

# *THE CHRONICLE*

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NEWS OF THE RIVERSIDE LIVE STEAMERS



July 2024



## **RLS At The Ready**

Train crews in Allen's Valley preparing to provide passenger service for the  
Childhood Cancer Run.

See inside for more info on the run.

**SAFETY FIRST**



## It's A Hobby...

July - Barbecues, flags, fireworks. Two hundred and forty-eight years ago a Declaration of Independence was drafted and signed July 4<sup>th</sup>. War with the British monarchy had already been underway for a year and more battles were to come. Not often mentioned this time of year is the support of the Dutch, French and Spanish governments for our fledgling country. Many who fought in the war did not live to see the fruits of their actions. Maybe this 4<sup>th</sup>, between the grilling, swimming and corn cob munching take some time to thank those that came before us and those that are still with us for the sacrifices made for our great nation, and maybe throw a French Ratatouille, Spanish Paella or a Dutch Stroopwafel or two out on the picnic table as well!

Speaking of anniversaries, the Riverside Live Steamers filed its letters of incorporation and received approval on July 26<sup>th</sup> 1966. We have 58 years of live steam hobby under our belt!

I want to thank everyone that made it out the the work day in June. Even though our news agencies are breathlessly shocked that it gets hot in the Summer, you folks braved the heat and got an awful lot done before noon (and a little after too). Thank you for your service to the Club. Also thanks to everyone that made it out for the June Run Days. The Run Day of the 23<sup>rd</sup> was pretty toasty, having just a few extra conductors made it so no one person was "simmering" at the back of the train all day. Plan to come out on the 14<sup>th</sup> and the 28<sup>th</sup> to lend a hand.

While I'm thanking people member Dean Willoughby has resigned as club Database Manager, a position he volunteered to do. For those of you that may not know, maintaining the membership records and roster is part of the Secretary's position.

Dean, from myself, and Rich, thank so very much for offering to take over that aspect of the Secretary's job 12 years ago!

Initially, Rich and I were cautiously

optimistic as to how it would work out, this shortly turned to pure giddiness once we knew that aspect of membership was being handled so well and we could easily say "just send it to Dean".

Finally, some of you may have heard last Board meeting, and if not you'll hear now, that Bob Roberts will be giving up the position of Compound Supervisor that he has held for the last 8 years. I want to thank Bob for all he has done for the Club in this position, which was a lot! If you are interested in taking over the Compound Supervisor position please let any Board member know.

Upcoming events this month include the July 6<sup>th</sup> "Long Train Pull/Night Run", the Model T group will be out on the Run Day of the 14<sup>th</sup> and a Conductors training class on the 27<sup>th</sup>.

See you out on the railroad!

- Brook

Brook Adams, President

## Save the Date!

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



## RLS Conductor Class - Update!

The date has been set.

July 27<sup>th</sup> from 9am to 3pm will be the next RLS Conductor Class.

A new sign up sheet will be posted on the soda machine in the Clubhouse or you can add your name to the list by scanning this QR code:





# Run Day June 9<sup>th</sup> and JUNE 9, 2024 RUN DAY CHILDHOOD CANCER RUN

Hi All RLS Members,

The June 9<sup>th</sup> Run Day started out like any other run day and quickly became an, “Oh no!” Run Day. Jonathan R. was firing the Hunter engine and it started to, let’s just say, not stay lit again. As you may recall, Brook ran the engine the run day before and had problems keeping the fire lit. After that day, Scott, Mike, and I took off the fuel tank cover and... well, let’s just say it was dirty for lack of better word. So, during the next couple of weeks, we cleaned out the tank. Mike came down several days and cleaned it and did a great job. Thank You, Mike!



Ok, we look good now. Fuel is flowing and we’ve got plenty of fuel to the burner. We should be good to go. No problem. And as we know with these famous last words, it usually means you just think that everything is ok. Well, as you’d expect, June 9<sup>th</sup> handed us a, “You should have looked closer” day. So, Scott and I jumped onto the engine, pulled the burner, fuel lines, and firing valves off, and cleaned as best we could. This should have taken care of it, so you would think. After reassembling the burner, lines and valve, we relit the Hunter engine. It seemed ok, but just not what it should be. Scott took out the engine for a test lap, while I called Chris to see if he could take over O.S. duties for me so I could fire up Dean’s Northern #828 to take over passenger service for the Hunter engine. Thank You, Chris for jumping in again. After Scott picked up the Hunter train and took a lap, he knew

that it was still having problems and called me to go ahead and fire up.

