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# THE RIVERSIDE LIVE STEAMERS

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April 2017 Chronicle



*We have received word from Ted Johnson family that Ted passed away on Wednesday, March 29, 2017. Ted was an active RLS Brakeman and track worker for many years before health issues slowed him down. Always had a smile on his face and a good word for everyone.*

*Services are pending at this time*

# Message from the Vice President

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Dave Bunts

We have a meet in about 3 weeks. I **KNOW** that everyone has been through this before, but it is one of the few times we get to share RLS and all it means to us with the greater outside world of live steam.

As the meet chairman, I do have a couple of requests:

1. **SHARE our railroad with our guests.** We always have fun when we run on the high iron and we should be able to share that excitement with visitors.
2. **Be friendly**, and if someone who is a guest seems lost, or unsure, offer advice (and no, that does not mean yell "Get a CLUE" as you walk by) or help them find what they need. Some of the folks will have never run at RLS, and while we do have an easy place to run, some visitors aren't used to such ease of use and are understandably nervous about going out for the first lap.
3. We need to leave room for our guests and their equipment, **try and leave your cars in the storage area until you're ready to go out on the railroad - leave the steaming bays as open as we can for equipment that is arriving in pick ups and trailers.**
4. **If you see trash or something that you can fix on the spot, please do it** - telling someone that there is a problem that needs to be addressed makes you no better than those stupid TV ads, you know the one - it has a security guard standing flat footed during a bank robbery "Oh I'm just a monitor..." Besides, if you do, others will see you doing it and we end up with everyone doing a little something which makes it much easier on everyone.

The O'Guinn family is cooking breakfast both Saturday and Sunday in honor of long time member Ken O'Guinn and his wife Rose. *Thank them for it.* Not only do they do a good job of it (this is NOT their first rodeo) they are the ones that started the tradition of pancakes on one day, and French Toast on the other. A wonderful tradition that has been going on for as long as I have been a member and we have them to thank for it. On top of that, there will be a formal printed menu - a first for RLS. I hope we can live up to what that means - **USE THE UTENSILS PROVIDED - NOT YOUR HANDS TO EAT THE EGGS!!!** I still have a question about the French Toast though. We eat toast with our hands, does that mean we have to eat the European version of toast with a fork? I'll lay awake at night trying to figure that one out.

A couple more things to close this meandering epistle - As always, *please help the Meet Chairman if you get asked*, if everyone pitches in a little bit nobody gets stuck all day in a boring position. I will be forever grateful, or at least until the next run-day. An operational request - **if you want a long train, please make sure you don't foul the fuel leads or the sidings with it during the busy time of the day. Please run long trains later in the day when you won't cause the railroad to lock up when you go into a siding to get fuel or water.** The last thing, I promise. HAVE FUN! It is the reason we have meets - converse with old friends, meet new ones, and share this wonderful hobby with like-minded folks.

## President's Remarks

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Brian Stephens

Please plan on joining us for our Spring Meet April 21-23, 2017. We also look forward to seeing you at the last work day before the meet on April 15<sup>th</sup> so we can all help to make sure the railroad and facility are in excellent condition and ready for the meet. A few members who are not able to attend our normal work days have been volunteering for special projects that they can complete at the railroad during the week. Other members have volunteered to be our camp cook on work days (we still have a few days open towards the end of the year). While other members have been using their locomotives to haul public passenger trains on run days providing extra capacity, decreased wait times, and increased passenger counts. Thanks, Gentleman!

Our Security and Signal Guru has been at work replacing and hard wiring many of our security cameras, and light fixtures. He is hoping to have a working signal system in place for the new Bunts By-Pass Track in time for use at the spring meet.

Our new Compound Supervisor has been working hard replacing water faucets, ceiling fans, and cleaning the compound in preparation for the meet. We could use your help keeping things clean and neat by picking up after yourself. This is our Railroad and we all share the pride and responsibility of making it better.

