

# *THE CHRONICLE*

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NEWS OF THE RIVERSIDE LIVE STEAMERS



August 2024



## **Taking On Water At The Station**

Jonathan Rorhbach fills the tender of number 4026 as Station Master Bill Hesse prepares to start loading passengers behind the “Big Boy”.

**SAFETY FIRST**



## It's A Hobby...

Nine years ago,  
then club  
President Dave

Bunts in his August Chronicle message quoted a line from the 1935 George Gershwin song Summertime, "It's summertime and the living is easy" I can think of no better description for this time of year. Running live steam in the Summer time is great, you get to dial in your firing technique with warm dry air, keeping an eye on the water glass and spending most of your time trying to keep the safeties from lifting, good stuff!

Lots of club activities going on, the committees overseeing the Rules Book and Bylaws updates are starting to wind up their work, progress is being made on the third level lift system, so far we've had no major heat kinks out on the right-of-way, The 2024 Conductors class on Saturday July 27<sup>th</sup> went well thanks to everyone that participated and helped make it a success. We have a Night Run scheduled for August 3<sup>rd</sup> with another planned for October 5<sup>th</sup> and following the October Work/Fun Day we have our Fall Meet, lots of good stuff.

Weather-wise, August can be a mixed bag of nuts. Monsoonal moisture might blow up through Baja California and we'll get soaked for a month, sometimes that same moisture rolls in through the Gulf of Mexico and acts like a siphon to draw cooler onshore air all the way inland, other times we get a high pressure ridge that parks its butt a couple hundred miles off shore and we get toasty for four weeks - then there are those years where we get all that rolled up in one month and an earthquake or two sprinkled in.

Looking ahead to the weather forecast for the August 17<sup>th</sup> Work/Fun Day the weather services are already calling for the temps to be North of 105. If that prediction holds or gets hotter we are going cancel the Work/Fun Day and

the Board meeting for the month and take Mr. Gershwin's suggestion for some "easy Summer living". Please watch your email for upcoming Work Day notices and updates.

See you out on the railroad!

- Brook

Brook Adams, President

**The 2025 RLS Annual Dinner will  
be January 19<sup>th</sup> at Habanero  
Mexican Grill in Riverside**

## Outside of the Club Events...

**Surfliner 2024 NMRA National Convention** August 4<sup>th</sup> - 11<sup>th</sup>, Clinics, Prototype tours, activities and the National train Show. Convention timetable and information is available at their website: <https://surfliner2024.org/index.php>

**National Train Show** This show features some of the industry's leading manufacturers. Representatives are onsite to answer questions and show off the latest the hobby has to offer. See the latest and greatest model trains, accessories, collectibles and more from the retailers from across the country, geared for all model railroaders - from first timers to old timers. August 9,10,11 at the Westin Long Beach Hotel 333 E Ocean Blvd, Long Beach, CA 90802. <https://www.giantshow.com/>





## Along the Tracks

Some members are wondering what happened to Rich Casford, the

Roadmaster since he has been missing on several occasions.

My assignment on the Cumbres & Toltec Scenic Railroad has grown dramatically this season. In the past I was an extra board brakeman and the Risk Officer (safety) for the railroad.

This year I was asked to become the Chama Terminal Facilities Manager along with some additional duties in Fire Patrol. This has filled my days every week and is making it almost impossible to return to California since we run trains 6 days a week during our operating season.

Thanks to the hard work of several RLS members the track maintenance program is still moving forward.

Summer brings two issues to be aware of during the run days or workdays.

### Heat!

You need to be on the look out for heat related issues with yourself and your fellow members. Drink plenty of water during the day and wear a hat. Heat issues can happen quickly if you do not take care of yourself.

We also have need to be aware of heat kinks in the mainline. We use slotted holes on the rail ends where we bolt the track bars together with a nylon nut. This slotted hole allows the rail to expand with the heat. However, in some situations the expansion of the rail is greater than the space between rail lengths and we get a "Sun Kink" which takes the track out of alignment.

Some sun kinks look like someone lifted the track out of the ground. Other kinks move to the left or right of the alignment.

Either type kink can cause derailments during train operations. Engineers need to pay special attention as one train can pass over a kink and the next train might derail.

Interesting is we have had kinks reported to be repaired on the next workday and during the evening the temperature has cooled to the point that the kink disappears for view..... until the next 100' plus day.

Maintenance at RLS goes on all year long. Major projects do slow down in the summer months, but general maintenance is ongoing. Plan now to come out early in the morning at the next workday on August 17, 2024. Many hands will get the maintenance completed in the early morning before it gets too hot.

