

THE CHRONICLE

NEWS OF THE RIVERSIDE LIVE STEAMERS

April 2024



At The Station

Tom Crue captures the action at Hunter Station on the first Run Day of March.

SAFETY FIRST



It's A Hobby...

Spring has sprung on the railroad and lots of things are "popping up" this month!

Operational Meet: April 7th will be our first operational meet.

Work Day/Evening Run: April 20th at the end of the Saturday work day.

Special Events Chair Randy Chase has more information on both of these events later in this month's Chronicle.

Spring Meet: April 26rd, 27th and 28th (**these dates were incorrect on the last page of the March Chronicle - Editor*) That time of year again! If recent Run Days are any indication this should be a great Fall Meet. This will be Vice President Tom Crue's first time as head of a Meet, why don't you come on out and lend a helping hand? Tom is still in need of Assistant Chefs for the Meet breakfast, let him know if you are available. Tom can be emailed at: tomcrue76@yahoo.com Make plans to be there and and enjoy the live steam hobby.

Club Projects: In February, the Board went through the Club's project list and zeroed in on those items we want to complete this year as well as setting up budgeting for the wrought iron fence and gate work along the Columbia side of the Compound. For those of you that haven't been able to make it down for the last couple of Board meetings, a new set of passenger straddle cars have been included in the project list. Dave Bunts got the project rolling by donating the materials as well as his and Betsy Shaw's welding labor to create the six chassis skeletons for the cars.

The Car Foreman provided the Board a cost estimate for completing the new straddle cars. It was determined that one of the largest costs on the project would be the six pairs of Rail Rider Supply trucks, the Board decided to move ahead with the purchase of the trucks as lead time and availability may be an issue. In true R.L.S. Fashion, Vice President Tom Crue and his

wife donated \$6000.00 towards the purchase of those trucks. A big thanks to Tom and his wife, Betsy and Dave for moving this project forward.

See you out on the railroad!

- Brook

Non-Resident Members: Dues are due!

Because of a later than normal Board action the Non-resident Dues notification was delayed this year. April is here and if you haven't done so yet you need to get your dues and your updated roster info sent in to the Club at:
P.O. Box 5512
Riverside, CA 92517

Outside of the Club Events

OCME: "Spring Meet" April 26th, 27th & 28th The Orange County Model Engineers will be holding their Spring Meet April 26th-28th. Breakfast, lunches and dinners at various dates throughout the meet.

More info at: <https://ocmetrains.org/2024/02/ocme-spring-meet-2024/>

Southern California Railway Museum: "Behind the Scenes" April 6th & 7th 9:00am-5:00pm Go behind the scenes at the Museum and see what goes into maintaining the West's largest collection of rail cars, with tours and access to areas not normally open to the public. Non-member Admission is \$15 for ages 12 and up, \$10 for children ages 5 to 11, and children ages 4 and under are free.

More info at: <https://socalrailway.org/scrm-events/behind-the-scenes/>

SAFETY FIRST



Along the tracks

This month we will spend time on our relationship with the City of Riverside Park Department.

RLS has been fortunate over the years with supportive City government and Park Department staff. With the remodeling of Hunter Hobby Park completed in 2009, the city did a wonderful job of making RLS the focus of the Hunter Hobby Park. From the beautiful train station, railroad theme playground and sidewalk crossings for ease of public access, Hunter Hobby Park is the home of RLS.....just read the signs at the parking lot entrance.

From time to time, we have issues with public driving into the park over our tracks. Recently we have had several spots by the Big Pine Tree damaged by vehicles. I am currently working with Park Staff to see if we can get additional fencing installed in areas of car access to the lawn.

A major support of the city is purchasing fuel for the public passenger trains. This is an area that every member of RLS can help support. We can always use help as brakemen, crossing guards at the station, compound security, and becoming Hunter engineers. All members who operate engines at RLS track should offer to help in train support operations sometime during the year.

Next workday is April 20th, right before the Spring Meet the following weekend. Come out and help get ready for the meet.

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, City Liaison -
Roadmaster

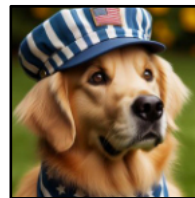
The Riverside Live Steamers Spring Meet

April 26st, 27nd, 28rd



As is tradition, breakfast will be served Saturday and Sunday. Come on out, run your trains and enjoy the fellowship of the live steam hobby!

Photos from the Run Days, Work/Fun Days and from the Chronicle can be found at our website:
<https://riversidelivesteamers.com/>



Doggone it...

Just a reminder to RLS members that bring out their furry family members to the Club. While in the park or the Compound please pick up and dispose of any waste left by your four legged train crew members into trash cans provided. Thanks!



