

THE CHRONICLE

NEWS OF THE RIVERSIDE LIVE STEAMERS



September 2024



At The Station

Engineer Sean Hagen and Conductor Anthony McBride prepare to the leave the station under the ever watchful eye of Vice President Tom Crue, with Marty Berg ready to flag the four track crossing for the approaching Hunter train.

SAFETY FIRST



It's A Hobby...

Well, we've made it through the bulk of Summer and we are on the downhill side now. I want to thank every member that braved the heat and made it out to the Club for the run and work days these last three months. Helping the Club meet it's obligation to the City Parks Department "pays the bills", thank you very much! A big thanks to Sean Hagen, Richard Ronne and Anthony McBride, your all day assistance with the public passenger trains this year is huge.

For RLS, the end of August to the first of September is the "Lull Before the Storm".

September follows on the heels of the heat of August with its low passenger attendance and member turn outs (though we can and do have hot days in September), most schools and colleges are back in session, vacations have ended. Things can be quiet for the first half of the month. Historically for the Club, that starts to change mid September.

Soccer leagues are starting back up again which brings more people out to Hunter Park as will the coming cooler weather. Fall starts on the 22nd with the Autumn Equinox. Cooler weather will also bring out more members on operational and work days because what's the fun of riding your engine in a Southern California air fryer during July? This time of year the Club starts to get ready for the Fall Meet (just two more Work/Fun days until the Meet), our Board Nomination Committee is already canvassing the membership looking for members interested in running for the Board. We have our Board elections in November with the new board seating November 16th.

All this to say that we have some stuff coming up on the horizon. I want to encourage all members to come out to the Run Days, make it out to and lend a hand at the Work Days, enjoy your hobby and be a part of the fun!

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.



2024 Fall Meet Cooks Needed!

Meet Chair Tom Crue is looking for Cook and Assistant Cooks for the Fall Meet. If you want to help out contact Tom at: tomcrue76@yahoo.com

Welcome Aboard!

We have a new probationary member, Keith Hartman. When you see Keith, say "Hi" and introduce yourself. Let him know what make this hobby and our Club so great!



Along the Tracks

Recently RLS suffered a large track damage area along the straightaway by the Big Pine Tree. As an effort to inform the City of Riverside the costs involved in repair, here is my report:

Vehicle traffic driving over the grass into the West ball diamond, caught the track and pulled approximately sixty feet of trackage out of alignment after the Run day on August 11, 2024. The RLS track department was on scene Saturday August 17, 2024, to repair the damage. First activity was to unbolt track sections either in a twenty foot or ten foot lengths, lifting the track sections out of the right of way. Manual shovel duty was next in the process as removing all ballast down to sub grade. Once ballast removed, track sections were returned to sub grade. The point of contact with the vehicle bent two rails beyond repair. Rebuilding with track screws, the ten foot section was completed. Track sections were removed past each end of the damaged area to allow for proper alignment.

With the track sections joined by rail joiners, initial alignment was adjusted. Ballast was spread down the center of the track to hold alignment. Sighting with the periscope device, high and low points in the track structure were aligned. Alignment views both direction of the trackage were completed. Final ballast was spread in the repair area. RLS power tamper was run over the repaired track to compact ballast.

As with all track repairs, once the initial repairs are completed, several additional adjustments will be made in future days to help settle and stabilize the track.

Cost in labor for this particular repair job was 22 FTE hours in the field, plus 6 hours of mobilize and demobilize of repair equipment and supplies. 7 RLS members were on the track crew.

Road 2

Rich Casford - Roadmaster

From the Safety Supervisor

This month I am looking at **Rule # 411** regarding boiler blowdown.

“Blowing down of boilers must be done outside the steaming area, and away from any personnel or structures that may be damaged by steam and / or hot water”. Along with this I am re-printing something I wrote a few months back regarding the steaming areas.

On the occasion you overfill the boiler or if something is not working and the locomotive or tender water needs draining let’s try not making a muddy mess in the steaming bay areas! Instead, let’s try to put the engine or tender on a transfer table and drain it out in the gravel from one of the transfer tables. If you overfill the boiler drain it into a bucket, then dump the water in the gravel. This is so simple and should not disrupt things. Mud is not only messy but it’s slippery and can cause a serious accident should someone slip and fall. I will be on the lookout for this because of the safety aspect of wet, muddy and slippery.

Safety is our top priority, and we all need to keep an eye out for unsafe practices. If you see something or someone being unsafe, please let a board member know so the problem can be addressed.

See you next month.

