

THE CHRONICLE

NEWS OF THE RIVERSIDE LIVE STEAMERS

October 2024



Westbound On The Straight Away

Bob Chamberlain rolls through the grade crossing with Jim Kreider and Brian Stephens at the rear of the train as Sam Ferguson services the wig-wag signal

SAFETY FIRST



It's A Hobby...

It's Fall, unlike a large swath of the nation, Fall in Southern California can mean anything from Summer 2.0 to snow on the Grape Vine (the highway as well as the plants). Based on forecasts for the first week of October it looks like it's going to be the warm option.

Night Run: Speaking of warm options, we currently have a Night Run scheduled for Saturday, October 5th. The weather forecast high for the day ranges between 101 and 106 degrees. Please watch your email for updates on this event as weather and smoke from local fires may cause us to cancel.

Bylaws Update:

Per Sections 14.1, 14.2, and 14.3 of the Riverside Live Steamers Bylaws, proposed changes will be presented at the October 2024 Board of Directors Meeting for discussion and consideration, with voting on the proposed changes at the November 2024 Board of Directors Meeting. Many of the changes were of the typo or grammar variety, some items were to update the language used in 1966, and others were to unify the format of the Bylaws themselves. In accordance with section 14.1, the proposed amendments need to be signed off by a minimum of ten (10) members each having a membership of five years or more. I want to encourage you to come on out for the Saturday work day then stay for the meeting to hear the changes and updates.

Fall Meet: Yup, it's that time of year again, the 2025 Fall Meet. If you are available to help out with the Meet please let Meet Chairman Tom Crue know.

Board Member Elections:

The Board has opened up the nomination process for the 2024-2025 RLS Board of Directors election. If you'd like to run or you want to nominate someone please let Chris Neiman or Randy Chase know.

2025 Calendars:

The 2025 RLS calendars will be in by the next Run Day. These are the same size as last years 11"x 8.5" (11"x17" opened up) but we have a new vendor and the cost will be \$10.00 each. There will not be a large format calendar offered this year.

See you out on the railroad!

- Brook

Brook Adams, President

RLS Wants You!!



Your Club is looking for a new Compound Supervisor. After seven and a half years Bob Roberts is passing on the torch. If you are interested in taking over the position and helping your Club please let any of the Board members know.



2025 RLS Calendars

The 2025 RLS Calendars will be in stock at the October 13th Run Day.
\$10.00 each

THE RIVERSIDE LIVE STEAMERS

2025 FALL MEET

OCTOBER 25TH 26TH AND 27TH

Come out to see old friends, meet new ones and enjoy the fellowship of our Live Steam hobby!!

The RLS Fall Meet starts Friday October 25th and includes the Sunday Run Day on October 27th.

Free Breakfast served Saturday and Sunday.



Bylaws and Safety Rules



On behalf of the 2024 RLS By-Laws Committee and the 2024 RLS Safety Rules Committee, Chris and Randy want to extend a huge **Thank You** to all participating committee members. This includes Brook Adams, Tom Crue, Richard Ronne, Dan Williams, Brian Stephens, Bill Hesse, and Paul Lavacott. We absolutely appreciate your time, your input, and your dedication throughout the process of reviewing and updating these vital club documents. Randy and Chris also want to acknowledge the current Board of Directors, the Roadmaster, and the SMP for their contributions and support. No stone was left unturned... just ask Brook! It truly was a team effort and we are thoroughly excited to share the results over the next several weeks as this process nears completion.

Sincerely,

Chris Neiman – By-Laws Committee Chair
Randy Chase – Safety Rules Chair

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Events outside of the Club...