Happy Steaming



2017  
RIVERSIDE LIVE STEAMERS  
SPRING MEET BREAKFAST  
MENU

Served between 7am & 9am

STEAMING HOT EGGS  
HOT BOX BACON  
HOG HEAD SAUSAGE  
ASH PIT HASH BROWNS  
PIN PULLER PANCAKES (SATURDAY ONLY)  
FLAGMANS FRENCH TOAST(SUNDAY ONLY)

Yard Shanty Coffee  
Ice Station Orange Juice  
Make the Grade Milk

Chef John O'Guinn  
In Memory of Kenneth and Rose O'Guinn

# RLS Block Signals, Part 2

Submitted by: the RLS Signal Gang

Prototype railroad signals typically consisted of two, three, or more colored lights mounted vertically, though some railroads chose circles, single multi-color lamps, or other configurations. Being in a public park, vertical signals sticking up along side of the track at RLS could present a trip hazard to people jogging alongside the track, and present an open invitation to theft and vandalism. As a practical test, we've developed a horizontal signal box that will mount at tie level, built from common electrical parts to reduce cost. While our sample signal box met all the clearance restrictions of full sized railroads and our club rolling stock, it didn't account for foot pegs and giant feet hanging outside the tender. Wouldn't you know that the first signal installed was at a location where clearance between tracks even violated our own club rules! As a temporary solution, the first signals to be installed will be movable, until we find a practical location where they will also be visible to approaching trains.

2 color signals located at turnout

Normally located within yard limits, 2 color signals give no indication of block occupancy ahead.

GREEN = Turnout set for main or primary route.

YELLOW = Turnout set for divergent route.

Both OFF = Turnout floating, or future electric turnouts in manual mode.

3 color signals located along main line

When block signals are installed in the future

RED = Absolute Stop. All trains must come to a full stop before reaching signal, wait for signal to clear. At passing sidings, may indicate train approaching from opposing direction. Train may only pass signal under flag control.

Flashing RED = Permissive stop. After full stop, train may proceed at reduced speed, prepared to stop short of train or signal ahead, provided the entire train can stop clear of any turnout or grade crossing in block ahead. Rules 207 & 208.

YELLOW = Proceed at reduced speed prepared to stop at next signal.

GREEN = Next 2 blocks clear. Train may pass signal at normal speed.

Special case, 3 color signal at entry to bypass track located in compound. All movements subject to "yard limits" rule 212.

When bypass track not in use, turnout must be returned to 'main' in accordance with rule 211.

Because there may be trains entering from the steaming bays, sitting in the blow down area, or on other Alan's valley tracks, it was necessary to provide a RED STOP in addition to the route indication for the bypass track. These signals can be differentiated from block signals by noting that the RED lamp is in the center, with yellow and green on the side indicating the route selected. If this works out, we may also place this type of signal at yard entry points.

RED = block ahead occupied. May indicate train on bypass in opposing direction. Train at RED signal may need to back out, or take alternate route to allow opposing train to clear bypass. May indicate a floating turnout.

Flashing RED = Permissive stop. After full stop, train may proceed. Beware of train ahead or on crossing track.

YELLOW = turnout set to bypass route. Bypass track clear. Permission to proceed ruled by RED signal.

GREEN = turnout set to main route, or entry track to steaming bays. Does NOT indicate block ahead clear. Permission to proceed ruled by RED signal.

REMEMBER! You are within "Yard Limits". Green doesn't mean highball off the end of the transfer table!

# Along the Track on March 18th, 2017

Rich Casford, Roadmaster

March Fun (Work) Day saw the RLS members make great progress on many different projects in and around the compound and out on the main line.



Compound Supervisor Bob Roberts led a team of members cleaning up junk that has accumulated in the compound from the Bunts By-Pass construction project. In addition, an extension to the RR tie wall south towards Allen's Valley was installed between David's Yard Lead and Bunts By-Pass trackage.

Through the efforts of Josh Klenske who obtained 10 yards of crushed rock ballast to be donated to the Railroad (THANK YOU, JOSH!) we were able to spread additional ballast along the Bunts By-Pass at the south end.

The rain induced weeds were sprayed inside the compound and the City Park Maintenance people were duly notified that they need to get after the weeds on the mainline. RLS is very fortunate that we only have to worry about weeds inside our compound fence line. The City contract landscaper is

responsible for all gravel right of ways along our track. I know of no other live steam organization that gets their weeds sprayed

for them!! For those more mature members of RLS who can still remember pushing lawnmowers around the entire mainline to trim and remove weeds and grass from the track this is welcome news. Although there was a sense of tranquility as you pulled the weed car around the track knowing that in a week all the weeds would be dead from the Chevron Weed Oil we used to spray!

