

THE CHRONICLE

NEWS OF THE RIVERSIDE LIVE STEAMERS



September 2021



Lending a Hand

Member Sean Hagen is seen here lubricating his locomotive as Brakeman Jonathan Rhorbach loads their train helping out with public passenger service.

SAFETY FIRST



From The Cupola

My Safety Is My Responsibility

As we approach the Fall season we can look back to a Summer where things started to get back to normal. RLS returned to public passenger service in August with a few changes. Work days and Board meeting returned to pre-COVID hours. Donuts and coffee returned. Lunch returned to feed the hungry hordes on work days. A huge thanks to Tom Lebs for preparing lunch on the August Work Day. Running our live steam trains is what we like to do at R.L.S., Maintenance is not what we like to do at R.L.S. Big projects like installing a switch or replacing track seem to draw a crowd, raking the leaves or pulling the weeds not so much. If you come out to a work day and don't have a project in mind talk to our Compound Supervisor, Bob Roberts, Bob know what needs to be done around the compound and maybe you can lend a hand. Another member you can talk to is Rich Casford, he has been a member for years and is the go to guy for just about everything at R.L.S.

Happy Steaming

Patrick O'Guinn - President
Riverside Live Steamers



Here are a few Safety rules to review:

EQUIPMENT STANDARDS AND INSPECTION CRITERIA

507. Boilers using solid fuel shall have an ash pan constructed and installed as to prevent hot coals from dropping out onto the track.
508. Locomotives using LPG fuel must have interlocking chains between cars with any connecting fuel line or hose.

215. Warning devices

b. When visibility is limited and after sunset, all engines will have a lighted headlight and the last car of all trains will have a red marker light.

Happy Steaming

Patrick O'Guinn - President
Riverside Live Steamers



From the Roadmaster

Election Time!

It's that time of the year for Board of Director nominations to be submitted. The two-year term of office for Dave Bunts, Chris Neiman, John Gurwell and Rich Casford will be coming to an end in November 2021.

If you are interested in being nominated to the ballot for the election this Fall, please contact any member of the Board of Directors.

Serving on the Board is a great way to understand all the different workings of the Riverside Live Steamers. There is a lot more to the railroad than just running trains. Nominations close at the October 16, 2021, Workday and Board Meeting.

This Month in Railroad History



The Grand Canyon Railway pulled their first passenger train from Williams Arizona to the South Rim of the Grand Canyon on September 17th 1901. (1906 photo of station and train)

OLD-TIMEY RAILROAD LINGO

HIGH IRON - Main line or high-speed track

HIT THE GRIT - Fall off a car or locomotive or get kicked off.

HOLE - Passing track where one train pulls in to meet another

HOSTLER - Any employee (usually a fireman) who services engines

IN THE CLEAR - A train is in the clear when it has passed over a switch and frog so far that another train can pass without damage

JOHNSON BAR - Reverse lever on a locomotive.

KITCHEN STOVE - Locomotive firebox.

LIGHTNING SLINGER -Telegraph operator

LIZARD SCORCHER - Dining-car chef.

Happy Anniversary!!

Here are the membership anniversaries for September

Mat Casford	28
Lane Leonard	25
Greg Casford	24
Ian Cunningham	23
Tom Lawson	23
Tamiann Parrott	15
Dave Parrott	15
Steve Borcher	6

Congratulations and Thank You for your support of RLS!

Run Day Recap - 8/8/21

Richard Ronne was the Early Bird of the day. Richard was at the Compound at 6:30am to get things opened up for Operating Superintendent Dan Williams.

The National Weather service predicted temps in the high 90's for the Run Day, not a surprise that Dan noted on the O.S. Report that it was "Hot and Clear".

Five engines made it out onto the Compound steaming bays with two engines and their crews joining the Hunter out on the railroad with Dave Bunts as morning engineer and Brakeman Manny Caldera .

Sean and Steve Hagen ran their 2-8-0 and assisted with passenger service with Brakeman Jonathan Rhorbach. Bob Chamberlain got a little cushion time on the Hagen Consolidation as well. Wes and Warren Peterson ran their Mogul.

Station Master Glenn Maness had the help of John Gurwell with Tiffany Love and Cindy Caldera taking care of the merchandise cart.

Twenty-eight members and five guest rounded out the day. Members from afar did make it out for the day, Warren Peterson (mentioned earlier) was out from the Olympia area of Washington and Betsy Shaw from Tucson Arizona.

With the heat rising in the late afternoon and the COVID modified operation times the railroad shut down at 2:00pm.



Run Day Recap - 8/22/21

The August 22nd Run Day was, by far, the busiest day out on the railroad in about a year and a half. OS Chris Neiman recorded 12 engines on the steaming bays with all but 2 making it out onto the Eastbound Figure-8. The high of 86°F was perfect for steam operations.

The 5057 Hunter team of Bunts/Roberts/Adams and Woods and the 733 Consolidation crew of Hagen/Hagen/Roberts/Horgan and Rohrbach assisted 320 passengers on their travels. Station Master Maness kept the crowds entertained as well as socially distant with the help of Gurwell/Berg/Crue and Love.

Not only was the railroad at its busiest, the rest of the park was filled with visitors in every corner. It was difficult to see the fields with all the EZ-Ups and hundreds of soccer players covering every inch of grass. Several RLS members reported kids playing on or near the tracks and piling rocks on the tracks in few instances. The SMP reported he does not like soccer balls.