RLS Spring Meet
The RLS Annual Spring Meet is this month!
Make plans to come out a visit April 26th, 27th and 28th.
If you are available to help out during Meet
please let Vice President Tom Crue know.



From the Safety Supervisor:

As Safety Supervisor I wanted one of our younger members to write something about our rules and below you will find his words!

As a Conductor/Brakeman I have noticed that when a problem arises on the mainline, we don't use the whistle signals to have the brakeman protect the rear of the train! Nor do we signal "G" ! As a brakeman I just assume that the engineer just wants hand signals, although they may, the Brakeman can't assume things. The last engine whistle signals in rule 223 is the signal "I". The reason for this signal is to ensure that at least the first switch is clear so you may pass through without holding up the mainline passenger operations. Anthony

Why are his thoughts important? It shows us that we can always be learning! How many engineers know the "Engine Whistle" signals in section 223? We all know the grade crossing signal which is rule "223-h" (2 long-1 short-1 long). It would be wise for ALL engineers AND conductors to get the rule book out and start using some of these "Engine Whistle" signals. Get some or all memorized and use them regularly out on the railroad with your conductor.

I would like to go over 2 rules. 223-c / 223-d.

These are regarding end of train protection. Rule "223-c" tells the brakeman to protect the end of the train for whatever reason. It should be easy and clear to hear (1 long and 3 short) whistles. Conductor, do your duty and protect your train! When the problem has resolved its simple to call the conductor back by giving whistle signal "223-d" which is (4 long whistles).

Why? Why is this important???? More stuff to remember? Too complicated? Let's explore the "why" aspect for a moment. You may assume its always a nice clear sunny day on straight and level track! NOPE NOT SO! You may have trouble on a blind curve with palm trees blocking your line of sight to your conductor. Now just how is the conductor going to know when to return unless you both know the whistle signal from the engine? Makes sense? Let's all get in the book and KNOW

the signals as well as the rules and practice them with pride!



At the last run day I noticed a few locks that were not placed in the "DOWN" position. Severe damage to switchboxes occurs when the lock is standing up. Another reminder to lay the locks down!!!!!!!!!!!!!!



Thanks for reading this and look for upcoming safety articles.

- Richard Ronne

Run Day March 10th

Operations Supervisor Randy Chase reports that the weather on the 10th was great with a very light breeze. Eleven locos made it out on to the steaming bays throughout the day with 10 of them out on the rails! The Hunter train was crewed by Conductor/Brakeman Jim Wood with Brook Adams on the tender cushion, the afternoon shift was covered by Engineer Chris Neiman at the throttle and Conductor/Brakeman Jerry Roth covering the rear of the train. Helping out in

passenger service throughout the day as well as the Birthday Train were Sean Hagen running his 2-8-0 and Conductor/Brakemen Anthony McBride and Richard Ronne. At the Station the four track crossing was covered by Tom Crue, Chris Neiman and Bill Hesse helped out at the station and Station Master Glenn Maness kept the platform running smoothly.



Locomotives out for the day were Wes Peterson on his 4-4-2, Warren Peterson and Gus Farwick ran Ron Wilkerson's Mikado, Jonathan and Kim Chase fired up their 4-4-0, Doug Prescott and Scott Horgan took turns at the throttle of Doug's K-28, Bob Chamberlain, Jim Kreider and Richard Ronne took turns running the Berkshire, Brian Stephens was out on his 2-8-0, Mike Harris fired up his Mogul, Ken Adamson was out on the mainline with his 2-6-0, Tom Brody took a few laps on his Mogul.

Also out enjoying the live steam hobby were Nick Ellis, Bob Beard, Richard Miller and Michael Capalety

Run Day March 24th

Weather reports for the March 24th Run Day, for nearly all of the week before, said we'd be rained out with thunderstorms by 11:00am - nope, beautiful weather with a few large sprinkles at 3:45pm. Operations Supervisor Richard Ronne got his day started at 7:30am opening up the compound and firing up the coffee maker. Jonathan Rohrbach rolled the Hunter engine out for the day, Sean Hagen and Anthony McBride worked on getting Sean's Consolidation ready for passenger service and the Club's 4-8-8-4 came out for its

first run of 2024. Speaking of passenger service, Jonathan Rohrbach was at the throttle of the Hunter engine the entire day with Conductor/Brakeman Jim Wood in the morning and Conductor Brakeman Chris Neiman in the afternoon. Sean Hagen and Anthony McBride assisted the entire day with both trading turns at the throttle. Conductor/Brakeman Nick Ellis handled duties on the 3rd passenger train pulled by the Big Boy with Brook Adams on the cushion.

