
THE RIVERSIDE LIVE STEAMERS

May 2016 Chronicle



Cakes are special. Every birthday, every celebration ends with something sweet, a cake, and people remember.

It's all about the memories.

-Buddy Valastro

Spring Meet 2016

Vice President Bill Hesse

The spring meet this year was especially noteworthy as the Riverside Live Steamers celebrated our 50th year. While the railroad had existed as a private track, owned by Joe Hunter, since the mid 50's, the club was incorporated as a non-profit in 1966.

There were at least 17 locomotives under steam on Saturday afternoon, though there may have been a few that didn't get counted. Many others stayed in the barns, including all the club and city owned equipment, in order to keep the steaming bays and yards available to our many visitors.

Over 65 members were in attendance at various times during the weekend, hosting close to 40 guests. That's just the ones that signed in, undoubtedly there were many more.

We had visitors and trains from most of the southern California railways, as well as visitors from Oregon, Arizona and Nevada.

On Saturday we had a short celebration and photo session with steam engines filling Hunter Station, followed by a cake that was so big it took two people to carry it. Many members stepped in to the clubhouse Saturday evening and all day Sunday to ensure there wasn't so much as a single crumb left of the cake by the end of the meet!

As O.S., I will always remember this as the "VOLUNTEER MEET". I needn't have worried that most of the sign up board was still blank as the meet began. By 6:30 both days we had half a



dozen volunteer cooks and servers competing to see who could make the best scrambled eggs. It's a long standing tradition for the club to provide a hot breakfast for our member and guests on both mornings. As an added extra, Glenn Maness introduced the club to the southern tradition of biscuits and gravy.

Trains began arriving as early as Wednesday, and the bays were filling fast by noon on Friday. Once again, half a dozen volunteers were crowded around the lift table to help unload all the toys, and see that every visitor got moved on to a bay and received an introduction to the railroad and operations. Many other visitors stopped by briefly to see what all the excitement was about, and received a guided tour. At least 3 new members signed up, due in part to the warm reception they received.

A special thank you goes out to John Gurwell and Richard Ronne who patrolled the park by golf cart, responding to the few track or derail issues we had, and kept a close watch on the public who sometimes played a little too close to the tracks. Thanks to their quick response, operations were never interrupted for more than a few minutes.

Sunday was our regular run day under beautiful southern California weather. While a few visitors were still arriving for a one day visit, most of the out of town guests began loading up for the trip home as soon as the railroad converted to public service. Once again, there was no shortage of volunteers to get everyone loaded safely, and enough others to man the station and continue to act as switch tenders in the busy yards. Over 500 public passengers rode the trains, while a park full of public had the chance to view the wide range of steam power operating over the railroad. With the help of so many volunteers, this was one of the safest and smoothest running meets we've ever had, and a fun time was had by all.



Call out to all Volunteers!

On May 21st and 22nd, RLS will host a booth at the Big Train Show to be held at the Ontario Convention Center. While this event is primarily aimed at modular railroads in scales from N to G, it provides RLS the opportunity to introduce table top and garden railroad enthusiasts to live steam and truly big trains.

We need 5 volunteers to for each day between 9AM and 6PM, and possibly a few hours for setup on Thursday or Friday. It's not necessary to sign up for the whole day. All that is needed is to speak to the public about RLS, and there will be plenty of time to view the other exhibits. Up to 10 volunteers will receive FREE entry to the convention, FREE parking, and a \$10 voucher for the food court (over \$25 value!)

Contact Glenn Maness or Bill Hesse for more information

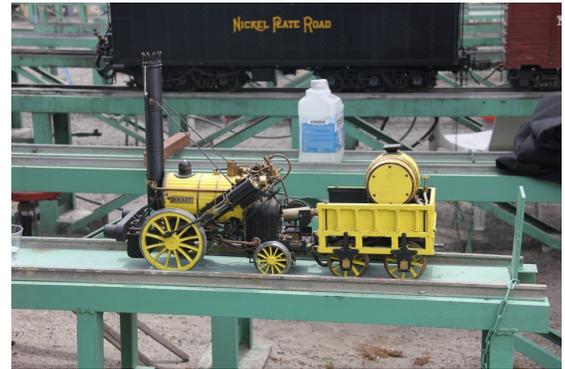
A Note from the President

Mike Gardner

Thanks to Vice President and meet Operating Superintendent Bill Hess and the whole RLS gang, the 2016 Spring Meet Was another success. The railroad and compound were in great shape, the equipment performed as it should and both our members and guests had a great time (and two great breakfasts).