John Gurwell was busy welding up gate stops both on the Bunts By-Pass track gate and the party gate in the station. Signal Department Manager Bill Hesse had his electricians working on installing the signal system for the Bunts By-Pass.



Out on the mainline, Dan Williams led the track crew aligning and leveling Summit curve from SS#2 switch to the Big Pine Tree and the curve by Big Rock. When the track crew finished on the mainline President Stephens operated the power tamper over the track. The track crew moved to the North Fuel Lead to repair a bad dip at the ash pit which was reported to the Roadmaster by Pat O'Guinn from the previous run day when Pat was the Yardmaster in Allen's Valley.



During the week, Gary Mocko painted the Park Shelter at Panorama Point Siding and the two picnic tables in the compound by the engine house.

Car Repair Foreman Brook Adams released two additional rider cars for service during the week along with installing a new door lock handle on the east bay car door of the N/Q Building.

Lunch was provided by Chef Tom Lebs and the Board Meeting was held at 1:00 PM in the engine house. Chef for April Fun (work) Day will be Tom Brody.

Plan on joining us on April 15<sup>th</sup> for our next Fun (work) Day which will be our last before the Spring Meet on April 21, 22 & 23, 2017. Help get the Railroad ready for our guests.

See you at the Track!



# Compound Photos: Today's History Lesson

Submitted by: Rich Casford

All: We can never stop taking photos!!!

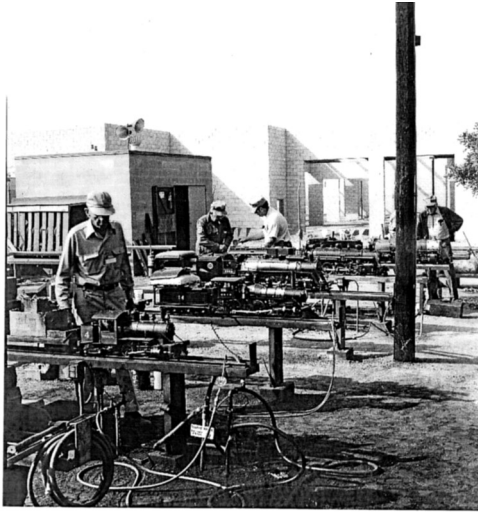


Photo #1 Is scan of a chronicle page (sorry for quality) but shows the pump house and steaming bays on that side of the transfer table for 1" stuff. The wood shelter next to the pump house stored the weed car that is now in the shed next to Barney's barn. We had trucks for both 1"

and 1 1/2" track The gentleman to the left of the telephone pole is John Keith brother to Jim Keith, both Citrus Ranchers in Riverside, both Charter members of RLS. Jim and John built their first live steam engine by standing at the Santa Fe Station in Riverside and when the Santa Fe Local would stop, they would mark in the dirt the measurement of the axles. When the train left town, they would go back and take measurements, return to their shop and build! They both had shops with large windows to let natural light into the shop, why use electric lights during the day!

Photo #2 is a photo showing the Hoist and all of the hoist pump and tank located on the one inch transfer track, not on the 1 1/2" Track as now. We moved it when the one inch was reduced to the east side of the 1 1/2" transfer table to expand the compound. If you look over the hood of the truck in the field next door you can see the at grade crossing of the Santa Fe/UP mainline. We had an almost clear view from Columbia to Chicago grade crossing in those days. We can use the hoist as reference when we begin to dig for abandoned piping and electrical lines.



Photo #3 And we thought we were cool to build the Bunts-By Pass track with our modern equipment, cement pumps, welders mounted on trucks! Ernie Wilson is the gentleman standing looking at the camera. This is the beginning of the Wilson Overpass Bridge and the start of Allen Valley although it was just a valley back then. The building is still standing, the gate in the fence line for the original entrance for the track coming into the park from the steaming area located by the caboose that you can see over Ernie's shoulder by the car is still there! I have seen a photo of full size RR Ties used as the support for the poured concrete bridge. Should check with Ron Wilkerson to see if they ordered cement or mixed by hand! That mixer we have now is the original I believe that has been on property since the beginning.

History Photos are WAY COOL!!! I have started the task of moving Ken's RLS history files to my office warehouse for storage. Looks like it will be at least one four drawer file cabinet maybe more!! Ken was from old school Railroading, you never threw out anything and paper records were a goldmine of history. He collected the financial records of RLS even with the IRS telling you to save them for only 7 years. That will be fun to see how our organization has grown in financial terms.