Also out on the right-of-way were Mike Harris running his 2-6-0, Warren Peterson at the throttle of Ron Wilkerson's Mikado, and Mike Harris on his 2-6-0 and Richard Miller firing Charlie Kennemer's Mogul.



At the Station we had Marty Berg covering the four track crossing with help from Tom Crue, Tiffany Love took care of merchandise, Station Master of the day was Glenn Maness and helping out at the station was Chris Neiman.

We also had three new member sign ups Sunday, Thomas Ballard, Jason Ballard and our newest Junior Member Jerry Vargas welcome aboard guys!!

RIVERSIDE LIVE STEAMERS

APRIL 07 and APRIL 20, 2024

Hello Riverside Live Steamers,

It's time for some fun and it's coming up fast! We are having our first Operations Meet and it is APRIL 07, 2024. This Operations Meet is a Test Run for RLS Members to help us in refining what we hope to be an annual event and to be able to open this up for other clubs to join us. The purpose of this run is to

get all the unforeseen problems that we might not have thought could happen to happen. We have engines set up for this run but we really need train crews. This is the time for all of us to learn how these events work including myself.

Wesley Peterson and Scotty Horgan have been helping the Special Events Committee to get this event going. It is amazing how much these two have made, brought us, and shown us. If you were at some of the Board of Directors meetings, you would have seen some of the booklets and sign posts they created.

This event looks to be a very challenging and fun time for the whole family. Yes; The whole family!!! We are supposed to be family oriented and this is what we are trying to do with the club. It will be challenging to those that have never done anything like this before but this is why we are practicing. Remember, this is a practice run so somethings may change on the fly as we go through the day. Don't forget to just have FUN!!!

We ask that all Members participating please be at the compound no later than 9:00am for the 9:30am Morning Briefing. ALL MEMBERS participating in this event must be at the Morning Briefing to get their Waybills, Instructions, and Train Number. Remember, if you don't know what, where, or who's train you can be on, just show up. We will find a place for you. There are plenty of tasks to be filled. We would like to see a minimum of three crew members per train, four would be better. If you just want to show up and watch what happens and learn for the future runs, then please do. The more, the better. We can always use eyes on the railroad. If you would like to come earlier to help out, that would be great too. We will be getting things ready at 8:00am to 9:30am because we have a lot to do before the meet starts, like getting all the cars out and to their correct locations on the railroad, and putting up signs and Waybills just to mention a few things. Another thing to remember, this event is an all-day event and will go to 17:00. Then, from 17:00 to 18:00, we will be picking up all the cars and signs to return them back to the compound.

I've chatted with the Committee Members and we discussed having tacos, beans, and rice for lunch.

This will be from 13:00 to 14:00. Please advise us if you are coming to this event by April 03, 2024 so we can order up the right amount of food. I figure that for two tacos, beans, and rice, it will cost between \$8:00 to \$10:00 per meal. Any extra money collected; the Special Events Committee will make a recommendation to the Board of Directors to put it towards projects the club has coming up.

Remember, please let us know by April 03, 2024 if you are going to show up for this Operations Meet and have lunch. Also, please let us know if you just want to have lunch and talk (BS) Bench Steaming with us.

Okay, there is another event we are trying this year and it will be on April 20, 2024. This will be our Work Day Afternoon/Evening Run. Yes, a Saturday Run!!! This is a day to come out to work on the railroad before our Spring Riverside Live Steamers Annual Meet. We will be working under the leadership of our Road Master to get the Railroad into good shape and our Compound Supervisor to get the compound ready for our guests and members. It is also our monthly Board of Directors Meeting. If you haven't been to a meeting lately, then here is a great opportunity for you to see what is going on. There will be NO Engines Out or Running until the Road Master has deemed all work completed. Remember, the Work Day start at 8:00am. Anyone planning on running must be at the Work Day and working no later than 9:00am. This schedule gives Members that have a long distance to travel a chance to get to the compound and participate in more than one activity. We will send out a reminder about the Work Day/Run Day a couple weeks before the date.

Please advise us if you are able to come out for our Work Day/Run Day by April 17, 2024 so we can plan on the food. As of this writing, we don't have a Camp Cook yet. Would you like to be our Camp Cook? Let us know that as well!!!

Now that you have read all this, DON'T FORGET the Operations Meet!!!!

-Randy Chase, RLS Special Events Committee Chair

...while you were away

Sure, a lot goes on during a Run Day or the Saturday Work/Fun days but a lot of stuff happens during the week as well.