In the meantime, Sean was pulling double duty with an early Birthday Train and Public Passenger Service. Thank You, Sean! Later, Scott dropped the Hunter train at Panorama and we proceeded to pick it up with #828. We tied our air lines



in for brakes, made a few corrections, and “Viola,” we were off. Wrong! Pulling out of the siding, the brakes decided to come on and I called back that it is pulling too hard. With a few more adjustments, we were rolling again. We got up to the Station around 11.00 am and headed out with our first passenger load. I called back that we are dragging the train and Brook began keeping a close watch on what was going on. We did okay until we came up out of Allen’s Valley where the weight and brakes could not be overcome on the grade, so we stalled. Luckily, the way Brook set up the car, we could cut cars out. After the third car, we started to roll again. Brook met us up at the station where we readjusted the brakes and everything went well from there on. Even with what happened, we still moved 524 passengers around the park that day. We had a total of 9 engines out and 45 members and guests.



Now it was time for the Childhood Cancer Run. Staff started to arrive just before 3:00 pm to get set-up. As many of you know, it is busy during the set-up time. Everything was set-up for the kids and families by their 6:00 pm arrival time. Food was served to all the volunteers first at about 5:30 pm and that made it great for everyone helping out. Sean took the first dry run and I took over the #828 Northern. We moved 154 passengers around the park that evening in less than 2 ½ hours. Other than the usual idiots that like to pile rocks on the track, everything went well during the run. The trains stopped running about 8:25 pm. The movie started about 8:30 pm.



Everything was going very well with the event until about 9:15 pm when someone at the parks department forgot to turn off the sprinklers. I received a call that the sprinklers were on just to the east of the group. Last year they came on as well, but they were never turned on in Allen's Valley, so it didn't affect us. I just figured it would be the same this time. Well, guess what? Yeah, you guessed it. They came on in Allen's Valley and got a lot of folks wet as well as the equipment. Needless to say, I was not very happy about this. Guess who gets looked at for the sprinklers coming on? We do. I apologized and told them I would follow up and that I was sorry for all who got wet and the equipment that got damaged.

Helping out were:

Loading - John G., Tom C., Nick E., Richard R., Scott H., Doug P., and Brook A.

Equipment - Dean W. and Sean H.

Conductors - Patty R., Chris N., Sierra C., Scott H., Nick E., Richard R., and Sean H.

Engineers - Randy C., Sean H., and

Sierra C.

Watching over the right of way was Mike H.

All in total, fourteen members brought this together. Thank You All for HELPING!!!

*-Operating Superintendents, Randy Chase and Chris Neiman*

## Run Day June 23rd

The second run day in June started off clear and warm moving to "Summer Hot" by mid-day Operating Superintendent of the day was Wes Peterson.



Operations were Eastbound Figure Eight. Freight service was represented by Richard Miller operating Charlie Kennemer's 2-6-0 and Mike Harris running his Mogul. Passenger service was taken care of by Sean Hagen and Anthony McBride operating Sean's mighty 2-8-0 with Doug Prescott and Jerry Vargas helping out in the Conductor's seat. With the Hunter down and Scott Horgan and Randy Chase working on repairs the UP 4026 took care of the Hunter passenger train with Nick Ellis and Dan Williams covering Conductor duties throughout the day.





Up at the Station Marty Berg made sure everyone was safely entering and exiting the four track crossing, Chris Neiman and Tom Crue assisted at the Station, Tiffany Love was on Merchandise and lent a hand at the microphone when Station Master Glenn Maness had to take a break due to the heat. We had 24 members brave the heat throughout the day. As the day went on and the temperature rose the passenger count dropped dramatically, with no one at the station and the thermometer at 105 degrees the O.S. called the day at 1:45pm.



A big thanks to everyone that came out to help and participate in the Run Day!

## **JULY 2024 SPECIAL EVENTS**

Hi All RLS Members,

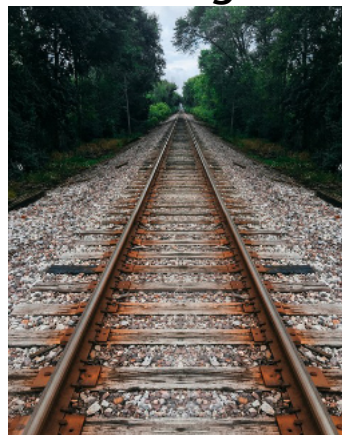
We are already into July! Can you believe it? Half the year is already gone! Ok, for July we have a couple of events happening at the club. First is the Night Run and Long Train Pull Demonstrations. Remember, you are training your crews and getting more experience running longer trains. This will be on July 06<sup>th</sup>. Look for an email explaining what the reason for this event is and why we are doing this. I am planning on getting to the club around 3:00 pm, maybe sooner since I have a lot to do. It does look like it is going to be a Hot Day. Plan accordingly. If you want to arrive sooner, just let me know and I'll see how my schedule is. The Special Events Committee can also use some help if we are to do the Long Train Pull. Thanks!

