

(And those that know me know that the darkest hours before dawn usually find me at work, and the only thing that I'm dreaming about is the hours spinning by faster than they had earlier, and I get to go home, but that is always just a dream...)

Along the Track

Rich Casford, Roadmaster

Rain, rain and more rain was the schedule for February, 2017. The weather forecaster said it was going to rain on Saturday, February 18th for our regular Fun (work) Day at RLS. The morning dawned cloudy and there was water standing in the compound. The sky was dark. Most people would have just rolled over and gone back to sleep!

However, a hardy group of 15 RLS members showed up to see what we could accomplish this morning. Signal Department Manager Bill Hesse started his crew with security light replacements, then switched to wire pulling for the new Bunts ByPass Track. Richard Ronne headed to the mainline to check switches under the watchful eye of President Brian Stephens.

In the compound, newly minted Compound Supervisor Bob Roberts rounded up a crew to fix the air leak between steaming bays #9-10. And of course, the coffee pot and donuts were calling everyone during the morning activities. The rain never came; the sun broke out about 11:00 am and at least we were able to continue our work improving the railroad. Board Meeting was held at 1:00PM after a fine lunch of Pizza since we did not know how many people were going to show up on a rainy morning at the Railroad.

We are looking for volunteers for Camp Cooks in 2017. March, April and May work days are covered by volunteer's. RLS will pay for the food but we need cooks to organize the work day lunches each month. If you want to try your hand at being a RLS Chef, please let the Roadmaster know. You can send an email to me: rich@whittiermailing.com or leave me a message (575) 756-4413.

Our next Fun (work) Day will be Saturday, March 18th. Lunch by Chef Tom Lebs and Board Meeting at 1:00PM. All are welcome to attend.

See you at the Track! Road 2

Hunter Station Yard and Rules for Safe Operation

All engineers are reminded that Hunter Station is under Yard Limit Rules for operation.

Safety Rule # 213 Yard limit rules apply to Hunter Station, Columbia Yard and Allen's Valley Yard.

Safety Rule # 212 (a) Yard Limits are identified by posts at the entrance and exit of all yards.

212 (b) 1. Reduce speed to allow for immediate stops.

212 (b) 2. Trains may follow a train ahead at a distance that allow for safe stopping distance. Rear of train protection is NOT required.

Engineers are also reminded that the four-track sidewalk crossing in the middle of Hunter Station requires you to sound the grade crossing whistle signal even with a crossing guard in attendance. The public may only see one train and think the crossing is clear if you are proceeding on another track.

Safety Rule # 220 Public passenger trains will use Tracks #4 (station platform track) and Track #3 in the station area, and all other trains will use Track #2 (which is the Main Line through the station) Track #2 is to be kept clear for main line traffic.

If you need to stop in the station, use track #1 (Party Siding) which is located next to the restroom building or Track #3, please keep the Main Line open as much as possible.

RLS block Signals, PART 1

From the RLS Signal Gang

For many years, there has been talk of adding electric turnouts, and signals at RLS. We have drawings and plans from as early as the park remodel in 2010 when conduits and electrical cabinets were installed at the station.

Before there was Central Traffic Control (CTC) with human dispatchers dictating train movements, there were Automatic Block Signals (ABS) normally used on double track lines and Absolute Permissive Block (APB) signals to protect trains on two way single track sections. The first thing we learned when studying prototype signals was that no two railroads did it quite the same way, and even on large systems such as the Santa Fe there were variations.

For details of signals used on the old ATSF lines, there are two excellent articles by Carsten S. Lundsten available on line at http://www.lundsten.dk/us_signaling/abs_dt_atsf/p_index.html for ABS operation, and <http://broadway.pennsyrr.com/Rail/Signal/Apb/> for APB signaling. These were the basis for the signaling plan for RLS.

At RLS, as with many small railroads, we will have many very short blocks, often with only one or two blocks between yard limits. Normally, there would be no signals within yard limits to indicate block occupancy, but only to show turnout positions. Within the next few weeks, the first signals to be implemented at RLS will be to control traffic on the new "bypass" track between the engine lead and Allen's Valley. Since this track is fully within yard limits, has a turnout that then crosses over its own main, and trains entering or leaving the steaming bays, we've already violated several of the ABS and APB rules.

Prototype railroads had several ways to permit trains to pass a red signal, or "stop and proceed". Since most of us are more use to driving cars than locomotives, at RLS a RED signal will always be an ABSOLUTE STOP. If a permissive "stop and proceed" is needed, it will be indicated as a Flashing RED. We're use to seeing the handle of manual turnouts painted green for main, or red for diverging route. To reserve the red indication, turnout position will be indicated by green or yellow.

In next month's Chronicle, part two of this article will more fully define the signals and colors that will be implemented at RLS. Undoubtedly there will be many member suggestions on "how to do it better", or "why we're wrong" as we address various route situations around the railroad. Member input is always welcome, particularly from those willing to volunteer to do the

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

IMPORTANT DATES

Feb. 12th: Runday (East/
Outerloop)

Feb. 18th: Workday

Feb. 26th: Runday (East/ Fig-8)

Mar. 12th: Runday (West/
Outerloop)

Mar. 18th: Workday

Mar. 26: Runday (West/ Fig-8)

April 9th: Runday (East/ Outerloop)

April 15th: Workday

April 21st-22nd: Spring Meet

April 23rd: Runday (East
Outerloop)

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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