Southern California Live Steamers The Southern California Live Steamers will hold their Halloween Train Rides Oct 25th and 26th 5:00pm to 8:30pm. Tickets are \$10.00 per rider. <http://www.southerncalifornialivesteamers.com/>



Los Angeles Live Steamers LALSRM will hold their Fall Meet Oct. 25th, 26th and 27th. More info is on their Facebook page: https://www.facebook.com/LALSRM/?pref=embed_page



Southern California Railway Museum "Rods and Rails" The City of Perris' annual car and motorcycle show, featuring classic cars from the 20's through the 70's and motorcycle classes from 1939 to the present, October 5th. <https://socalrailway.org/scrm-events/rods-rails/>



MetroLink California Clean Air Day October 2nd. MetroLink is offering free rides on any of their trains to celebrate Clean Air Day. <https://metrolinktrains.com/ticketsOverview/discounts/current-promotions/clean-air-day/>



Great Train Show The Great Train Show will be at the Del Mar Fairgrounds October 5th & 6th 10am-4pm. Tickets are \$13.00 Saturday and \$12.00 Sunday at the door, or you can save a buck ordering them online. Kids 11 and under are free. For more info: <https://www.greattrainshow.com/gts-show-landing-pages/del-mar-10-14>



South Coast Railroad Museum The South Coast Railroad Museum will be holding their Spooky Train & Haunted Depot Event October 25th from 4:00pm to 8:00 pm. <https://www.facebook.com/GoletaDepot/>

Run Day September 8th

The first Run Day in November was shorter than short! Hunter Station was open for 1 hour, shutting down at exactly 11:00 am. Riverside was coming off of sizzling 118°F weather the previous two days and the air quality was incredibly poor due to the Line Fire raging in the San Bernardino National Forest. Despite the gray skies and smokey conditions, the railroad still provided 54 rides to passengers braving the elements. However, by 11:00 am, the park quickly became empty with 105°F blazing heat. The soccer players were gone, the softball fields were empty, the kids on the playground went home, and even most of the parking lot looked deserted. So, the decision was made to find cooler accommodations for all rail crews.



Operations were configured for East Bound Outer Loop. OS duties were performed by Chris Neiman. The shift started with only one dozen doughnuts and a bag of donut holes. There was already some discussion about shutting down early and we knew not all engineers would be present due to weather conditions. Still, 22 members were willing to “see how it goes” and gave a thumbs up for running.

Engineer Sean Hagen headed out on the south engine lead on #733 with Anthony McBride and Nick Ellis as his train crew. CEO Adams and Conductor Jim Woods operated the Hunter from the North Engine Lead. Together, both trains provided 8 departures from Hunter Station under the direction of Station Master Glenn Maness and assisted by Marty Berg, Tiffany Love, and Bill Hesse.

3 freight trains were in service for a few runs as well. They included Richard Ronne and Jerry Vargas operating #919 while Bob Chamberlain, Brian Stephens, and Kevin Zamp provided service with #573. Richard Miller operated solo and performed some maintenance on the steaming bay.

So, by the end of the day, I asked all crews if it was worth the 1 hour run. Everyone answered, “Of course it is.” The consensus was, “It’s worth running every opportunity there is to run.”

- Chris Neiman, Director

Run Day September 22nd

After an usually long line at the the donut store the O.S. arrived at the Compound at 7:49am. Mike Harris, Richard Ronne and Anthony McBride had the Club opened up by 7:20am.

The morning started out cool but we were warned by the National Weather Service that the day was to get to the mid 90’s. Once things were situated in the Compound (flags up, fuel on, gates opened) the blower car was fired up and ran around the right-of way for the days operational loop Westbound Figure Eight.

The railroad was ready by 9:30am with Sean Hagen at the throttle of his mighty 2-8-0 and Anthony McBride covering Conductor first out on the railroad.



Jonathan Rohrbach got the Big Boy locomotive fired up to qualify his certification for the engine and to give the Hunter locomotive the day off.. as the

saying goes “the best laid plans of mice and men often go astray”.

Half way through it's first lap of the morning the pilot truck on the Big Boy derailed. Myself, Chris Neiman and Sam Ferguson took the carts over and quickly had the train and it's passengers back on track. As it turned out, the front axle of the pilot had one wheel moving out of gauge.

