

# *THE CHRONICLE*

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NEWS OF THE RIVERSIDE LIVE STEAMERS

May 2022



## **Southbound into Hunter Station**

Left to right we have: Tom Crue taking care of the station switches, Flag Man Marty Berg protecting the 4-track crossing, Brakeman Jim Wood on the back of the Hunter train, O.S. of the day Mark Spaulding, Chris Neiman at the throttle of the Hunter Engine, Tiffany Love in front of the merchandise cart and Station Master Glenn Maness about to make his announcement to the returning passengers.



## ***From the Right Hand Seat***

We just completed another Spring Meet. Vice President Bill

Hess did an amazing job of managing the event. Not too many mishaps. Two delicious breakfasts. As well as pleasant weather. On Saturday all steaming bays were occupied by steam locomotives. Thanks again Bill for a great job.

As we are starting the summer months, which brings on warmer temperatures, we all need to be vigilant about making sure to drink plenty of water. I've noticed that with the Covid restrictions relaxed more people are out at the park. So be mindful not only the people, but of objects placed on the tracks.

In this issue of the Chronicle, I submitted an article detailing my contribution to restoring the C-16 consolidation locomotive, owned by RLS, that has not been operational for many years. I took on this project because I thought it would be interesting and challenging. Depending on how many parts I will work on, other articles will follow describing my way of making parts.

As I may have mentioned in earlier writings, I enjoy the process of making or repairing parts for locomotives or useful tools to help in the maintenance of tracks. In fact, I find "running" my steam locomotive somewhat boring. My locomotive is now running most of the time, without any issues, so going around and around the tracks loses some of my interest.

I will not say running a steam locomotive is not interesting or exciting. For nine years I was a volunteer engineer for the Billy Jones Wildcat Railroad in Los Gatos, California. The locomotive, the 2 Spot, was built in 1905 for the Venice

California Miniature Railroad. It is a 2-6-2 Prairie type, weighting about 9,000 pounds. Each passenger car weighted about 2,000 pounds. With a four-car train filled with passengers' weight about 20,000 pounds.

The Chief Engineer at the time was Kelly Lock. He told me that a good engineer was one that left the station with a half a glass of water, the safeties about to pop (which was set at 125 psi) and returned to the station with a half a glass of water and the safeties about to pop. The mile long railroad had a grade of 1 ½ percent.

Running that locomotive, pulling passengers was never boring!

For me, participating at RLS is not boring. As President I get the opportunity to help get projects started. Many of these projects are interesting and I enjoy participating in them. With an organization as large as ours there are a variety projects now available for you my fellow members to contribute. I can assure you that you will not find any of the boring.

*- Dan Williams*

### **Welcome New Members!!**

**We have three new members to the R.L.S. Family!**

**Dennis Rohman**

**Shaun McCarty**

**Anthony Damiano**

**Be sure to keep an eye out for them, introduce yourself and give them a warm R.L.S. welcome!**





## Along the tracks...

April Workday is always the get ready for company day. We never start a major project with the Spring Meet the following weekend.

We normally just make sure that all the facilities are clean and ready to use. Switches were serviced, track in Columbia Yard was aligned and leveled, Compound cleaned, bent rail just East of Columbia Yard replaced and general track inspection of the mainline.

Those working on the Railroad were Bob Roberts, Mark Spaulding, Tom Lebs, John Gurwell, Chris Neiman, Arron, and Greg Pack, Pat O'Guinn, Rich Casford, Richard Ronne, Dave Bunts, Kevin Zamp, Jerry Roth, Tom Crue, and Bill Hesse.

Tom Lebs cooked a delightful BBQ Hamburgers with Bacon and Cheese for lunch to the workers.

The Board meeting was held at 1:00PM. With a minimum number of Board Members on hand for the meeting, it was quick as several managers were absent. Everything is ready for the meet.

**NOTE: Engineers and Brakeman, when opening a switch lock always make sure to lay the lock flat when locking the switch. If the lock sticks up in the air, it will catch cylinder cocks and some of the straddle cars footboards and break the switch machine.**

May 14th will be the next workday. Mark your calendars to come join the fun on RLS Workdays.

We need a Camp Chef for May 14, 2022, workday. If you are interested in future dates to help with the lunch, please let me know at [rich@wmp.net](mailto:rich@wmp.net) or (575) 756-4413. The Club pays for the groceries, so we just need a cook.

- Rich Casford, Roadmaster

## This Month in Railroad History



### May 15, 1921 the Sun shuts down the New York Central.

Around 2:00GMT on May 15 1921 a solar storm hit the earth with a wallop. This impact knocked out the entire switching and signal system of the New York Central Railroad below 125<sup>th</sup> street. The induced electrical energy started a fire in the 57<sup>th</sup> street control tower.

