

THE CHRONICLE

NEWS OF THE RIVERSIDE LIVE STEAMERS



June 2022



Last Call

Robert "Bob" Paxton

Bob Paxton had been a member of R.L.S. Since 2004. Being a Non-Resident member from Ridgecrest California you may not have had a chance to met Bob, however if you ever made it out to a Sagebrush Short line Railroad Meet and enjoyed the pit barbecue,

you had Bob to thank for it.
(Image courtesy of George and Linda Pruitt)



From the Right Hand Seat

As a senior citizen, I've had the opportunity to

join AARP (American Association of Retired Persons). They produce a magazine every month. In the April/May issue there is an article about staying sharp, which had suggestions for combating dementia. Being the inquisitive type I did a web search on preventing dementia. The Stanford web site had seven items. One of them was to Stay mentally alert by learning new hobbies, reading, or solving crossword puzzles.

Well, I guess learning and building 19th century steam locomotive technology might be just the thing to keep one's mind working. One of the books I have in my library is Modern Locomotive Construction 1892, by A.G.A Meyer. The book contains reprints of articles from American Machinist. The articles describe the various mathematical formulas, ratios and relationship of the various components that make up a late 19th century steam locomotive.

When I started building my ten-wheeler live steam locomotive, I just followed the drawings I obtained from Allen Models. Machining the parts was challenging because at the time I was a novice at using a lathe and mill. But, for the most part, machining the parts was a straight forward process. The real challenge was understanding how all the various parts make the locomotive work. I was particularly puzzled how the slide valve and Stephens valve gear function. It took a lot of head scratching.

I read the instructions that came with the drawings, on how to set the valve gear and still did not fully grasp how it worked. My misunderstanding was evident when I first fired the locomotive and attempted to run it. It would start

to move forward, then stop. So, I took the locomotive back to my garage, removed the boiler, remove the steam chest cover, and moved the locomotive back and forth. It was only then that I got an aha moment and saw how the relationship of all the parts of the valve gear needed to work together to get the timing of the valve gear just right.

I later reread the section about valve gears in Modern Locomotive Construction and it finally became crystal clear.

Just like the various parts of a steam locomotive, a club like ours has various parts. As members of Riverside Live Steamers, we need to be familiar with all the functions and duties to make our club work. The way you can be familiar with what it takes to have your club work is to come out on run days and workdays. Lend a hand, share your expertise and experience and make this fun hobby more enjoyable.

- Dan Williams

Happy Anniversary!

Below are the membership anniversaries for June 2022

Congratulations!

Thanks to all of you for your years of support to R.L.S.!!

	Years
Dean Willoughby	53
Rich Casford	52
Warren Peterson	24
Brook Adams	21
Paul Minerich	18
Steven Rodstein	14
Brian Stephens	9
Larry Brown	6
Ken Adamson	5
Garibalde Figueroa	4



Along the tracks...

The big project for May was to continue to work on the perforated metal fence material installation along the fence line on the East-side of the Compound to prevent fence cutting.

A resolute crew worked well into the mid-morning heat to get most panels installed and tack welded.

SMP Dave Bunts worked on the C-16 chassis continuing the rebuilding.

Roadmaster aligned a small section of track with the help of the SMP and then retired to the compound to fertilize the weeds with anti-growth material.

Tom Lebs cooked a delightful lunch to the workers. Tom is turning into a super chef! Everyone enjoyed lunch before the Board Meeting.

The Board meeting was held at 1:00PM. With a minimum number of Board Members on hand for the meeting, it was quick.

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.

June 18, 2022, will be the next workday. Mark your calendars to come join the fun on RLS Workdays.

We need a Camp Chef for June 18th workday. If you are interested in future dates to help with the lunch, please let me know at rich@wmp.net or (575) 756-4413. The Club pays for the groceries, so we just need a cook.

- Rich Casford, Roadmaster

Welcome New Member!

