
THE RIVERSIDE LIVE STEAMERS

November 2016 Chronicle



“Summer in the deep South is not only a season, a climate, it's a dimension. Floating in it, one must be either proud or submerged.”

-Eugene F. Walter

Hello to All From Athens, Georgia;

I feel like I have owed you all a letter for some time.

I have joined the North Georgia Live Steamers. This is a good bunch of people. They are in their third railroad. They have been bumped out of the first two locations do to circumstances beyond their control. The current location is at the Conyers Horse Park used during the Olympics. They, or I should say we, have 30 acres some is clear and fairly flat, some is wooded and some is on a bank that drops off to the river. Plans are to add a loop to the rest of the flat area and then fill some of the sloping property. It is fun to run in the woods. There are some parts of the track where bidirectional running is required, that track is signaled and that's new to me. It works fine and there have been no "corn field meets." We run once a month on Saturday and work on the railroad every Saturday we don't run. Almost everyone who runs comes out to work. It is a seasonal club and with the exception of an operating session in November where we'll run on train orders, we are shut down until after the first of the year. There is very little storage so I must keep my engine and train at home. As my truck only handles my engine and tender so I have yet to pull my train here. That will come in time. I have to add brakes and safety chains to my cars, too. It is my sad duty to report that N. G. L. S. is not an all steam club, but then, there is only one.

I had some trouble with A T & SF 4032; I think some things got joggled around on the 2300+ mile trip. I have gotten things straightened out and she is behaving herself now. The photo is from a trip the club took to the Canton railroad. As you can see 4032 was doing just fine! The Canton club is supper. It's a private club on private property, but so welcoming and forgiving of a Californian who didn't fully understand their signal system (just one oops). The Canton railroad is my idea of what a railroad should be. It is all up grade and conversely down grade. It is single tracked with passing sidings. It loops around a hillside and goes through three tunnels that are not just for show. What a Run, it was a super trip.

I had the great pleasure of running Gene Lurwig's Berkshire on his home railroad. It's one of Jim Kreider's. It is exquisitely made and steams easily. Gene spent six years building it. He said it was an extremely intense six years, believe me every moment he spent shows!

It is different here in the South East, for one it is humid. When it is 80° here it is harder to work than when it is 95° in Riverside. I have run at Riverside and had a good day only to blow down and find that it was 105°. I'd be melted into the seat here. It will also freeze here and steam engines need to be winterized by draining all the water feed and steam lines so that water and condensate doesn't freeze and burst the pipes. Most engines have drains built into the piping for that reason.

Ann and I have easily settled into the "Gentle Southern Lifestyle." You can find yourself in a conversation in the supermarket check-out line. Someone in line may look in your cart and say, "I've been meaning to try that, do you have it often?" and suddenly your best friends. We have a home that we truly enjoy and we get to see our daughter and her family often. We are both involved with the community; Ann tutors at a local elementary school and I am involved in U-Lead Athens, a pre college program.

Be advised the latch string is out.

Bob Cummings

From the RLS Signal Gang

Have you ever woken up on a Saturday morning with a burning desire to repair some track kinks, pull some weeds, or build a tie wall? Or on a Sunday morning, ready to fire your locomotive, and wondering if the dew point was high enough to generate those beautiful clouds of steam we all dream about? If you live more than a few miles from the park, you probably have had your hopes dashed by an LA based TV weather reporter saying it's raining in a place vaguely described as the "Inland Empire". Even on-line weather services report conditions at the airport, located miles from RLS. The best you could do was to check the RLS camera system to see how many members were already happily munching donuts under a cloudless sky.

In a project led by George Bartlow, the RLS IT team has recently installed our own weather station in Hunter Park. The display unit located in the club house shows up to the minute indoor and outdoor temperatures, and more detailed weather information than you ever knew you needed. Watch for tornado and flood warnings, and if it ever snows in Hunter Park, we'll be the first to know.

For those who live further away, there are several ways to view the RLS web pages from your home computer or cell phone.

Log in to the RLS camera system at [HTTP://99.115.95.209:8209](http://99.115.95.209:8209). Your Username is the same as your Email address listed in the 2016 roster (even if your Email has changed). Enter everything to the left of the "@" sign. Since the Chronicle is a public document, we can't give out the Password here. It's posted in the clubhouse, or contact Bill Hesse or Dean Willoughby. A summary of the current weather and schedule of upcoming events can be viewed by selecting "RLS INFO and WX".

For on-line Weather, use any browser and go to www.wunderground.com. Near the top of the page, you'll see a place to "SEARCH LOCATIONS" enter KCARIVER79. You should get the RLS weather page including detailed graphs of the day's weather, and 10 day forecast. Don't forget to bookmark the page for future reference. There are also apps available for most cell phones.

In the future, there will be a link to the weather from the STEAMONLY.ORG web page, and even a live video feed so you can see the pretty clouds over the park, and steam rising off the locomotives.

For those member who like to use laptops, tablets, or cell phones within the compound, we have a WIFI hotspot available. On your device, connect to "RLSBARN" (Note: upper case). "STEAMONLY" was the older system that only works within the clubhouse, and will soon go away. "RLSBARN" is the new unit that should work anywhere in the compound once the router is mounted on the roof. Again, the password is posted in the clubhouse, and is NOT to be publicized. We don't want to become a free hot spot for the general public

Work Day Recap: October 15th, 2016

Rich Casford, Roadmaster

Saturday, October 15, 2016 the RLS work crews finished the majority of the Escape Track Project to Allen's Valley. This two-year long project had many moving parts and outside permission requirements.

