

THE CHRONICLE

NEWS OF THE RIVERSIDE LIVE STEAMERS

June 2024



Headed into Allen's Valley

Anthony McBride is at the throttle of Richard Ronne's Pacific with Conductor Chris Neiman and new member Micheal Brown covering the rear of the train.

SAFETY FIRST



It's A Hobby...

It is hard to believe but this year is nearly half over. Time flies when you're having fun (or at least when you are busy). Thank you to all of our members who have attended our monthly work days and worked hard to keep our railroad and facilities in such great shape.

As we move into Summer and the heat, it is important that we have enough members to staff the railroad and provide for breaks during the run days. Make a point to come on out and spend a few hours helping to operate the railroad for our public passengers.

Every member of the Riverside Live Steamers has a responsibility to lend a hand either on Work Days and/or Run Days to keep RLS operating safely and maintaining the facilities and track. Many hands make light duty for everyone. Where else can you have so much fun and get a free lunch!

We have been down right fortunate that this past spring has been very mild compared to past few years. We all know that Mother Nature will be turning up the heat very soon so remember to hydrate, wear your hat, and apply sunscreen.

At the May Board meeting the Board voted to change the title of Brakeman to Conductor. This more accurately fits the service that the member provides on the train, it helps unify language that we are updating in the Rules Book and is a more recognizable title by public passengers. New Conductor Badges are at the Club. Come on down, let the O.S. know you're available for a shift and get your new badge.

This month, Special Events Committee has a Night Run Scheduled for the 1st, we have the Childhood

Cancer group coming out for their annual picnic ride on the 23rd and the Long Train Pull two weeks after that on July 6th.

Lots going on, come on out and be a part of it.

See you out on the railroad!

- Brook

Brook Adams, President

Save the Date!

The 2025 RLS Annual Dinner will be January 19th at Habanero Mexican Grill in Riverside



RLS Conductor Class - Update!

7 people have signed up. Currently we are targeting early July for the class so there is still time to get your name on the list!

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:



Welcome Aboard!!

We have three new members signed up to the Club in May!

**Michelle Reveles, Junior Member
Jude Dotson, and Non-Resident Member Steve Gnas.**

If you see them out at the railroad be sure to say "Hello" and welcome them to the Club!



Along the tracks

Tuesday, May 14, 2024, RLS hosted the largest City Leadership Thank You lunch at Hunter Park since we started our annual picnic with the city.



Forty-Three City Officials attended the event at Picnic Shelter #1 at Hunter Station! We had the mayor, all the City Council Members, 90% of the Parks, Recreation and Community Service Commissioners, a variety of City Administrators and many PRCS Department managers and staff.



This was a wonderful opportunity for RLS to highlight our efforts in maintaining and providing an incredibly unique recreational experience for members of the public.

Several of the city leaders had grown up riding RLS steam trains at Hunter Park! We also had several guests who had never attended one of our Thank You lunches.

RLS is held in high regard with all the City Leadership. We had opportunities to discuss issues with vehicle traffic, homelessness encampments, on-going repairs to the mister system at Hunter Station all while enjoying a delicious BBQ lunch provided by McGrath's Catering of Riverside.

This annual event sponsored by RLS pays dividends when we have needs or issues within the park.

Thanks to RLS members Brook Adams, Wesley Peterson, Doug Prescott, Tom Crue, Jim Kreider, Mark Spaulding, Randy Chase, Mike Harris for helping inspect the railroad, firing up the Hunter for a train ride and just entertaining the city guests talking about RLS.



There is no doubt that RLS is an amazing organization that has been running trains at Hunter Park for 58 years and the leadership of the City of Riverside appreciates everything we do at Hunter Park.

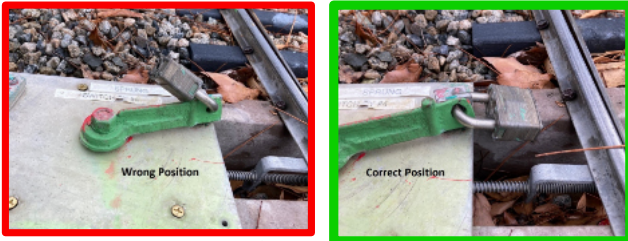
Rich Casford, City Liaison - Roadmaster

PS: Next workday is June 15, 2024. Plan to join the fun at RLS.

SAFETY FIRST

Safety Supervisor

I would like to point out that Rule 209 states that a Flagman shall be sent out to protect the rear of the train if stopped on the mainline. The flag should be visible for at least 100 feet. The exception to this rule is if the stopped train is within Yard Limits or Station Limits which are clearly marked by Yard Limit signs. No protection is required in these areas! What this means is that extra care and observation is required when entering yard \ station limits. Slow down TO walking speed in those areas. Pay close attention for stopped trains. Watch the switches for proper alignment. Running fast through the yards is not good practice and can be dangerous if



you do not pay close attention to the track ahead! Thanks to all who operate safely and watch well ahead.

