

THE RLS CHRONICLE

NEWS OF THE RIVERSIDE LIVE STEAMERS



May 2018



Brakeman Kenneth Long on the Hunter Train as it passes through Panorama Point

"Railroad iron is a magician's rod, in its power to evoke the sleeping energies of land and water"

Ralph Waldo Emerson

Presidential Words of Wisdom...

We have managed to do it again – Fine weather, fine food, and fine railroading for our Spring Meet guests – what more can anyone ask for.

I want to pass on a hearty THANK YOU to Bill Hesse who as meet chairman became everything that anyone could ask for as Host in Chief. We had a phenomenal turn out – I think (I THINK) I heard 19 steam engines under steam on Saturday.

There was the normal cast of characters from RLS, along with visitors from far and wide. The railroad ran flawlessly, I think there were only two derailments that I heard of, I was a participant in one of those (ran through a closed switch, then backup and put the lead truck of the Hunter on the ground. We were back in business in 10 minutes) and one other with I think was a small engine, which was also put to right in a very short order. I don't think the crash cart was used at all. I want to thank those folks who just turned to and helped Bill at every turn. I know we had folks on the

hoist when it was needed, people out doing switch duty and all the other stuff that just came up. There was night running. Oh Lordy there was night running. It's good to see that back, we kinda got away from it for a couple of turns, but the intrepid Randy and Jonathan Chase were back at it, and took others out into the dark with them. It is something to see a headlight, some marker lights, and FIRE from under the engines as they go by. If you have never seen it, stick around during the meets, it warms the heart.



Finally, a huge THANK YOU to the O'Guinns for once again honoring Kenny O'Guinn's memory by cooking up a smashing breakfast. Other live steam clubs may get known for the dinners, or lunches, but RLS is special. As everyone knows, once you light a fire in the belly of the beast and start building steam, the engine is a demanding task master. With a steam engine, one just can't walk away from it, it demands attention. We cater to that demanding piece of iron by having a breakfast. It's the first thing we do, then wander out sated to start the slow process of bring steam to our world, satisfied with delicious food prepared by friendly folks who care. It is just another of the special things that RLS does for those folks who understand the demands of the steam hobby.

Remember folks, we have five and a half months until the next meet, start thinking about what you can do to help during the next one. - Dave Bunts



2018 SPRING MEET



See more images from the Meet on our website at <http://www.steamonly.org>

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Storage and Facilities

It has been brought to the attention of the Roadmaster that locks had been cut from the drop bridges in the Noble-Quick building. These locks were placed by track renters to prevent the bridges from being dropped onto one of the transfer tables for some unknown reason.

The locks were cut off at the direction of the Project Coordinator to facilitate the construction of the third level storage that has been going on for the last 4 months of so. (I'm sure all of you have seen the piles of steel out at the south end of Noble-Quick change shape a couple of times, with each change of shape the piles get smaller, and the assembly piles get bigger. Progress works that way some times.)

In any event, the Board of Directors discussed the situation and the consensus reached was that no locks are to be installed on any of the bridges, or the equipment stored on the tracks, that will prevent any movement of equipment. RLS understands that each person has rented space to store their equipment. None of the equipment will be moved about just for fun, but RLS has always reserved the right to gain access to the tracks from time to time, and in the event of a derailment on an adjacent track, there may be a need to get room on either side of the derailed equipment to put it back on the rails.

I know of at least one derailment halfway into the building (inside the walls, beyond the bridge) that required that we climb into the building down adjacent tracks to re-rail a rather large engine. Look in through the engine or car doors for that matter to understand just how little room there is to move around, and now that the earthquake bracing has gone in, along with the third level tracks being installed, it is even tighter. The ability to access tracks and infrastructure is the bottom line, and RLS will take care to not damage equipment when moving it to reach into the building for whatever reason.

From the Safety Supervisor -

I am writing this with the permission of the culprit, so I guess it isn't telling stories out of school.

Once upon a time there was an intrepid live steamer who truly enjoyed taking his Iron Steed off into strange and exotic places to commune with other Iron Steeds, and to show that he wasn't going to hold it against those poor excuses for motive power that ran on either electrons, or heaven forbid, *lawn mower engines!*

One day, while loading his pride and joy into the conveyance of choice (in this case, a pick-up truck) this poor unfortunate managed to fail to put the stops at either end of the hoist that is located on the west side of our compound and is actually used for lifting steam engines and cars to load into trucks and trailers. Now keep in mind that this member has done this in the past, and has done it more than once as a matter of fact. The unfortunate thing is THIS time those steam Gods we all try and appease each and every runday decided that they would punish him for failing to install the appropriate safety devices on either end of the hoist.