- *Richard*

Richard Ronne - Safety Supervisor



Run Day August 11th

Operation Superintendent Wes Peterson got his Run Day started at 7:30am. The Hunter engine was out on the steaming bays early with SMP Scott Horgan and Hunter trainee Kevin Zamp hostling the Hunter engine. In passenger service for



the day were engineers Sean Hagen and Anthony McBride with Jery Vargas and Nick Ellis covering the Conductor duties. After training, the Hunter locomotive was turned over to engineer Brook Adams with Jim Wood in Conductor service for the first half of the day.



Bob Roberts took the throttle at noon and at 1:00pm Anthony McBride relived Jim at the rear of the Hunter train.

One freight train made it out onto the right-of-way as Richard Miller fired and ran Charlie Kennemer's 2-6-0. Three other engines were out on the service bays receiving some attention.

24 members made it out throughout the day, but a lack of passengers and climbing mercury shut the railroad down at 1:15pm.



Run Day August 25th

I have been asked many times over the years what is the most important thing for Operating Superintendent to take care on a Run Day, my answer is safety first, can you guess what answer comes after safety and before coffee?



Compound was opened up by Mike Harris and Richard Ronne, thanks to Mike for setting the railroad switches to Eastbound Figure Eight.

Blower car was fired up and ran over the right of way just in time for Sean Hagen and Anthony McBride to get their early start on the day.

Hunter Engineer training continues with Tim Crue getting some cushion time on the 5057.



Chris Neiman got the station set up and ready for the day, at Hunter Station we had Marty Berg taking care of the four track crossing, Tiffany Love on merchandise Chris helping out on the platform and Glenn Maness as Station Master.



Passenger trains in service were the 5057 with Chris Neiman at the throttle in the morning and Conductor Jim Wood, the afternoon shift was covered by Engineer Jonathan Rorhbach and Conductor Nick Ellis. Also running passenger service all day were Sean Hagen and Anthony McBride with Sean's mighty 2-8-0.

The freight board was handled by Steve Borchert on his Pacific, Richard Miller on #573 and Bob Chamberlain running his 2-6-0 Mogul. Four other locomotives made it out on to the steaming bays for service. Thirty-one members made it out to enjoy the live steam hobby.

The park crowds were light and the daytime temperature a mild (for Summer) 95 degrees. With no passengers at the station we closed at 2:50pm.

Thanks to everyone that came out to help and make the run day go as smooth as it did.

-Brook

Work/Fun Day August 17th

As was pointed out by our Roadmaster earlier in the Chron we had some unplanned track work to take care of on the Work Day. Even

still, and with a light crew, there was a lot accomplished Saturday! Dave Bunts and Nick Ellis continued working on the third level lift, Bill Hesse started track level wiring for the



new wig-wag installation, Bob Roberts trimmed low hanging limbs in the steaming bay areas.

The track crew of Mark Spaulding, Dan Williams, Chris Neiman, Tom Brody, Doug Prescott, Tom Crue, Randy Chase and Brook Adams worked on the section of track that had been driven over near Big Pine, that was reported to our RoadMaster earlier in the week by the Parks Department. After completing that repair part of the track crew took care of a hump that had formed West of the Vandenberg cross-over.



Public traffic across our tracks has been an issue that the Parks Department is well aware of and are working to help resolve. As it turns out we are not the only 501c3 that has to deal with errant drivers.

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

THERE OUGHTA BE A LAW!

Trains travel on tracks made of metal rail and wooden ties. Metal rails are not good for rubber tires. But try to tell that to the idiots who, for one reason or another, decide to either drive a car or a pick-up truck onto a train track. Yeah, it happens, even on Oahu!

There was, for example, the truck that was driven onto the tracks on the Kahe Point bridge. How it was originally discovered is anyone's guess, but someone posted photos on social media. **Steve Vendt** saw the photos and contacted **Ben Dela Cruz**. Ben went to the bridge, meeting up with members of the Honolulu Police Department. Oddly enough, the truck's engine was still running and in drive, so a rear wheel was still spinning.

As Ben and HPD were discussing the situation, a woman appeared on the scene. She told the officers that the truck belonged to her husband and that he was at work.

The police, for whatever reason, chose not to take her information, telling Ben that the woman was known to law enforcement as someone on drugs. During this time, the woman opened the passenger door and removed some items from the glove box. Then she left, but not before using Ben's phone to call her husband. Ben tried to give this information to the cops, but they said they couldn't take 3rd party information.

Later, HRS learned that the truck wasn't even registered to the couple, the tags were expired, and possibly the couple had no insurance.

But the track **was** damaged! **Keven Yamamoto**, and other members of the track crew, had to realign and respike the ties. In other words, HRS had to eat the cost of repairing the damage!