Listening to the radio on Sunday I heard almost no calls for problems or needed manpower. Things ran well and the membership stepped up to do the myriad tasks needed to pull off a successful meet. Thank you to all involved. You are upholding the RLS tradition fun and safe meets.

Running the Hunter on the Sunday of the Meet I had a harsh reminder of one of those safety issues we sometimes take for granted. Heading east-bound into Allen's Valley under the bridge I looked ahead to be sure the switch was set to the main line as it should be. I saw the green side of the switch lever and it was all the way over showing it was positioned for the main line.



Still, something didn't look quite right and it took me a second to recognize what it was. While the switch lever was all the way over, the points were not. They were smack in the middle between main line and fuel lead. I threw on the brakes, pulled the Johnson Bar into reverse, and as we got within feet of the problem applied the foot brakes (not something you usually want to do). We slid to a stop on top of the switch with only the lead trucks having hit the points. After backing off the switch we discovered a rock was lodged between the points and the rail preventing the points from moving all the way over.

Had I not noticed the points weren't right even though the switch lever was, we could have had a major derailment and damaged a switch in a location that would have shut the railroad down. So what is the lesson we all know, but sometimes forget? Engineers, when you check a switch as

you approach look at the points, not just the switch lever. Anyone changing a switch position, double check that the points are all the way over. There are any number of small things that can get into a switch and impede movement of the points. Remember, **EVERYONE IS RESPONSIBLE FOR SAFETY.**

A quick update on our caboose: The car vendor has not been able to find a buyer and his agreement with the city has run out. The Parks Department is now thinking of auctioning off the caboose to the highest bidder that will move it. Details are not complete and we don't know whether we are looking at a live auction or sealed bids. My hope is that the auction will include a requirement that the caboose be moved and restored. There is a fair amount of scrap metal value in the frame and trucks and I do not want to see people bidding only for that purpose. Stand by for developments.

Check out that NEW Merchandise!



LIMITED EDITION

RLS commemorative coffee CUPS

Are still available in the club house at the special meet
price of only \$5

For those who don't drink coffee, these cups are also suitable for TEA, Coco, and hot or cold beverages of all kinds. Or filled with your favorite flavor of vinegar these cups are the perfect vessel for cleaning check valves and injectors!

Don't miss out on this ONCE IN A LIFETIME opportunity! Cups will be available for the next few run and work days while supplies last!

1/2" SCALE NICKEL PLATE BERKSHIRE **FOR SALE!**

Ron Rees 110 Marsyla Hts. Dr., Winlock, WA 98596 NKPberk@gmail.com

-The majority of castings and parts are from Jim Kreider. The engine frames are scratch built from flat bar. Also the tender frame is scratch built. The tender trucks are Buckeye from Mountain Car co. Kreider brass tender sides and back top are used, and the rest of the water compartment is all stainless steel with about 2500+ copper rivets all hand driven. The cab on the engine is Kreider sheet metal parts also.

- 7 1/2" gauge

-Propane fired. From the time you light the fire until pop off of the safeties is 35 min. That is with a propane psi of 5.

-Most of the model valves are from Super Scale.

-Includes refrigerator car which holds propane bottles. The Refer car carries the two 5 gal propane bottles. It is totally scratch built except for the couplers. The top lifts up for access.

-The tender holds 27 gals. of water. - Includes a 16ft flat 7000# double axle car trailer with three tracks. There are top boards that span across the top to put a tarp over. Also includes a transition track that goes between the trailer and turntable

-Asking price for all of the above \$85000.

Metal Shop **FOR SALE!**

Lew Kader (909) 985-4916

If you are looking to add to you existing shop, upgrade your equipment, or start your own metal working shop give Lew a call!

-Bridgeport Mill with DRO

-Lathe with Taper attachment

-Lots of tooling and tools for both

IMPORTANT DATES

May 7th: Special Work Day (Steel Work)

May 8th: Runday (West/ Outerloop)

May 14th: Work day

May 22nd: Runday (West/ Fig-8)

June 4th: Night Run

June 12th: Runday (East/ Outerloop)

June 18th: Work day

June 26th: Runday (East/ Fig-8)

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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