Some of the highlights of the day included Doug Prescott on his #1401 Southern and Wes Peterson on his #97 Nevada Western. Other Engineers moving freight throughout their shifts included O'Guinn, Adamson, Chamberlin, Borchert, Brody and Wilkerson. All in all, there were 33 members and 2 guests contributing to our operations.



Night Run Recap - 8/28/21

August 28th was the first RLS Night Run in nearly 2 years! The late afternoon temp at the compound began at 105°F as engineers began firing up their boilers. OS Chris Neiman supervised evening operations with the assistance of Bill Hesse earlier in the day.




16 members and approximately 20 guests braved the elements to ride the rails. Half of the guests accompanied Chandler Kuntz on his #2925 Northern. All his passengers were eager and excited to board his train for their nighttime event.



Tom Brody and Jonathan Rohrbach split shifts on the #7 Yural Mine RR. Both crew members switched off passengers at Allen's Valley including Jonathan's son Clark.

Engineers Sean and Steve Hagen assisted with the adventures of all remaining members and guests. It was departure after departure at the newly renovated Panorama Point for RLS members Hesse, Maness, Lazarus, Cindy Caldera, Manny Caldera, and their guests. The Hagens offered luxurious accommodations and stunning scenery to all their passengers traveling from point to point within the park's scenic territory!

A big Thank You to all the members and engineers for making the first Night Run a successful evening. A special shout-out to member John Gurwell with his assistance throughout the day.

If you are interested in  being nominated to the ballot for the election this Fall, please contact any member of the Board of Directors.

Panorama Station gets a face lift

Along with the routine maintenance of the compound, and seemingly endless track alignments, the RLS board keeps a running list of infrastructure changes and improvements that have been suggested, approved, and sometimes funded, that are only waiting for time and manpower to complete.

One such project that got delayed for some time due to the Covid restrictions was to renovate the Panorama Point station.

In March of 2009, Eagle Scout candidate Nicky Radsoevich chose to build a small whistle stop station in Hunter Park. The project required finding donations for materials and volunteers for a construction crew, as well as learning the ins and outs of getting even a small project approved by the city and parks department.



The small structure and its associated siding have become one of the most popular points to view the railroad and compound for both the public and RLS members. Due to weather, normal wear and tear, and occasional vandalism, the structure has begun to show its age, with only intermittent maintenance to paint over graffiti and replace the

planks on the wood benches 2 or 3 times.



On the TO-DO list has been the plan to replace the wood seats with metal park benches. The cost of buying commercially made benches exceeded the available budget for several years until Tom Lebs



stepped forward and offered to fabricate benches with tubular frames and expanded metal seats. Little did we know that each of the



four bench sections would require over 200 welds and grinding to

eliminate any sharp edges. After a month of work in Tom's home shop, Bill Hesse transported the bench section to Riverside, drilled the mounting holes to match the station frame work, and had the finished sections powder coated.



On the July work day, Bill Hesse sanded and scraped away several layers of different colors and types of paint the structure had acquired over the years. By August, the benches were delivered to the park and ready to install. While Bill repainted the metal parts of the structure with automotive paint,



new member Tom Crue drilled the holes in the sub frame to accept the new benches. With help from Dave Bunts and Pat O'Guinn the Benches were bolted in to place while team member Tom Lebs

prepared lunch for the crew.

While the project is technically complete, having the new benches fabricated and installed, there is still some repainting to do on the decorative red gingerbread, and to

paint the wood roof of the structure. If you don't mind climbing a short ladder, and are qualified with a paint brush and spray cans, we can finish the structure to better than new condition in as little as one work (fun) day. Volunteers are always welcome.



- Bill Hesse



For Sale



Little Engines 4-4-0, with stainless steel boiler, beautiful brass work, tender has vacuum brake install, but no ejector or valve in the engine.

Included are two un-built flat cars, with all the wheels that need to be assembled, 3 garbage cans of pea sized coal. Locomotive located in Taos, NM.

Contact Jeff Stebbins
(575) 758-4598 or
email
steb@taosnet.com



**Do you have something
that you want to sell or
trade?**

**Contact the editor and get it
into the RLS Chronicle.**

**Send a description and
photos to
editor@rlsrr.com**

September Calendar

“Where Is It?”



Top Left photo: Casa Blanca train station in Riverside 1907-1914



Right Top: Santa Fe Railroad Station, 7th Street, Riverside, California.



Left Bottom: Southern Pacific Railroad train through an orange grove in Riverside, California



Right Bottom: Union Pacific Railroad Bridge, Spanning Santa Anna River.

Thanks to Pat O’Guinn, Rich Casford, Chris Neiman and Bill Hesse for the photos and articles in this months Chronicle.

If you have photos, an article or anything else you’d like to submit to the Chronicle please email the Editor at: editor@rlsrr.com

Upcoming Important Dates

Sept 12th Run Day Westbound

Oct 10th Run Day Eastbound

Sept 18th Work Day - 8:00am to 3:00pm, Board Meeting 1:00pm

Oct 16th Work Day - 8:00am to 3:00pm, Board Meeting 1:00pm

Sept 26th Run Day Westbound

Oct 24th Run Day Eastbound

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.

THE RIVERSIDE LIVE STEAMERS BOARD OF DIRECTORS

Officers

President: Pat O’Guinn
Vice President: Dan Williams
Secretary: Rich Casford
Treasurer: Brook Adams

Directors

Director: David Bunts
Director: John Gurwell
Director: Tom Lebs
Director: Chris Neiman