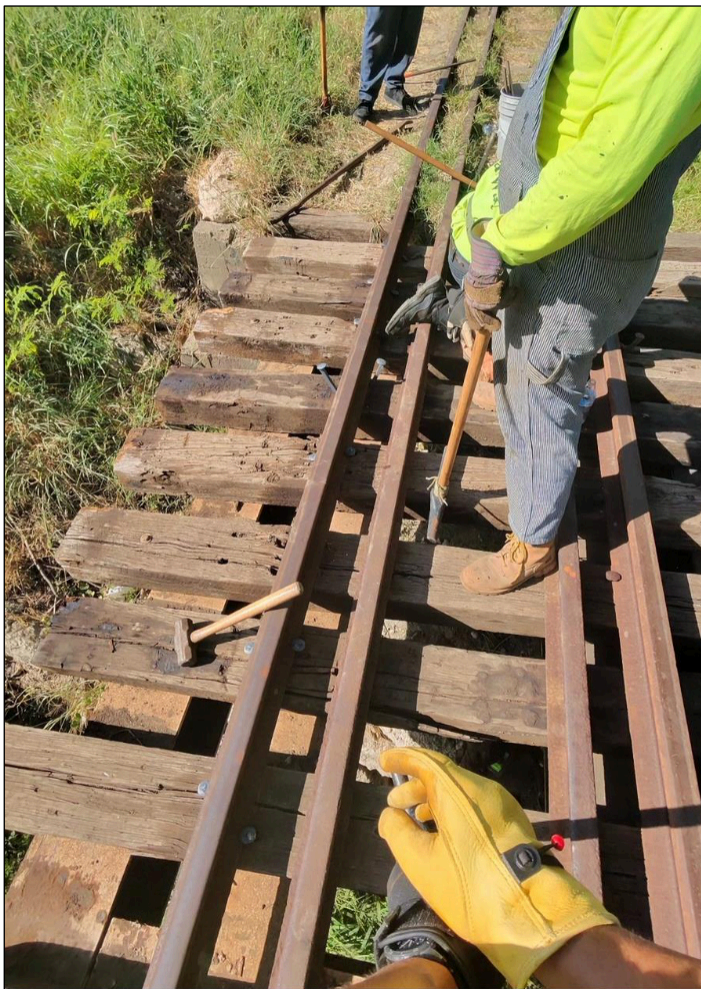




Left: The damage done to the bridge track is obvious. Ties out of alignment and it appears maybe a few ties broken that would have to be replaced.

Ben Dela Cruz surveys the damage.

Photo credit for all photos in this story on pages 6, 7, and 8: **Kevin Yamamoto**



Left: Members of the track crew make the necessary repairs. Our track crew members, especially the Director of Logistics, are all professionally trained to do the work that is always needed to maintain the track.

In the next issue of the *Akahele*, we will tell you the story of what happened when a different truck was set on fire on the track.

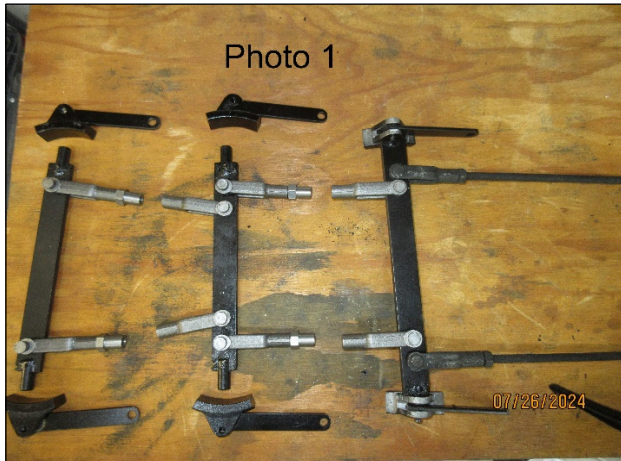
Oh, and there's another interesting story about a cow.... (No cows were harmed in the making of that story.)

A big thank you to Jan Lorimer the Editor of the **AKAHELE I KE KA' AAH** (Hawaiian for "Look Out For The Fire Wagon") for allowing us to reprint the article and giving us the go ahead to print next months follow-up article about the cow!