## Happy Anniversary!

Below are the membership anniversaries for May 2022

Congratulations!

Thanks to all and thank you for your years of support!!

	Years
James Alves	44
Randy Chase	42
Dennis Cascarelli	42
James Keith	34
Scott Horgan	25
Scott Lewis	19
Jon Vatani	9
Marty Berg	9
Jack Berg	9
Thomas Fagen	9
Doug Prescott	8
Micheal Newlon	8
Peggy Borchert	6
Chandler Kunz	4
Nick Guzman	1

## April 10<sup>th</sup> Run Day

Operating Superintendent Mark Spaulding reports that the weather for the Run Day was overcast and foggy in the morning.



Engineer Bob Roberts started the morning on the Hunter train with Brakemen Jim Wood at the rear. Brook Adams took over for Bob at the throttle with Chris Neiman taking the Hunter from 12:30 on. Hunter Brakeman duties were shared by Jim and Mark Spaulding.

Sean Hagen and Richard Ronne went into passenger service prior to taking on the birthday train.



Out on the railroad were Ken Adamson, Paul Quick, Pat O'Guinn, Brian Stephens, Chuck Kennemer and Richard Miller, Wes Peterson, Greg Casford, Parker Casford, Doug Prescott and Steve and Peggy Borchert.

Station Crew for the day was Marty Berg at the four track crossing, Tom Crue covering the station switches, Tiffany Love at the Merchandise Cart, John Gurwell and Chris Neiman taking care of the station platform and the re-

rail cart and Glenn Maness executing the duties of Station Master.



Also out enjoying the day were: Jerry Roth, Dave Bunts, Jim Kreider, Tom Brody, new member Dennis Rohman, Chandler Kunz, Malcolm Cook, Liam Cook, Ron Wilkerson and Patty Ruyle.

## The 2022 Spring Meet

The Meet has Met Success

Friday morning was cold and a bit breezy. While the weather guessers said it would be clearing by 10, that was about the time the clouds rolled in



threatening rain. As a result, there were only 9 trains on the bays by evening. With the higher than normal gas prices, it was impossible to tell what the turnout would be. Saturday dawned with traditional California spring sunshine, and a light breeze most of the day kept the 80 degree weather in check.

It was hard to keep count of all the locomotives out on the railroad. The darn things kept moving around! At





times on Saturday morning every bay was filled with locomotives steaming up, while others were waiting to unload. At best guess, there were 19 engines under steam during the day, though the OS might have missed a few. Many of our guests just came for the day and loaded up Saturday evening. That didn't stop a few of the die-hards from running long in to the early morning hours.



Sunday saw more guests packing up during the day while normal public trains began running at 10AM. Once again RLS member volunteers seemed to materialize wherever needed for all the routine set up and operation of the railroad.



We had visitors from all the southern California clubs, plus trains from Sacramento and the Golden Gate Live steamers. In spite of the high gas prices there were also trains from Arizona and Nevada.



Making his first appearance as head cook, Mark Spaulding with his able assistant Tom Lebs served up breakfast to over 40 members and guests on



Saturday, and 25 on Sunday. Judging by the amount of food consumed they must have done a good job!

Steve Borcher and 3 other guests were camped out in the RLS RV park starting Thursday night,

providing compound security for the entire weekend. Thanks guys! All members did an excellent job of managing parking inside the facility and outer lots without the OS ever having to direct traffic. Loading and unloading went without a hitch.



Hunter and Passenger service for the normal Sunday public operations were handled by Hunter engineers Brook Adams and Scott Horgan. Extra trains were provided by Tom Lawson and



Sean Hagen, keeping the station almost empty while pulling 487 passengers.

Except for the usual brakeman shortage on Sunday with three public trains running, there was never a shortage of help.

From the unloading ramp to switch tenders and helping hands to roll equipment out of the barns there always seemed to be plenty of help.



It sure makes the OS job easier when he never has to ask for assistance. There were a few minor derailments and split switches that were quickly handled by John Gurwell and several willing assistants.



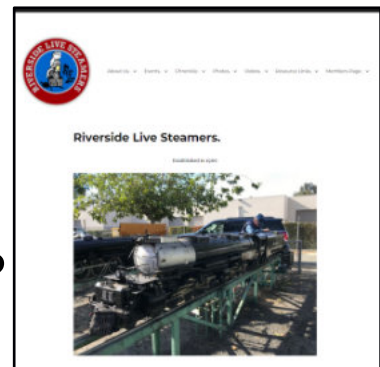
A BIG THANKS GOES OUT TO EVERYONE.

