

April 2015

The RLS Chronicle

NEWS OF THE RIVERSIDE LIVE STEAMERS



A Look Back...

Eight years ago: wood tie track being replaced with plastic tie track panels through Columbia Station (now Columbia Yard).

R.L.S. Work Days are a special part of our
Live Steam Railroading hobby.

M E S S A G E F R O M T H E P R E S I D E N T

Ah yes. We have all seen the Whatever month "Funday" notice that our illustrious Roadmaster puts out about a week before the workday. Lord knows the last thing that anyone wants to do is wander out to the Railroad in the midst of whatever weather we are having and actually do labor. REALLY!?! Manual labor? You got to be kidding me! No - he isn't. It's for real. It is manual labor. It is actually called the Club Workday, and there is a reason for it. We all run on wonderful track, we all benefit from the fruits of a combined work force that has more skills than you can shake a stick at.

Look around on workdays; it is a veritable bee hive of activity. Weeds being dealt with over there, track work going on just the other side of the hill where you can't see it from the compound, switches being serviced, electronic marvels taking place in the station. The best part of all this is that we ALL benefit by it. It is a group of people coming together and donating about 5 hours of their time for the common good.

Most of the members who were around as the Columbia bridge project took place, followed by the massive park remodel, remember work days that went on every weekend for months in an effort to get the railroad up and running again. We had a massive and wonderful turnout of folks who showed up every weekend, knowing that there was more than 4 or 5 hours of work ahead of them, and it was going to be painful the next day because, after all, some of us aren't that young anymore.

Yet we showed up. In the cold, in the heat, and it turns out it wasn't as bad as we thought it was going to be. There were jokes, there was good natured ribbing, there were many hands to do what needed to get done. Yes, it was at times ugly - I did hear one of our members, in the midst of the August sun blazing down on the already too hot to touch ballast, screwing down track screws with sweat pouring out from under his hat, muttering "It's supposed to be a hobby dam* it..." That is what I wanted to try and emphasize - It is a hobby, but it does take the combined efforts of all of us to actually achieve (and keep) what we have.

We have a good turn out on work days and we do get things done. Please keep in mind that it IS a collective effort to keep the railroad in the great shape that it's in. If you benefit from running on the railroad, then you owe it to yourself and all the other members who also benefit, to do something for the greater good on the one day a month we actually don't get to play trains.

Dave

Along the Track – Roadmaster Rich Casford

The RLS Spring Meet is less than 30 days away. Just seems like yesterday we had the Fall Meet in October!! Time never stops for anyone.

Our maintenance programs for the Railroad and facilities never stop either! Our Railroad is no different than the BNSF or Union Pacific. Maintenance is the life blood of a good operation.

Track work goes on all year long which makes getting ready for a meet much easier. This coming Fun (Work) Day we will continue with our routine track leveling and tamping work from notes of the previous Run Day. Run Day operations are a great way to discovery track items that need attention.

In the Compound we will be getting ready for hosting our guests with engine house clean up. Everyone is responsible for presenting a clean facility to our friends in the Live Steam field.

Brook Adams, our Compound Supervisor, does a wonderful job of picking up and cleaning up on the Saturday's before each Run Day. Those clean restrooms just do not happen by chance!! When you see something that needs cleaning, TAKE CARE OF IT YOURSELF! The only free ride at RLS is on a train!!!!

Speaking of trains, during the meet please encourage all guest engineers and RLS members to obey all the safety rules of the Railroad. The most important is watching your speed on the mainline. Rule #212 Yard Limits apply in Hunter Station, Allen's Valley, and Columbia Yard.

A quick refresher course on Rule #212- Yard Limits are marked by sign boards, reduce your speed and be prepared to stop, trains may follow a train ahead in reduced distance but must be able to stop, rear end (Flagman) protect is not required within Yard Limits.

The most important aspect of Yard Limits is in Hunter Station. Even if you are on the mainline you **MUST** slow down proceeding through the station area. We have a four track public side-walk crossing with heavy public foot traffic crossing. The public might see the Hunter train sitting in the station and think that is the only train and walk right out in front of you on the mainline.

SAFETY FIRST is Rule Number One on all Railroads. Enjoy your Railroad with your family, friends and our guests at the Spring Meet and let's everyone have a good time!!

See you at the Railroad **Saturday, April 18, 2015 at 8:00 AM** for our next FUN (work) Day. Lunch to the workers at Noon and Board Meeting at 1:00PM open to all.