From Dan Williams

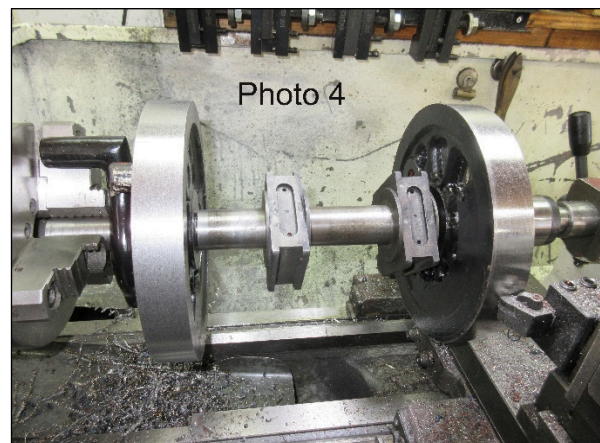
C16 Update, September 2024

A major milestone was completed in August, installing the wheel sets on the frame. But, before I get to that, I wanted to show the brake rigging that was not shown in my last update. Photo 1 shows the brake rigging I will install.



With all the drivers machined close to their finish size, I proceeded to press them on the axles. Photo 2.

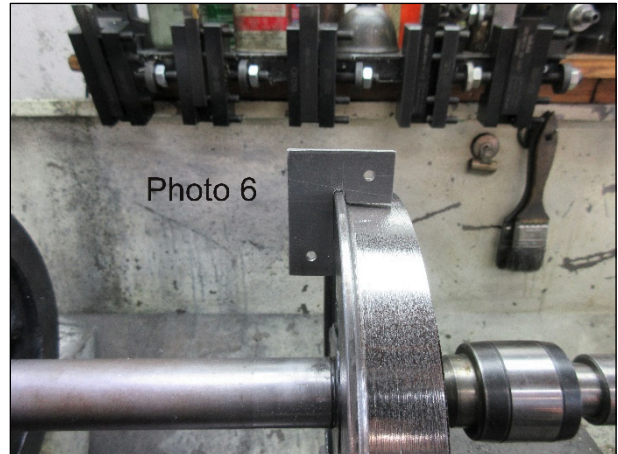
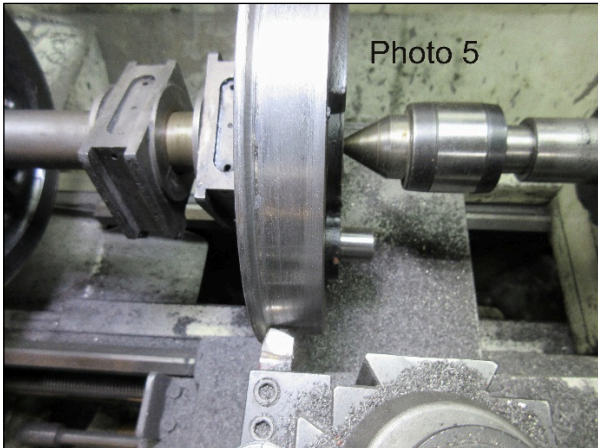
Just as I was about to press the main drivers, I discovered that another of the eccentrics had a broken shoulder. Photo 3. So, I needed to make another eccentric, which took about four hours.



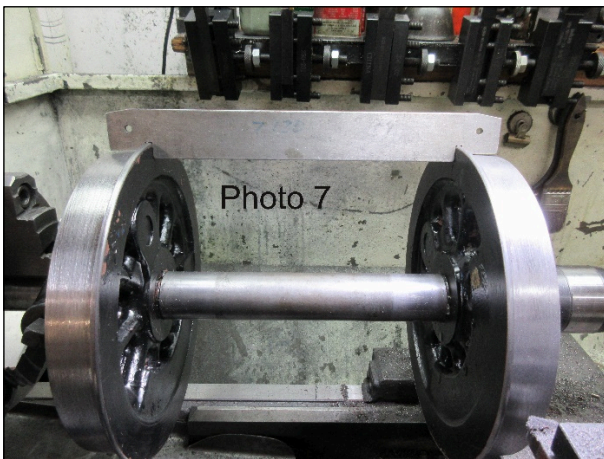
I had a bit of a problem with pressing the main drivers on the axle. I had only measured one side of the axle and assumed the other side of the axle was the same measurement. No matter how hard I tried my 20-ton press I could not get one of the drivers on the axle. I then measured the axle and found it to be .009 thousand of an inch larger than the other side. So, the driver was again mounted on the 4-jaw chuck, indicated and bored the axle hole .001 under the axle diameter and was successful pressing that wheel on the axle.

With all the drivers on their axles, I proceeded to do the final machining to their final size. Photo 4 shows machining the blind drivers.

I have a C2 carbide tool bit, I grinded it to have the 10-degree profile with the 1/16-



inch gauging radius. Photo 5 shows the tool being used to machine the flanges of the first and fourth set of drivers.