We will have the Riverside Model A Club coming out again on July 14<sup>th</sup> from about 11:30 am to 2:00 pm. Lets make them feel welcome. They are a great group of people. They would like for us to visit with them, ask questions, and get some train rides as well.

Again, mark these dates to join us for a great day at the club.

*-Randy Chase, Special Events Committee Chair*

**“Even if you are on the right track you’ll get ran over if you just sit there”  
- Will Rogers**



(Photo by Tom Barrett on Upsplash)

**Photos from the Run Days, Work/Fun Days and from the Chronicle can be found at our website:**

<https://riversidelivesteamers.com/>

## **Hunter Engineers**

**Reminder: Hunter Engineers are to operate at least two (2) run days and provide Brakeman service of one (1) day per year to maintain their Hunter Engineer certification.**

**We are already half way through the year, make plans to help out and let the Run Day O.S. know you are available**

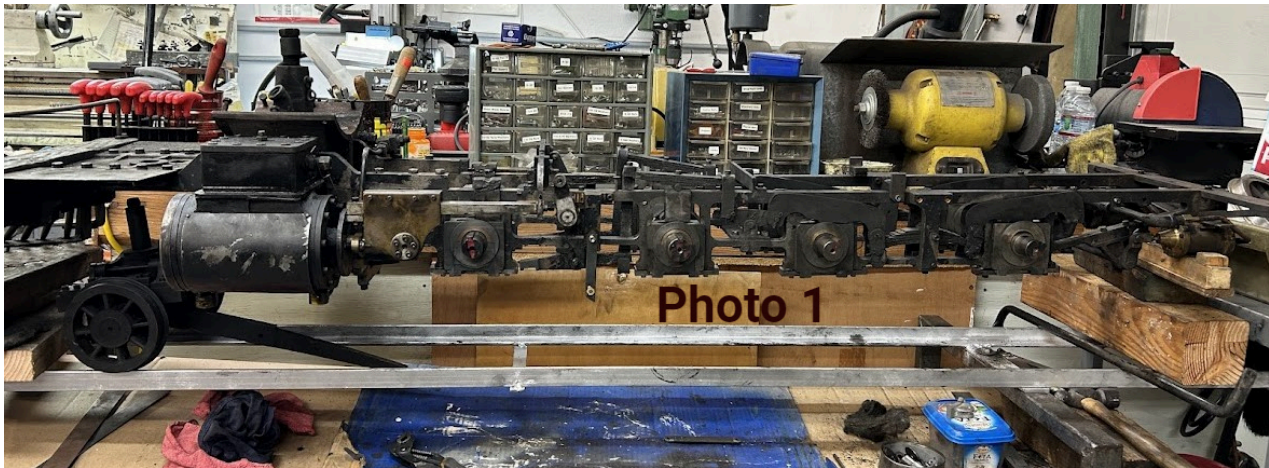
## From Dan Williams

### C16 Update, July 2024

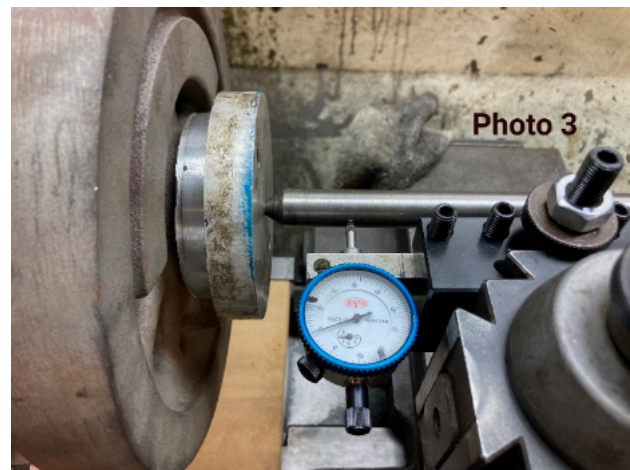
When I received the driver castings in 2022, I did not know the axle bore, the crank pin throw, and the crank pin dimensions, tire thickness or hub thickness. The current drivers were 7 inches in diameter and flanged. The new castings were purchased from RMI and the new drivers are to be 7 ½ inches in diameter. Drivers on the second and third axles are to be machined blind. The first and fourth drivers are to be flanged.