The locomotive was “bad ordered” and the SMP fired up the Hunter engine. Sean and Anthony continued servicing the station during the engine swap as Jonathan limped #4026 back down to the steaming bays. Tom Crue took care of the morning Hunter train Conductor position and Sam Ferguson covered the afternoon.

The rest of the day went smoothly, out on the railroad were Bob Chamberlain on his Mogul, Richard Ronne on the



cushion of his Pacific, Richard Miller made a couple laps on Charlie Kennemer's 2-6-0, Steve Borchert, Peggy Borchert and Steve's sister Shely took a few laps behind the 4-6-0 and Nick Ellis ran Doug Prescott's Pacific for the day.

Our ever reliable station crew of Glenn Maness, Tiffany Love, Marty Berg and Chris Neiman kept the station running smoothly for our 409 happy passengers.

As the day heated up, the park as well as the station crowds thinned out to nothing. We closed out the station at 2:30pm.

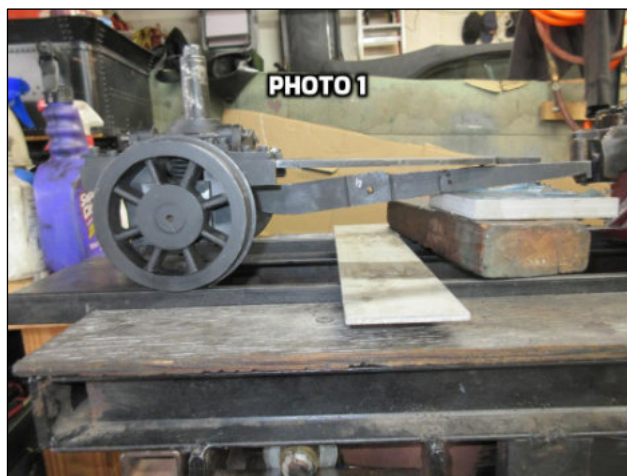
Thanks to everyone that came out and those that helped make the day go smoothly.

- Brook

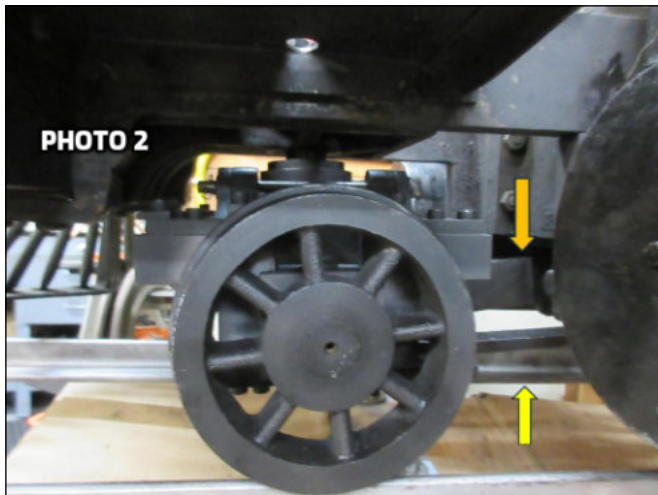
C16 Update October 2024

Well, it's been almost a year since I took the chassis of the C-16 home. In my delusional optimism I believed that I would have this project completed in a few months. I constructed my own locomotive and experienced the many challenges and setbacks in the construction process. I should have known better.

Installing the front truck or pony truck, as some call it, turned out to be more complicated than I thought. No matter which way I tried to install the truck, it just would not go in without binding. Having never constructed or installed one before, I wasn't sure how it was supposed to go. Luckily, I happened to have a book entitled *Modern Locomotive Construction* 1892 by J.G.A Meyer, republished in 1994. In chapter 13, are diagrams, descriptions and formulas for the pony truck. Photo 1 shows the truck as I received it.



The parts I was having trouble with were the transverse bar, the equalizing bar and the pivot base for the transverse bar. After reading the chapter and studying the drawing, I proceeded to make some modifications to the truck to get it properly installed and functional. This process took about two weeks. Photo 2 show the installed truck. Arrows show the changes. Orange: Equalizer bar, Yellow: Transverse bar.