- Rich Casford, Road 2



## 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](mailto:tomcrue76@yahoo.com)

**SAFETY FIRST**

## From the Safety Supervisor

I am pretty happy with how the membership has not had any safety issues that would be something to point out. Everybody has their routine when handling their locomotives, etc. So that being said I need to ding myself for overlooking a trip hazard while building a switch. It was the air hose that was the culprit. The hose was "just" long enough to reach where I needed it to be. It was long enough when I pulled on it at its farthest which caused the hose to lift off the ground in the compressor room. A member walking in or out did not notice the hose was raised and thank goodness he did not trip and hurt himself. So even with the best of intentions no matter how far we look to see if something is safe there is always a possibility that something is overlooked. All we can do is be conscience of what we are doing and try our best to keep it safe for everyone.

On another note if you have been coming out to RLS lately it has been HOT. Please stay hydrated and watch the exposure to the direct sun. Stop and rest if needed. Dehydration and sunstroke are both very serious things so please use extra care during this heat wave.

Again a reminder to put those locks down on the switch boxes. Great damage happens if locks are left in an upright position. I repeat!! **Again a reminder to put those locks down on the switch boxes. Great damage happens if locks are left in an upright position.**

you on the rails,

- Richard

Richard Ronne - Safety Supervisor

## Night Run Demonstrations Saturday, August 03, 2024

Hi All RLS Members,

We have scheduled a Night Run for Saturday, August 03, 2024. We are going to be running right at the top and left at the bottom. Depending on who and how many members and guests show up will determine if we are going to run bidirectional. So, make sure you have a headlight for your locomotive and a red light for your last car.

I should arrive at the park around 4:00 pm to get things going. Of course, you can show up earlier if you desire, but remember, it is August and will most likely be hot.

A couple of us chatted about food for the Night Run and we decided on getting sandwiches. Many of you know, I have been getting the sandwiches for the work days and committee meetings and they seem to go over well. It's cooler and much simpler. Patty Rule volunteered again to make up her macaroni salad and I'm going to make up a couple gallons of ice tea. We could use a relish tray and maybe some fresh fruit if anyone would like to bring that. Please advise me if you can bring anything, so we don't get too much of one thing. I'm going to order foot long sandwiches, but they are really bigger than that. They are cut into 5 large slices per sandwich. I am going to order Italian plus ham and turkey sandwiches. For most folks, one slice seems to be enough. The meal would cost each person participating \$5.00 for a sandwich slice and whatever fixings we come up with. As in the past, any money collected more than what is paid out goes to the club. That way, we can keep doing things like this. Meals will be available about 6:30 pm. So, get your tails out there and let's all have a good time before we can't.

Please advise me by Thursday, August 01, 2024 if you are participating in the meal.

1) I need to order the sandwiches ahead of time if you are going to be eating with us.

2) What type of sandwich would you like?

3) Can you bring anything listed above?

I don't guarantee you will be eating with us if you don't reply. Of course, then you can go get whatever you want that makes you happy and spend over \$15.00 doing it! Not including the gas to get there. "Hello?"

Randy Chase, RLS Special Events  
Committee Chair

Email: [csjiggrinding@sbcglobal.net](mailto:csjiggrinding@sbcglobal.net)

See

## Run Day July 14



Operating Superintendent Richard Ronne noted that the run day was HOT. Even so, we had members brave the day and help keep the railroad operational! Sean Hagen fired up his Consolidation with Conductor Tom Crue and assisted in public train service as well as covering the Birthday Train. Jonathan Rorhbach received some O.J.T. at the throttle of the U.P. Big Boy, Jim Wood took care



of Conductor duties on the Hunter train. Bill Hesse “donned the cap” of Station Master for the day, Tiffany Love took care of the merchandise, Marty Berg covered the four track crossing. Freight trains out for the day included Pat O’Guinn on his 2-6-0 and Mike Harris also on his Mogul. All



totalled we had 17 members out for the day and pulled 292 passengers.

## Run Day July 28th

Run day operations were Westbound figure eight, Richard Ronne offered to cover O.S. duties for Director John Gurwell. The Hunter locomotive was out of the backshops and under steam for the day. Randy Chase was on the cushion of the Hunter for passenger service with Conductor Jim Wood at the rear of the train. Public passenger service at the station was assisted by Sean Hagen and Anthony McBride with both switching duties of Conductor and Engineer throughout the day. Between the two trains 249 passenger received the scenic tour of Hunter Hobby Park. Also out enjoying the live steam hobby were Jonathan Chase, Brian Stephens, Mike Harris, Richard Miller, Steve and Peggy Borchert and Wes Peterson. A big thanks to everyone that made it out to help make the run day operate smoothly.

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



## From Dan Williams

### C16 Update, August 2024

I was feeling good about the progress I was making of getting the running gear for the C16 almost done. Then reality or my optimistic assumptions raised its head. I had measured the diameter on the fourth axle (1.000 inches) for the bore of the drivers and assumed that all the axles were the same. As I was getting ready to press the drivers on to their respective axles, I decided to measure the diameter of all the axles. The axle for the main drivers measured 1.156 inches. Which meant that bore for those drivers I machine was way too small. Which means I need to re-bore the main drivers and make a new fixture to broach for the key-way. Thus, adding more time to getting this project finished.