With a good turnout of track workers, we were able to install a signal system circuit conduit and the 60 feet of remaining track work to connect the new diamond crossing over the south engine lead to the former stub track outside the compound fence.



You can now reach Allen's Valley yard without having to go up the hill to Columbia Yard and back down the hill to AV tracks. Also on the Run Days that require reversing the public passenger trains, you can return quickly to the engine house at the end of the day. This will be a welcome feature for the Hunter engineers after a long day on the railroad.

Special project manager Dave Bunts reported to the Board of Directors that the project was turned over to the track department for final fine tuning. We still have some additional ballast work to complete on the line along with some alignment work that will be done after a few operational days have been completed.

For those members who have worked these past two years on several extra work days the club says **THANK YOU!** Special mention needs to go to Dave Bunts, Larry Jongerius, Richard Ronne, Bill Hesse

and Bob Roberts for all the extra work they did on the job in design, switch & track building, signals equipment, babysitting the compound during the week for deliveries of material and painting work. New Member Bob Chamberlain who has only been in the club for a few of weeks left his tractor for us to use which not only made the project finish on time but under budget since we did not have to rent a tractor for the last four work sessions.

During the time that we were working on the Escape Track Project we also had to install a second storage container and move all the items out of the old caboose. Rebuild the front fence when the caboose left the property. Expanded the parking lot with new fence material and added back the 8 feet of parking lot that was taken away in 2010 for the Columbia overpass project.

To say the RLS crews have been busy would be an understatement!!!!

In the next few months we will finishing up the finer points on the Escape Track and take care of some other items around the Railroad that needs our attention. Keep



Fall Meet 2016

Trains and members began arriving first thing Friday morning, and the meet was in full swing by 10 O'clock. While an accurate count was impossible with all the activity in the compound, at least 15 locomotives were on the bays by Friday night. Saturday saw many more, including guests from as far as Oregon and Arizona, and several rarely seen members dropped in to renew old friendships. The guest list went well in to a second page by the end of the meet.



Trying to be a bit less formal, there wasn't the usual long sign up list for all the necessary volunteers for tasks that make our meets so successful. No matter what needed doing, there was always someone ready to jump in to help manage the railroad, get our guests settled in, and handle the station duties on Sunday.

There were, of course, a few jobs that required advanced planning. Dan Williams handle the grill for the traditional Saturday breakfast (Don't blame him for the bacon and Sausage being extra-well done. That was Bill's doing!). Debra Perkins arrived early Sunday to

demonstrate her skills on the grill, and put in an extra effort the rest of the morning restoring the kitchen to order.

John Gurwell and Richard Ronne were standing by with the re-rail cart, but had little to do as the track was in exceptional condition, and not a single derailment was reported. Thanks to the dedicated track crews who worked overtime the previous weeks, even the new bypass track worked flawlessly. John, in particular, earned an extra merit badge acting as 'assistant OS',





and seemed to be everywhere at once.

On Friday night, Randy and Johnathan Chase competed with Casey and Gus Farwick to see who could run the latest. At midnight, Randy went home to get his camper, and provided security for the compound both nights. An extra thank-you goes to Randy for saving the OS the dubious pleasure of camping out in the club house!

Sunday was a regular run day as most of our guests were busily loading up for the trip home. Bob Roberts took his final check ride on the Hunter before going in to pas-

senger service. Glen manned the station, as several trains negotiated the new bypass track finding a faster way to turn the railroad from East to Westbound 8 traffic.

And that last 1/8 of an otherwise perfect meet? Apparently the OS has gotten so use to our great Southern California weather, that he neglected to order sunshine for Sunday. By mid morning, ominous clouds were forming on the horizon and the rain soon began to fall. Our new weather station was predicting more for the rest of the afternoon, so we shut down operations at one o'clock. Once again, a word of thanks go out to all the members who stayed on to close up the railroad



To see more pictures from this year's fall meet and other rundays head to steamonly.org!

A Message From Your Compound Supervisor

With the Escape Track Project and Fall Meet behind us I thought it would be a good time to touch on a few housekeeping items regarding the Compound for our new and newer members as well as to remind a few "Old Hats".

Dump ashes in the ash pit – if you have to clean out your firebox on a bay do so into a metal can and then walk it over to the ash pit.

Drain water from your tender or engine outside the steaming bay area – Do yourself and everyone else a favor and don't make a muddy mess around your engine. If you have to drain in the Compound move over to the washdown track.

Blowing down of boilers – straight from the RLS Safety Rules Book: 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.

Service equipment on the steaming bays – Do not service your equipment on the transfer tables, leave them free for those that want to get out on the railroad or want to put away their equipment.

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

C C F M I Y C B W A O R S F L
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Train Terms Word Search

ALANTIC	INJECTOR
ASHPAN	JUBILEE
BALLAST	MIKADO
BERKSHIRE	MOGUL
BOILER	PACIFIC
BUFFER	PILOT
CABOOSE	PISTON
CONSOLIDATION	PRAIRIE
CYLINDER	RAILFAN
DOODLEBUG	TEXAS
FIREBOX	WIGWAG
HOSTLING	YARD

IMPORTANT DATES

Nov 13th: Runday (West/ Outerloop)

Nov 19th: Workday

Nov 27th: Runday (West/ Fig-8)

Dec. 3rd: Bi-directional Day Run

Dec. 11th: Runday (East/ Outerloop)

Dec. 17th: Workday

Dec. 25th: Runday (East/ Fig-8)

January 28th, 2017:
Annual Dinner

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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