I installed the brake rigging and again had to make some modifications. Photo3 shows the brake rigging and the equalizing bar installed in the frame.



Getting reading to install the valve gear, I next went to get the side rods installed. The crank pins on drivers 1, 3 and 4 are $\frac{3}{4}$ inches in diameter. On drivers 2, which is connected to the main rod, the crank pin is $\frac{7}{8}$ inches in diameter. The original bronze bearings inside diameter were slightly undersized, by about .005 to .006. So, I pressed each bearing from the rod housing, took it to the lathe and bore out the right amount and pressed it back on the side rod. Photo 4 shows the rods installed on the drive wheels. Then came the moment of truth. Did I install all the crank pins the same distance from the center of the drive wheels? YES!, There is no binding.



Next is installing the valve gear and setting the timing. Very soon, I hope to have the C16 chassis back to RLS.

The wrong place at the wrong time..

Thanks to Janet Lorimer at the Hawaiian Railway Society we have the follow up on folks driving across their right-of-way as will as the Cow Story (as promised).

See the following excerpt from the "AKAHELE I KE KA'AAHI" the official newsletter of the Hawaiian Railway Society.

THERE OUGHTA BE A LAW!

Why in the world would any sane person try to drive along train tracks? Don't answer that! I'm pretty sure a sane person wouldn't. But people do try to drive on train tracks and sometimes try to cross train tracks where they shouldn't. Rails are made of metal which is not very friendly to car and truck tires. There is a reason why rails are embedded in paving at legal railroad crossings. They don't cut up your tires!

Below is a photo of a truck that someone tried to drive across the Hawaiian Railway's tracks but not at a legitimate crossing. The truck caught on fire and the driver abandoned it. **Kevin Yamamoto** writes, "We had use the backhoe to pull the truck off the track, and we changed some of the ties that burned." And guess who ate the cost of that!!!



And then there is the story of the cow!

It took place during a December holiday ride a few years ago.

Kevin tells it best! "We were going kind of slow because it was a night ride. I spotted the cow with my flash light, so **Zack (Jackson, the engineer)** slowed even more. At one point it turned and faced the train. Zack blew the horn and it eventually took off into the bushes.

"There was a fenced-in area on the mauka (mountain) side of the tracks that had horses and a few cows. It looked like they got through the fence and were grazing on and near the main tracks.

"We saw white, brown and black ones that season on the holiday rides."

On the next page is a photo of the you-know-what staring down the locomotive.



(Continued on page 7)

Kevin Yamamoto took this amazing photo of the brave cow. He is also an artist (Kevin, not the cow) and he drew a wanted poster and posted it in the Board Room in the Quonset Hut. I wonder if Kevin has a side job cartooning for Marvel or DC Comics.

PHOTO CREDITS: Kevin took the photos on page 5 and 7, and he and Jeff Livingston took the photos on page 1.



CORRECTION: In the last issue of the newsletter in the article about joiner bars, a typo was made.

The sentence should read 'Sections of rail....' instead of 'Sections of train....'

October Calendar "Who is it?"



Top Left: John Gurwell talks to Kevin Zamp by the Merchandise Cart as Glenn Maness covers the safety rules.

Top Right: Scott Horgan at the throttle headed through Palm Garden.

Lower Left: Marty Berg at the four track crossing, Tom Crue takes care of yard switches as Scott Horgan comes into the station.

Lower Right: Background Doug Prescott, foreground Mark Spaulding talks to Gus Farwick.

Thanks to Chris Neiman, Dan Williams and Janet Lorimer 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

October 5th Night Run

**October 13th Run Day Eastbound
Outside Loop**

**October 19th Work/Fun Day 8:00am
to 3:00pm, Board Meeting 1:00pm**

**October 25th, 26th and 27th
Fall Meet**

**November 10th Run Day Westbound
Outside Loop**

**November 15th Work/Fun Day 8:00am
to 3:00pm, Board Meeting 1:00pm,
Board of Directors Election**

**November 24th Westbound Run Day
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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