Anyway, here's what I accomplished so far. I made all the crank pins. Hardened and tempered them and pressed them on to the drivers. Photos 1 and 2 show how I heat treated them. I have a material (Ceramic Fabric Blanket) which can protect materials from up to 2,400 degrees of heat. I wrapped some of this

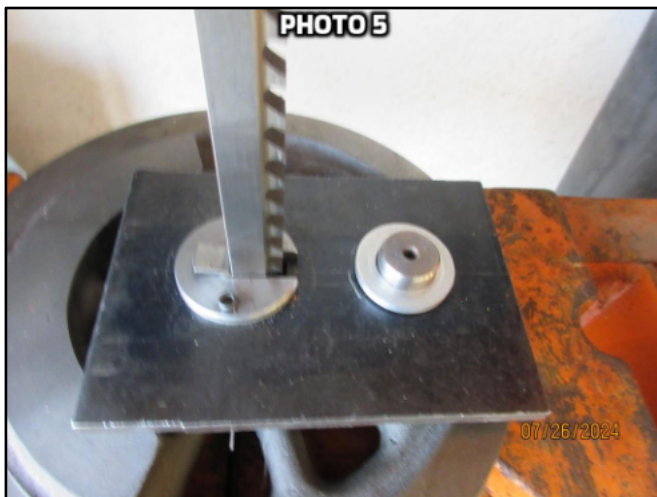


material on the part of the crank pin that would go into the driver, not wanting to get that hard. This worked quite well.

I made a fixture to broach the drivers for the .125-inch depth key-ways. Photo 3 shows the fixture. I made a bushing to fit over the .875-inch hole (needed for the main driver crank pin) so that I could use the fixture for the .750-inch hole for



the rest of the drivers' crank pins. The key-ways on the axles were machined 90 degrees from each end of the axle. The keys pins are .250-inches square, so only



.125-inch depth needed to be broached on the drivers. I have the broach I use to key the drivers for my ten-wheeler. Photo 4 shows the first pass of broaching the drivers, which takes .062 inches off for the depth of the key. Photo 5 shows the second pass of the broach with the .062 spacer added to get the final .125-inch depth for the key.

Photo 6 shows a fixture I make for the American I am currently constructing. I got this idea from Joe Yetter, who was an amazing live steam builder. I used this method in the construction of my ten-wheeler. All the drivers are broached at a 45-degree angle from the center of the axle bore. This makes it less complicated to square the crank pins. The axles are machined for the keys on a straight line.

I also worked on the parts for the brakes. The locomotive only had brakes on the fourth drivers. I made hangers, machined brake shoes and made brake beams for the first and second drivers. There is no space for brakes on the third drivers. Photo 7 shows the parts, except for the rods that connect the beams. I will make those when the drivers are on the frame. To adjust the brakes over time as the brake shoes wear, one end of the rod will have left hand threads. The clevis has 1/4-20 right hand threads. I made part that goes into the right-hand thread with a hole that has 1/4-20 left hand threads. On the rods I will silver solder 3/8-inch hex piece, which should make the adjustment easier (Photo 8).

Next, the main drivers will be bored to the correct size and reproached. Then all the drivers will be pressed on the axles, and final machining of the drivers. I will install all the previously made parts for the valve movement and begin timing.

**If you have a project, tip, picture or event that you would like to share in the Chronicle please send it to [editor@rlsrr.com](mailto:editor@rlsrr.com)**

## **THIS MONTH IN RAILROAD HISTORY**

August 11<sup>th</sup> 1955 - the last Wabash steam locomotive in use No. 573 is retired at the St. Louis Museum of Transportation

## August Calendar "Who is it ?"



Top Left: Jonathan Chase reads the 4-4-0 for operation as Mike Harris Looks on.

Top Right: Tim Wheeler, Richard Ronne, Bob Chamberlain and Jim Kreider next to the 762 Berkshire.

Lower Left: Bob Chamberlain with his Berk loaded up.

Lower Right: Pizza being eaten in the Club house.

**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](mailto:editor@rlsrr.com)

## Upcoming Important Dates

**August 3<sup>rd</sup> Night Run**

**August 11<sup>th</sup> Run Day Eastbound  
Outside Loop**

**August 17<sup>th</sup> Work/Fun Day 8:00am to  
3:00pm, Board Meeting 1:00pm**

**August 25<sup>th</sup> Run Day Eastbound  
Figure Eight**

**September 8<sup>th</sup> Run Day Westbound  
Outside Loop**

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

**September 22<sup>nd</sup> Run Day Westbound  
Figure Eight**

**October 5<sup>th</sup> Night Run**

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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**