I removed all the drivers so that I could get the dimensions I needed. The axles on the first, third and fourth drivers are 1 ¼ inches diameter. The second axle is 1 3/8 inches diameter. The mounting diameter for the drivers is 1 inch. The hub thickness is 1 5/16 inches, tire thickness is 1 1/16 inches, the crank pins for the main drivers is 7/8 inches and the remaining crank pins are ¾ inches. Using the same method for determining the eccentric throw, the crank pin distance from the center of the of the wheel is 2.083 inches.

Photo 1 shows the frame with all the drivers removed. I pressed off all the drivers and cleaned up the journal boxes.

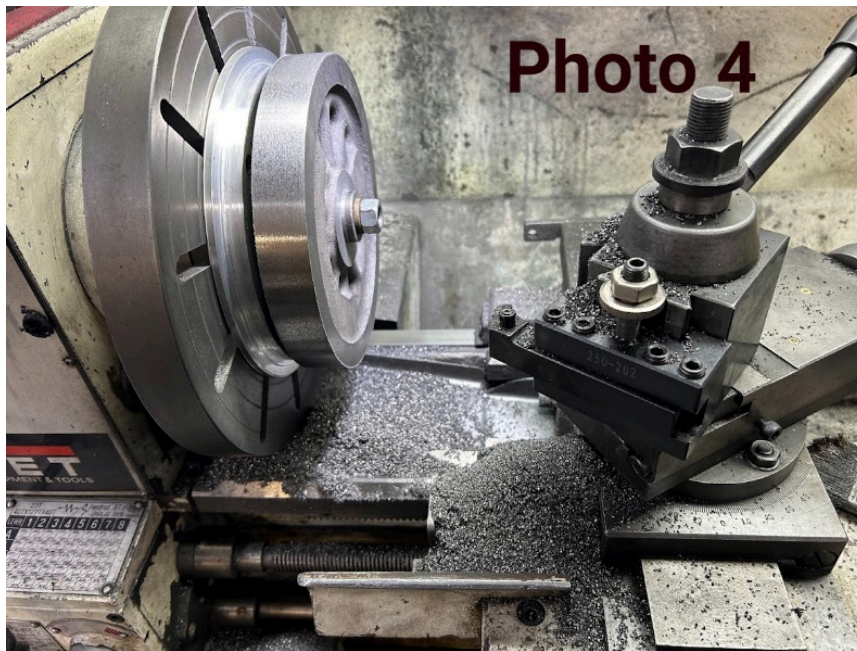


The castings for the drivers are 8 inches in diameter and 1 ½ inches thick and weight 25 pounds each. Because I did not have the dimensions for the drivers when I received the casting, I just machined the front and back to get them square and drilled a ¾ inch hole in the center of the hub. The castings are very irregular, so I made a jig so that I could approximate the center of the hub. Photo 2 shows the fixture. Photo 3 shows the method I used to get to a close center of the hub.





Next is to machine all the drivers to a close approximation of the final dimensions. I bored out the center hole to .998 inches, reduced the hub dimension to the correct size. I machined the tire thickness to .025 inches oversize and machined the wheel diameter also .025 inches oversize. Machining the wheels was very messy. Cast iron comes off in little flakes. Photo 4 shows the amount of cast iron flakes removed from just one wheel.



I will machine the drivers to their final dimensions once they are mounted on the axles turning them between center to get them as close to concentric as possible.

I looked at getting undersized reamers for the crank pin holes. But after looking at the price (over \$100 each) I decided to drill the holes under size 1/64 of an inch. I will machine the crank pins with a shoulder, .002 over the drilled hole for a good press fit. Photo 5 shows all the machined drivers.



Next is making the crank pins, Hardening them and press them on the wheels. Once that is done, I will broach the drivers for the 1/4 inch keys. Then press the drivers on the axles.

## July Calendar "Who is it ?"



Top Left: At the Station Bill Hesse on the right and Marty Berg on the left.

Top Right: In Allen's Valley moving from closest to farthest - Nick Ellis, Cameron McMonigle, Doug Prescott and Tom Crue.

Lower Left: The Hunter train with Scott Horgan as Engineer.

Lower Right: Leaving the Station is Sean Hagen at the throttle, Richard Ronne sitting behind him and Conductor Anthony McBride

**Thanks to Randy Chase, Chris Neiman, and Dan Williams 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

**July 6<sup>th</sup>, Long Train Pull**

**July 14<sup>th</sup> Run Day Westbound  
Outside Loop**

**July 20<sup>th</sup> Work/Fun Day 8:00am to  
3:00pm, Board Meeting 1:00pm**

**July 28<sup>th</sup> Run Day Westbound Figure  
Eight**

**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**

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**