Last Run Day we arrived at the railroad to discover that the overpass at Allen's Valley had been covered with graffiti. O.S. Chase took all the appropriate photos and he and Jonathan Chase worked up a plan to repaint the overpass. With paint, rollers and brushes in hand Jonathan, Randy, Chris Neiman, Tom Crue and Bill Hesse worked throughout the week to do an "Overpass Makeover"!



A big thanks to everyone who worked during the week and a special thanks to Dunn Edwards paints for recommendations and great service. Photos of the work are posted at the Club website, go check them out!

<https://riversidelivesteamers.com/2024-photos/nggallery/2024-rls-photos/overpass-paint-job-march-2024>

For Sale

Charlie Kennemer is selling his 2-6-0 locomotive and tender, flat car with tool box, riding car and caboose.



Charlie is asking \$25,000 for the whole set.



As Charlie has a hard time hearing over the phone Richard Miller is helping out with the sale. You can contact Richard at (951)905-0147

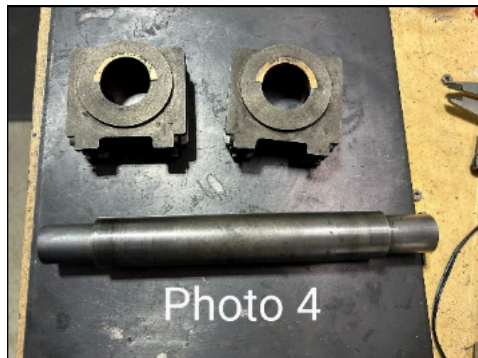
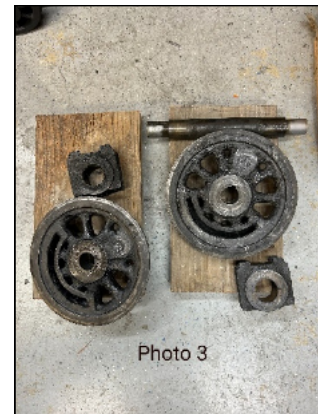


From The Backshop

By Dan Williams

C-19 Update April 2024

I got some 3-inch angle iron to make a fixture for removing the drivers from the axles. *Photo 1* shows the 4th set of drivers on the fixture located on my 20-ton press. *Photo 2* shows one of the wheels pressed off the axle. *Photo 3* shows the wheels pressed off the axle, along with the journal boxes. *Photo 4* shows the axle and journal boxes cleaned up. I measured the bearing on the journal boxes and found almost no wear. The axle had about .005-inch wear, so I will be able to use this axle on the new drivers. I also removed one of the crank pins and measured it. It had a .007-inch out of round wear. I plan to replace all the crank pins with oil hardening tool steel. I will also make an extra set of bronze bearings for the side rods.



With one of the wheels removed, I made two pins (one for axle bore and one for the crank pin bore) to measure the crank pin throw. The measurement is 2.0625-inches. *Photo 5*

My next task will be to remove the main drivers (Wheel set 2) from the frame. I will then remove the wheels, check for wear, and remove the eccentrics. Two of the eccentrics will need to be replaced. I purchased a 3-inch diameter cast iron bar to make the two new eccentrics.

Once the new eccentrics are done, I will remove all the wheel sets and start to finish machining all the drive wheels. This will entail drilling for the crank pins, broaching for the key-ways, installing the crank pins, and pressing the wheels to the axles.

April Calendar

"Who is it ?"



Top Left: Sierra Cacace at the throttle with Wes Peterson as Brakeman.

Top Right: Activity in the steaming bays as Anthony McBride waits for the transfer table.

Lower Left: Richard Ronne, Wes Peterson and Anthony McBride prepare for the days operations.

Lower Right: Leaving Allen's Valley is Scott Horgan at the throttle of Doug Prescott's (as Brakeman) Pacific with Bob Roberts riding on the tender.

Thanks to Chris Neiman, Dan Williams, Randy Chase, Joan Adams, Richard Ronne and Rich Casford 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

April 7th Operations Meet

May 12th Run Day Westbound Outside Loop

April 14th Run Day Eastbound Outside Loop

May 14th City Lunch

April 20th Work/Fun Day 8:00am to 3:00pm, Board Meeting 1:00pm Evening Run 3:00pm to ??pm

May 18th Work/Fun Day 8:00am to 3:00pm, Board Meeting 1:00pm

April 26rd, 27th, 28th Spring Meet

May 26th, Run Day Westbound Figure Eight

The R.L.S. Chronicle is published by The Riverside Live Steamers, Inc.,
P.O. Box 5512, Riverside, CA, 92517.

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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President: Brook Adams
Vice President: Tom Crue
Secretary: Bob Roberts
Treasurer: Randy Chase

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Director: John Gurwell
Director: Chris Neiman
Director: Wes Peterson
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SAFETY FIRST