Every member knew what needed to be done and stepped in to do it. This was one of the best meets I've ever had the pleasure of being OS.

*Bill Hesse*



*Do  
you  
want  
more?*



Photos from this month's Chronicle as well as a lot more from past Run Days and the Spring Meet are posted on the Club's website at:

<https://riversidelivesteamers.com>

If you have photos that you'd like to have posted to the Club website you can contact the Kevin Zamp or Brook Adams

HB GB!!

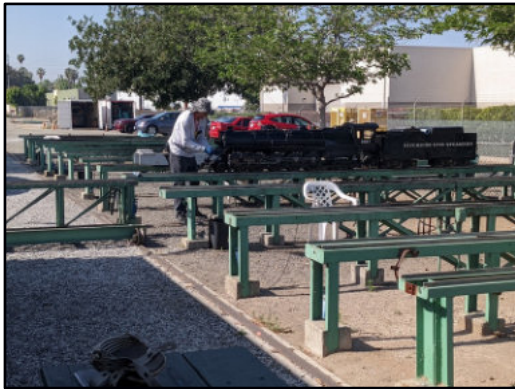


## Events and other happenings...

### RLS Brakeman Class



Brakeman Trainer Manny Caldera held our first Brakeman Class of 2022.



Along with learning the safety rules of the railroad, students received training on whistle signals and public operations. Chris Neiman and Bob Roberts were the engineers of the day with Bob providing details of the Hunter Train braking system.

Congratulations to our new Brakeman!

Shaun McCarty

Richard Weathersbee

Greg Pack

Tom Crue

## Track Repair

Just like the full sized railroads, derailments do happen at RLS. Usually, the re-rail crew has the wayward engine back on the rails in no time and the engineer is on their way.

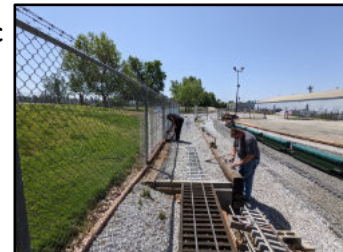


However, last run day Tom Lawson's Berkshire decided to "take the path less traveled" coming into the Station. On this occasion track repair would be needed. After a few text and emails our out-of-town

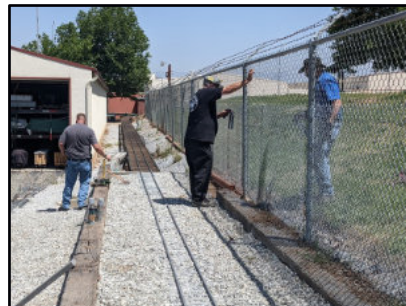
Roadmaster had a team together headed up by SMP Bunts to put everything back. A big thanks to everyone that came out to help.

### "...Been Out Riding Fences"

John Gurwell, Randy Chase and Bill Hesse started work on adding expanded metal fabric to the chain-link fencing on the East side of the Compound.



As this is just the beginning of the project, there's still a ways to go and many hands make light work. if you are interested in helping out please let John know.



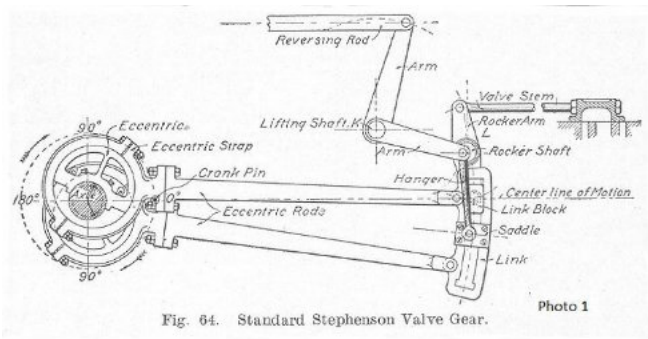
# From the Work Bench...

## Denver and Rio Grande Consolidation

Most of you are familiar with Riverside Live Steamers Hunter Northern locomotive. But some of you may not be aware that the Riverside Live Steamers own a couple of other steam locomotives. One of them is a 2.5 scale Denver and Rio Grande Western C class Consolidation. DRGW was one of the first railroads to use the 2-8-0 type. Most were built in the mid-1880s. Two of them are operational at Knott's Berry Farm and another is at the Durango and Silverton Railroad.

The Riverside Narrow Gauge has not been operational for several years. A new boiler has been purchased to replace the worn out one. But most of the running gear has been worn out making the locomotive not operational.

On March 3<sup>rd</sup> Dave Bunts and I took the locomotive apart to inspect what needed repaired to get the locomotive operational. The valve gear was very worn. So, I took it home to my shop to start repairs. The locomotive uses Stephenson type valve gear. Photo 1 is a drawing of the Standard Stephens Valve Gear identifying the various parts.