Again, a reminder to put the switch locks DOWN !!!! There were still locks left standing up! I will keep reminding EVERYONE to put those locks down. There is a picture included here for those that are not putting locks down as a reference to what a lock looks like in the down position. Extensive damage occurs if locks are left in the upright position! Please, Please, Please put the locks DOWN.

Thank You, Richard

-Richard Ronne, Safety Supervisor

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

For Sale



Charlie Kenemer 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

RIVERSIDE LIVE STEAMERS MEMBERS

MAY 05, 2024 OPERATIONS MEET

Hi All Members,

If you missed the Operations Meets, they were well attended. You missed a great time by all members participating. We had almost fifty members total attend the two meets.

I want to thank everyone for helping at the Operations Meet; Patty Ruyle for helping to serve plus she made more salad than the first time and we still ran out, Kim Chase for picking up the food and helping to serve, Diane Prescott for making her incredible cookies, Richard Ronne for bring a very good watermelon, and all the help from Wes Peterson, Scotty Horgan, Chris Neiman, Tiffany Love, Jonathan Chase, John Gurwell, and Brook Adams (The one with many hats).



After making a few minor changes to the rules and how we operated each train consist, our Dispatchers were able to make up the trains so they could move around the railroad a little quicker and smoother.

We started off the day with our morning briefing at 10:30 am. Yes, we ran a little late starting, but this is railroad time not Google time. Everyone had a good time at the meeting. We tried to make it informative and fun. After the meeting, some of the engines got out right away. Others came out when they were ready and that's the beauty of this kind of run.

We started lunch at 1:00 pm and went until 2:00 pm. We then went back out on the railroad and either finished dropping and picking up the rest of our cars or went to the yard for more punishment since we had so much fun the first time.



We finished up at 5:00 pm and rounded up the cars and put things away. We had a few derailments, some from train crew errors and others from track problems. All in all, everyone had a great time and I know we will be doing the Operations Meets again. One of the things that come out of doing this type of run shows us as a club where we need to work on track. It also helps crews observe railroad operations. This includes signals by steam, air, or hand. In other words, learn your signals!

Thanks,

*Randy Chase, Riverside Live
Steamers Special Events Committee Chair*

Run Day May 12th

Our first Run Day in May saw early clouds and nice weather for the day. Operating Superintendent Richard Ronne clocked in at 8:00am. Out early on the steaming bays were locomotive #919 and the Hunter engine. Those two engines took care of passenger service with Anthony McBride as Hogger of the 4-6-2 and Chris Neiman and Tom Crue taking care of Conductor duties. The Hunter Engine

was out on the rails early with Jerry Roth receiving Hunter Engineer



training. Jerry went on to cover the rear of the train as Conductor until 2:00pm. Lex Neiman took over for Jerry for a lap then Scott Horgan finished up the day in the Conductor's seat.



Freight service was well represented with Mike Harris out on his 2-6-0. Mark Spaulding made a few laps on his Pacific. Richard Miller ran Chuck Kennemer's Mogul and Doug Prescott had his Mikado and his 4-6-2 out. 23 members made it out to enjoy the day.

Run Day May 26th

The Memorial Weekend Run Day saw 474 passengers departing Hunter Station for a scenic tour of Hunter Park. President Adams pleasantly enjoyed his time on #5057 for an entire shift with the throttle in one hand and a torch in the other. Tom Lebs and Paul Lucero served as Conductors. The #919 crew of Richard Ronne, Anthony McBride, Nick Ellis, and Bill Hesse provided additional passenger service heading Westbound Figure Eight. All Departures were on time and all

Arrivals were 3 to 4 minutes early on average in accordance with all RLS train schedules. Train service was "very efficient" with "minimal interruptions" according to the CEO.

Three freight trains provided rail service including the #76 Skeeter operated by Mike Harris, the #573 by Richard Miller, and the #476 Narrow Gauge operated by Doug Prescott and Nick Ellis with Michael Capalety providing crew member support. Three additional engines saw scheduled maintenance on the steaming bays. These engines were Steve Borchert's #1959 Pacific, the Lannon's #3003 Atlantic, and the Casford's #2926 Northern.