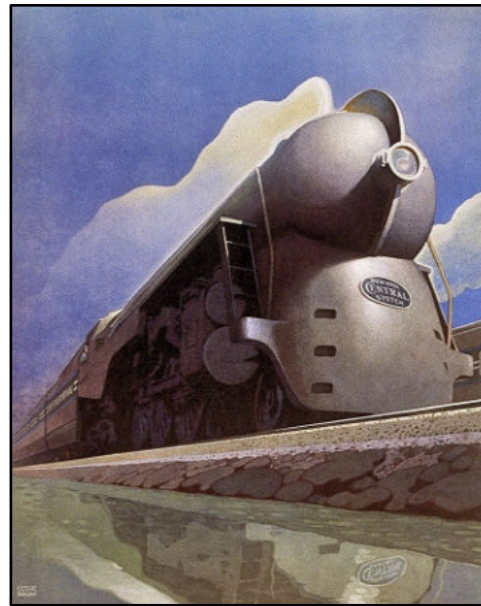
We have a new Junior Member

Anthony McBride

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

This Month in Railroad History

Samuel R. Callaway the first president of the newly formed (just three years before) American Locomotive Company died on June 1st, 1904



The New York Central Railroad express passenger train the "20th Century Limited" started service on June 17th, 1902. June 15th 1938 saw the now familiar streamlined train sets designed by Henry Dreyfuss added to the line.

(Image: Leslie Ragan / New York Central System (?), Public domain, via Wikimedia Commons)

May 8th Run Day

The Run Day of the 8th started out with a cool and cloudy morning.



As always, the first Run Day of May falls on Mother's Day. This year the park attendance was pretty light. Operating Superintendent Tom Lebs was on duty at 6:15am, setting the turnouts to the Outside Loop and clearing debris off of the crossings.



At the station the four track crossing was manned by Marty Berg, Chris Neiman took care of inbound station switching duties, John Gurwell assisted with the station platform,



Tiffany Love handled the merchandise cart and Glenn Maness was our Station Master.



Passenger service was handled by the Hunter train with Jim Wood, Bob Roberts and Bill Hesse covering the Brakeman duties. At the throttle were engineers Brook Adams, Chris Neiman, Bob Roberts and Tiffany Love. Helping out in passenger service were Richard Ronne and Sean Hagen running Richards 4-6-2.

The morning saw several freight trains in operation. Richard Miller ran his 0-6-0, Mark Spaulding fired up his Pacific, Tom Brody got a few early laps in on his Mogul and Wes Peterson was out on his 2-6-0.



Light park attendance kept the passenger count for the day a little lower than normal at 421 which included a birthday train.

In all, twenty-four members stopped by to enjoy the live steam hobby in what will probably be one of the last cooler Run Days until the Fall.

May 22nd Run Day

Well, If you weren't at the club on May 22nd you missed a rather nice Run Day.

Cloudy in the morning, clearing away to haze around 11:30am and it didn't really start to warm up until about 2:00pm.



Chris Neiman was Hunter engineer in the morning, Scott Horgan covered the afternoon shift. Hunter Brakemen were Jim Wood and Ken Mitoma. Richard Ronne ran assist with public and Jonathan Rohrbach was his Brakeman most of the day with John Gurwell covering for his lunch break. 621 passengers was the total for the day.



Freight trains out on the railroad were Charlie Kennemer and Richard Miller running Charlie's Mogul, Tom Brody took a few laps in the morning on his Mogul, Brian Stephens fired up his 2-8-0, Doug Prescott and his daughter Casandra were out running Doug's Pacific, and Gus Farwick was out on Ron Wilkerson's Mikado.

Station area was crewed by Station Master Glenn Maness, Tiffany Love was at the merchandise cart, John Gurwell covered the station platform with Chris

Neiman helping out in the afternoon. And keeping everyone safe at the four track crossing was Marty Berg.

We had over 31 members make it by throughout the day.



Two items I'd like to remind everyone of:

One - It's gonna start warming up folks. Be sure to bring plenty to drink. It's just as easy to get dehydrated in the early part of summer as it is in the middle - maybe more so as you can be caught off guard by the morning "June Gloom" then BAM! it's 95 degrees at 11:30am with 5% humidity.



Two - Most of the local school districts are wrapping up their school year this month and soccer games are back in action. Train crews need to be aware that there will likely be more folks taking advantage of Hunter Hobby park than in the past couple of years.

A big thanks to everyone that helped out with the run day operations!!

- Brook

June Calendar "Who Is It?"



Upper Left: The #5057 Hunter Locomotive out on the steaming bay.

Upper Right: Steve Hagen and Sean Hagen ready their engine for the days operations.

Lower Left: Jonathan Rorhbach and Scott Horgan look on as Tom Brody works on his 2-6-0

Lower Right: Working on his engine and behind the tree is Brian Stephens, Mark Spaulding tends to his Pacific with Tom Lebs looking on.

Thanks to Dan Williams, Rich Casford, George and Linda Pruitt 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

June 12th, Run Day Eastbound

July 10th, Run Day Westbound

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

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

June 26th, Run Day Eastbound

July 24th, Run Day Westbound

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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Treasurer: Brook Adams

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