In this article I will describe what I have done to the worn valve stem. Photo 2 shows the valve stem for the left side. On the far left is the pin and shaft that connects to the rocker arm. In the middle is a clevis and a pin to that connects to the slide valve.



Photo 3 shows the original pin.



The opening for the pin on the right side is .387 horizontally and .380 vertically. The left opening for the pin measured .382 horizontally and .376 vertically. Both pins a few thousands under .375. The pin was .365.

Photo 4 is the clevis and the pin rod to the slide valve.



The clevis was also out of round. The right clevis measured .262 horizontality and .252 vertically. The right pin opening measured .261 horizontality and .253 vertically.



## From the Work Bench...

The goal is to reduce the amount of play in the valve stems.

I first started on the pin that connects to the rocker shaft. The original pin needed a special spanner to remove the pin from the rocker arm. We did not have one, so we used channel lock pliers to remove the pin. I decided to have a hex bolt that would affix a bushing into the part.

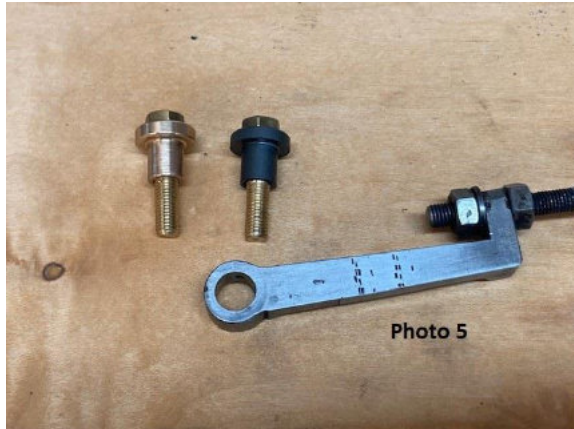


Photo 5

Photo 5 shows the new bushings and the brass bolt. I made two bushings for each part. One is made with bearing bronze the other is made from a material call Vesconite ([www.vesconite.com](http://www.vesconite.com)). Vesconite is similar to Delrin, but is designed specifically for bearings, with high wear resistance and does not need a lot of lubrication.

To reduce the play in the clevis, I opened the hole to get it round. I first drill the hole with a 17/64 drill (.267). Then I open the hole to make it round with a 9/32 reamer (.281). Photo 6

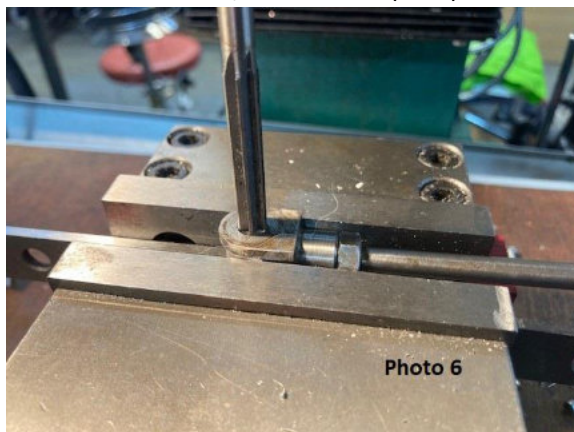


Photo 6

I made two pins out of free machining brass for the clevis. Now the valve stem has almost no play.

In the next article, I will discuss how I fabricated the expansion link and the block link.

-- Dan Williams

## CORRECT POSITION FOR SWITCH LOCKS

HEY ENGINEERS AND BRAKEMEN,

IF YOU NEED TO UNLOCK A SWITCH LOCK, PLEASE REMEMBER TO REPLACE THE LOCK IN THE CORRECT POSITION.



## May Calendar "Who Is It?"



Upper Left: Mark Spaulding working on his Pacific.

Upper Right: Bob Chamberlain on his 4-4-2.

Lower Left: Steve Borchert, Peggy Borchert and Maggie running their Prairie locomotive.

Lower Right: Andrew Martin and his son Wyatt firing their engine with Tom Lebs walking in the background.

**Thanks to Dan Williams, Rich Casford, Bill Hesse, Pat O'Guinn and Tom Lebs 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](mailto:editor@rlsrr.com)

## *Upcoming Important Dates*

**May 8<sup>th</sup>, Run Day Westbound**

**June 12<sup>th</sup>, Run Day Eastbound**

**May 14<sup>th</sup>, Work Day - 8:00am to 3:00pm, Board Meeting 1:00pm**

**June 18<sup>th</sup>, Work Day 8:00am to 3:00pm, Board Meeting 1:00pm**

**May 22<sup>nd</sup>, Run Day Westbound**

**June 26<sup>th</sup>, 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

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