Rich Casford, Roadmaster

Run Day March 8th, 2015

With Spring-like weather in the forecast, our Station Master, Glenn Maness knew we would be busy at the Station. The day started out with clear skies warming up to the point that it would be hard to guess that we still had 12 days of winter left!

Marty Berg handled the four track crossing to make sure all pedestrians were safe. Throughout the day, nine locomotives were out on the railroad with six of those in passenger service! Bill Hesse took the lead as the Hunter Engineer, with John Gurwell covering Brakeman duties. Tom Lawson fired up his Berkshire; he and his Brakeman, Jim Wood helped out with passenger service.

Bob Smith and Charlie Grisham made sure all was well with the Birthday Train. Once that was completed, they pulled into Hunter Station and provided public passenger service with Marty Berg giving Charlie a break towards the end of the day. Ken Mitch arrived at the station helped by his Brakeman Richard Ronne. Brad Bluth saw that there was still some space left on the railroad, so he fired up his 4-6-6-4 Challenger and with Ryan Briggs as Brakeman they helped keep the station lines low. Warren Peterson took over the Hunter Engineer's seat from Bill, and Jim Woods hopped over in relief for John.

Not to be out done, the freight trains hit the rails! Scott Horgan was out on Josh Klenske's Hudson, Ron Wilkerson and Larry Fisher traded Engineer and Brakeman positions on Ron's Mikado. Bill Philips and Cameron McMonigle had Bill's 4-6-2 Pacific out for a couple of hours. Paul Quick and Nick Battelo took turns running Paul's 4-4-2 Atlantic. Later, Paul would don his Instructor cap to provide Engineer training to a visiting guest.

Our ever vigilant Roadmaster, Rich Casford, found an area of track in Allen's Valley that was in dire need of leveling after it appeared to have been driven over by a vehicle. Teamed with Cameron, Dave Bunts and Bob Beard the track was brought back up to a level standard.

A big thanks to all that came out and helped make the Run Day successful.

-O.S. Adams



Work Day March 14th, 2015

The compound weeds were sprayed. John Lytle and crew raised low joints from PP#1 Switch to Columbia Yard Limits and tamped with power tamper. Rich got the blower car out and push it around the mainline in both directions East & West Bound to get the full effect of fixed blower nozzles and curved track. Brook & Joan cleared the Caboose of plastic bottles and cans went to recycling and came back with \$85 dollars for the club! Jeff Gorjans lettered the new SP Caboose for the Club Trains. The track gang and Jeff fixed a dip in the track near the PP #2 Switch. Bill Hesse and his crew worked in the station on speakers. Station crew returned to inspect and replace burned out security lights.



Run Day March 22nd, 2015

With the railroad running Eastbound figure eight, RLS provided 406 passengers with rides around the park on a clear Spring day. Though the public railroad operations start at 10:00am, club members were in the Compound at 8:00am getting ready for the run day. Manny and Cindy Caldera checked the railroad, cleared the grade crossing and lubed the switches. Bill McLaughlin, Marty Berg and Jim Wood helped get the Station set up for the busy day ahead.

Hunter Engineer duties were covered by Brook Adams with Jim Wood as Brakeman and Manny Caldera taking over for Jim on the last hour and half of the day. At the station taking care of the merchandise cart were Leone Fisher, Cindy Caldera and Chloe Delatorre. Our Station Master Glenn Maness saw to the passenger needs of the day. North end switch tending was covered by new member Frank Natividad and the four track crossing was manned by Marty Berg.

Out on the railroad were David Moore on his 4-6-6-4 with Mark Spaulding and David Weiss as his Trainmen. Larry Fisher, Gus Farwick and Ron Wilkerson on Ron's Mikado. Bill Philip's 4-6-2 Pacific was under operation by Cameron McMonigle and Bob Smith. Paul Quick's venerable 4-4-2 Atlantic was under steam by Paul himself, as well as two guests of his.





RLS Spring Meet , April 24-26 2015...

Hurray ! It's that time of year again !

Time for running trains, visiting with friends, having a good time... and lending a hand.

There will be a sign up sheet to volunteer located in the compound, and we will need everyone's help to make this a great meet. Even signing up for a 30 min. shift will make the day easier and more fun for everyone.

Coming Events

April 12th: Run day

May 10th: Run day

April 18th: Work day & Board meeting

May 16th: Work day & Board meeting

April 26th: Run day

May 24th: Run day

April 24, 25 & 26, Spring Meet

For Work Day and Run Day updates, Visit: www.steamonly.org

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