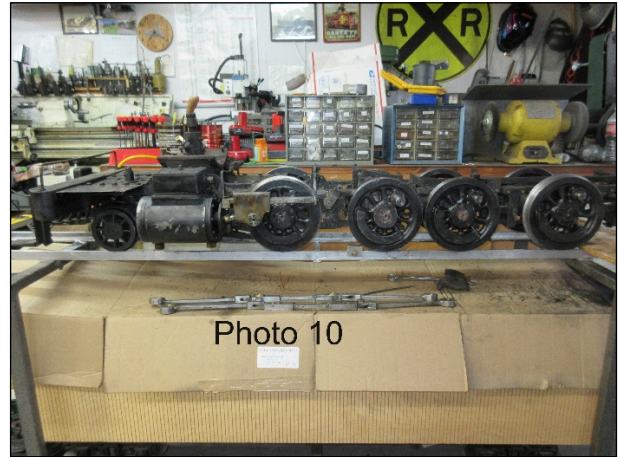
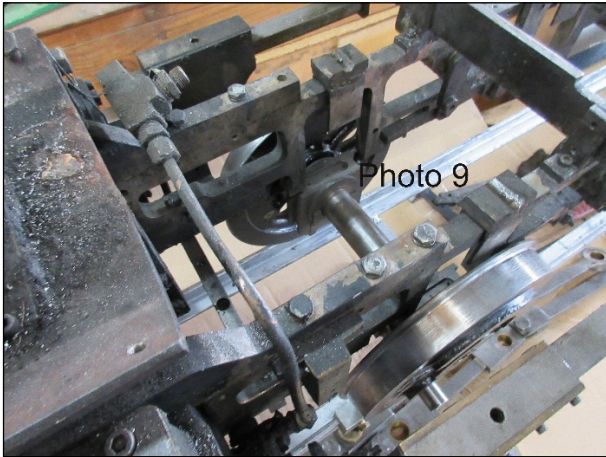
I have two gauges I made previously to measure the profile of the flange and the back-to-back distance between the wheels. Photos 6 and Photo 7

Next is installing the wheel set into the frame. Without the wheel sets in the frame, it is very heavy. I have a 2-ton engine hoist which I use to lift the frame. Photo 8. The process went like this: The frame is lifted high enough to get the wheel set under the pedestals. I then lower the frame enough to line up the journal boxes. Photo 9.

Railroad iron is a magician's rod, in its power to evoke the sleeping energies of land and water.
- *Ralph Waldo Emerson*

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

Then I put a ¼ inch piece of plywood under the wheels and block the wheels. I lift the wheel set by hand to put the journal boxes into the pedestals about ¼ inch. Put some scrap wood under the wheels to keep the journal boxes in the pedestals and then lower the frame. Attach the pedestal binders and go on to the next wheel set. This whole process took about two hours. Photo 10 shows all the wheel sets installed in the frame.



Next items: Install the brakes, install the side rods and check to see if any of the bronze bearings need replacement and finally install all the valve gear and set the timing.



See Tracks? Think Train!

RAIL SAFETY: Los Angeles

Join us September 21 - 22 at Los Angeles Union Station 9:00 a.m. - 6:00 p.m. Daily For This FREE Event

The San Bernardino Railroad Historical Society (SBRHS), with presenting partners Los Angeles Union Station, Metro, Metrolink, and Amtrak, will welcome the public to Rail Safety: Los Angeles this September - the largest railroad safety event in downtown Los Angeles in more than a decade, as part of Rail Safety Month.

The SBRHS' historic, 1927-built steam locomotive, Santa Fe 3751, will headline the free, two-day event on Track 15 of Los Angeles Union Station on Saturday, September 21, and Sunday, September 22, from 9 a.m. to 6 p.m. daily. The 3751 will be joined by some of today's most modern Metrolink and Amtrak passenger train equipment and information booths, providing a unique educational opportunity for attendees to learn about the size, scale, and speed of trains and learn new ways to be safe around railroad tracks.







September Calendar "Who is it?"



Top Left: Brian Stephens works on his engine as Steve Borcher starts to roll out onto the transfer table.

Top Right: Wes Peterson at the throttle of his 4-4-2.

Lower Left: Taking a break in Allen's Valley.

Lower Right: Ken Adamson readies his Mogul for a day of operations.

Thanks to Randy Chase, Chris Neiman, Dan Williams and 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

**September 8th Run Day Westbound
Outside Loop**

**September 14th Work/Fun Day
8:00am to 3:00pm, Board Meeting
1:00pm**

**September 22nd Run Day Westbound
Figure Eight**

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**

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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SAFETY FIRST