Road 2

# The Consolidated Safety Valve

Submitted by: Jim Kreider

We are familiar in the club with the safety valve as manufactured by Barry Hauge and Superscale. These were an exact 1.6" scale model, including the design and arrangement of the internal parts, of a valve manufactured by Manning, Maxwell, & Moore of Bridgeport, Connecticut. They were known as their "Consolidated" pop safety valve, model #1560, and were manufactured in sizes specified by the base female pipe thread size. They were manufactured in pipe thread sizes from 2-1/2" to 4-1/2" in 1/2" increments. They also made a muffled version, their model #1561.

The photos show the internals of a 3" Consolidated valve. One photo shows, left to right, the spring caps and spindle, valve plug, and blowdown ring. The other photo shows the base and top housing, or spring housing. The blowdown ring screws into the base with the lip up and the plug is inserted above the blowdown ring to form what is called the "huddle chamber". When the valve first cracks open, the larger area of the plug is exposed to full pressure and causes the valve to pop open. To increase the valve blowdown, the blowdown ring is screwed counterclockwise or up, thus decreasing the huddle chamber volume. Conversely, to decrease the blowdown, the ring is screwed clockwise or in, thus increasing the huddle chamber volume.

All operating characteristics of safety valves for industrial use had to be certified to ASME Section 8, characteristics such as flow, set pressures, blowdown, operational consistency, etc. This was to ensure that people buying this equipment were getting products they could rely on. These valves were normally set at a test facility but sometimes they were set on the engine under steam. That was okay as long as you held on tightly to your wrench, wore plenty of thermal insulation, and remembering not to fall off the engine when you were jolted by the static electricity caused by the flowing steam past your arm.

Typically, the three valves on something like the NKP Berkshires were set at 3 psi increments, 245, 248, and 251 psi with the blowdown rings typically set to blowdown a 3 to 5 psi reduction before they would reseal.

When a locomotive was "down on its knees" so to speak, while climbing a steep grade, enginemen did not like to have the safeties lift because they then had to fire against the pops to maintain pressure rather than losing valuable pressure by having the valves reseal while still on the grade and risk stalling.



## For Sale!!



### Mini-Mill

Little Machine Shop  
HiTorque 3900 Mini  
Mill. 18x5 table, Spindle  
speed 100-2500 rpm,  
Excellent condition,  
very accurate.  
Upgraded feed screws.  
Includes mill vice,  
clamping kit, drill chuck  
and table stand.

\$800.00

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

## Beef Stroganoff

Submitted by: Richard Ronne

2lb top sirloin cut into 1" squares

1 C flour

1/4 C butter

3/4 C onion, chopped

1 large garlic clove, minced fine

3 bottles whole button mushroom, 18 oz min. drain and  
save juice

1 C sour cream

1 can tomato soup

1 TBSP Worcestershire

10 drops Tabasco

1 tsp salt

1 tsp pepper

Flour meat in large Ziploc bag, Heat pan with butter, salt,  
pepper, and garlic. Brown floured meat. Add onion &  
drained mushrooms. In a large bowl, mix sour cream, to-  
mato soup, worchestershire, tabasco, and mushroom  
juice. Add mixture to meat and fold carefully. Cover and  
simmer on low for an hour, stirring every ten minutes.  
Serve with Buttered extra wide egg noodles.

## IMPORTANT DATES

**April 9th:** Runday (East/ Outerloop)

**April 15th:** Workday

**April 21st-22nd:** Spring Meet

**April 23rd:** Runday (East Fig-8)

**May 14th:** Runday (West Outerloop)  
& Mother's Day

**May 20th:** Workday

**May 28th:** Runday (West Fig-8)

**June 11th:** Runday (East  
Outerloop)

**June 17th:** Workday

**June 18th:** Father's Day

**June 25th:** Runday (East Fig-8)

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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 2<sup>nd</sup> and 4<sup>th</sup> Sunday of every month, Work Days (Fun Days) are  
held the Saturday following the first Run Day of the month.

**For Work Day and Run Day updates, Visit:** [www.steamonly.org](http://www.steamonly.org)

## RIVERSIDE LIVE STEAMERS BOARD OF DIRECTORS

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