Most of you may notice that our hoist is a single cylinder hydraulic hoist that had been used for literally years in an automotive service station, and then repurposed to become a steam engine hoist. To accomplish this magical repurposing, the arms that were positioned to lift a car were removed, and an extended platform with the requisite rails was installed. Because of the extended length, there is a tendency, if a load (like an engine) is placed at one end or the other, for the hoist platform to dip towards the weight (For an extreme example, think teeter-totter on a children's playground. I know all of you [with the exception of the very young who have had the nanny-state remove said teeter totters as dangerous devices so you never got to play on them] have experienced what happens when the weight of your play mate is no longer on the other end – you drop like a rock and hit the ground. It's just physics. Uneven weight will cause a beam balanced on a fulcrum to drop to the side with the greater weight.)

In any event, this intrepid member had loaded his engine onto the hoist, and failed to install the white blocks between the rails at either end. You can tell, I suppose, where this is going – and yes, you're right. In a nod to physics, the off center load dropped one end the hoist, and the engine rolled right off the hoist and hit the ground. Damage was, all things considered, relatively minor. However, the whole thing could have been avoided by the simple expedient of putting the stops in place.

They are there, it's simple, requires no special tooling but it does require the one thing that makes all these safety minutes very very similar – conscious thought.

Along the Track by Rich Casford, Roadmaster

Saturday, April 14th was a wonderful day at RLS. A huge turnout of workers made all the projects before the Spring Meet disappear before lunch time.

The rail cutting crew of Richard Ronne, Chris Newman, Steve Borchert, Mark Spaulding and Tom Lebs had the rail cut, stored in the rail rack in the container and everything cleaned up by 9:15 am!



Meet Chair Bill Hesse then corralled the members near the clubhouse and did a complete cleaning of everything not glue, screwed or welded down in the building making it ready for the Spring Meet.



Senior Project Manager Dave Bunts and his merry band of weldette's were again burning rod (really wire feed welding) in the Noble Quick building with the last of the cross braces installed. Third level track will begin installation in a few weeks. Members are reminded that equipment may have to be moved in the next few weeks as we do not want to damage any equipment with the welding process. Careful attention to equipment stored in Noble Quick will be made if your equipment will need to be moved during construction.

Compound weeds were eaten by new member Sergio Ahumada and Pat O'Guinn. Weed car was serviced by Compound Foreman Bob Roberts. Bob also serviced the soft water system.

In Allen Valley, Roadmaster Rich Casford returned to track work with a crew to install a new ash pit on Allen Valley South Fuel Track #2. Working with the Roadmaster were Doug and Bob Chamberlain, Sergio Ahumada, Steve Borchert. It was discovered that the track crew were all oil burners, so we recruited Gary Mocko as the sole coal burner to help finish off the installation of the pit.

Propane burner and webmaster Chris Enright and his son cleaned all five ash pits ready for the meet.

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OK Coal Burners, all your pits have been cleaned by propane or oil burners, no more free pit cleaning.....now it will be up to you to empty the pits in the future!

Lunch was provided by Cheryl Lannon and the Board meeting was held in record time! We are ready for the spring meet.

Plan on joining the fun on **Saturday May 19th** for our next FUN (work) DAY. We are starting our mainline switch replacement program in May with **Noble Junction Switch #2 (NJ#2)** with a new steel frog #11 switch. See you then!

- Road 2

Switch Locks R.L.S.!!

We all know to watch the points as we approach a turnout, and see that the handles on trailing turnouts are set to float. Each run day there are a few turnouts that are padlocked to keep trains on the designated main. Sometimes it becomes necessary for a train to take the divergent route. It is the responsibility of every engineer, and especially brakemen, to ensure the turnouts are relocked to the designated route after their train passes. Every crew member should have a switch key, or there are spares in the club house for visitors.

The 12 inch to the foot railroads have the benefit of carefully written rules covering train and track clearances. Unfortunately, the FRA neglected to account for tender foot pegs, giant feet, and narrow gage engines with drain cocks built half again larger than the track clearance allows.

Our turnout controls at RLS are designed to be lower than the top of rail. We have had several incidents where an improperly installed padlock sticks up as much as two inches above the rail. This can not only damage the track, but can damage a following locomotive, or cause injury.

The pictures show the correct way to install the locks. The padlock needs to be placed laying flat on the turnout plate



NOT STICKING UP!



While we're here, notice that every turnout has a name and a number. Please include that number and direction of travel when reporting track problems to the turnout repair crew and Roadmaster. - Bill Hesse

Riverside Live Steamers Safety Rule of the Month

Rule #211: All switches must be returned to the normal position after use.
(Normal position is the designated route of the day)



If any of you Club Members are into to Web Desgin and would like to help update the Clubs website please contact Chris Enright at webmaster@steamonly.org

Thanks to George Bartlow, Bill Hesse 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

May 13: Run Day (Westbound Outside Loop)	June 10th: Run Day (Eastbound Outside Loop)
May 19th: Fun/Work Day	June 16th: Fun/Work Day
May 27th: Run Day (Westbound Figure 8)	June 24th: Run Day (Eastbound Figure 8)

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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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