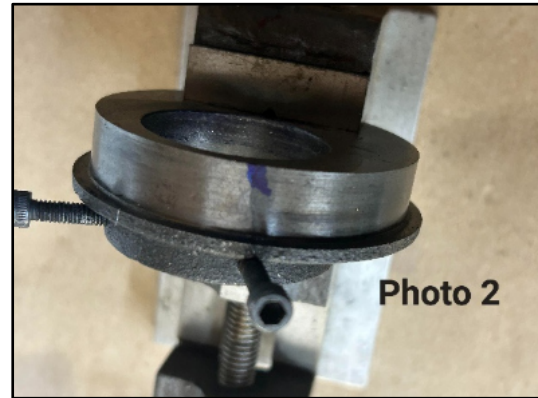
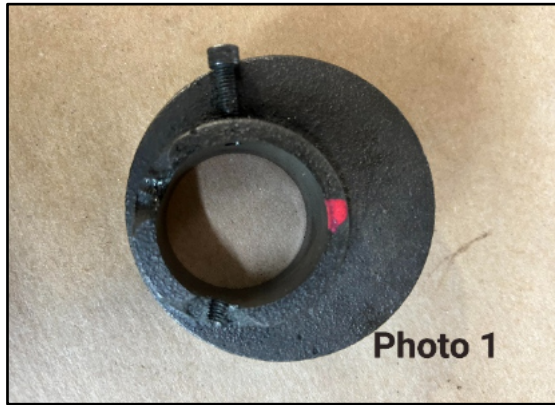
Hunter Station saw Glenn Maness on the platform as Station Master, Tiffany Love at the Merch Cart, and John Gurwell in the yard with the Crash Cart. VP Tom Crue and Bill Hesse provided 4-Track crossing service for the public. SMP Scotty Horgan and Randy Chase arranged locomotive mechanical and technical support throughout the day. There was a high level of participation with 28 members and 5 guests on this fine spring afternoon.

-Chris Neiman, Operating Superintendent

From Dan Williams

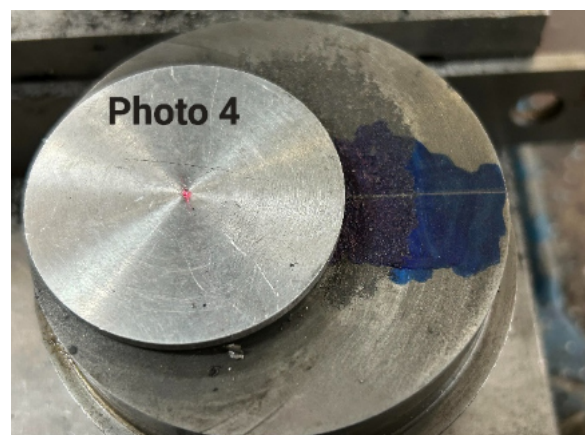
C16 Update, June 2024

Two of the eccentrics needed replacement. I removed the main driver set from the frame then pressed off the wheels so that I could remove the damaged eccentrics. Photo 1 shows the right-side reverse eccentric in which shoulder for the two 8-32 threaded holes was broken off. Only one Allen screw was holding the eccentric in place. The forward left eccentric had a crack all the way through the part to the hole.



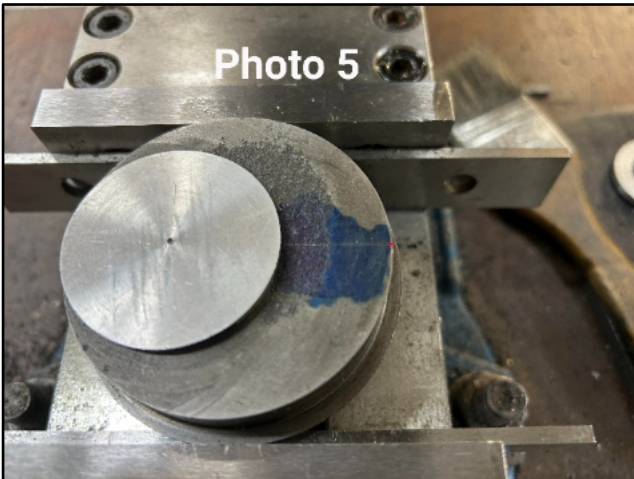
The blue mark in Photo 2 indicates where the crack is. I had marked each eccentric with some nail polish on the axle so that when I replaced the new eccentrics, I had a reference of how they should be arranged to make setting the timing easier. The dimension for these eccentrics are: total thickness .875 inches, the shoulder for the eccentric strap is .5 inch by 2.5 inches in diameter, the shoulder for the outside .125 inches thick and 2.75 inches in diameter and the shoulder for the Allen screws is .25 inches thick and 1.75 inches in diameter. The bore for the axle is 1.375 inches.

The eccentrics are made from cast iron. I purchased a 3 inch round free machining cast iron from McMaster-Carr to make new eccentrics. Since I do not have any drawing for these eccentrics, I needed to find a way to locate the off-center position for the axle. I made a fixture to put in the original eccentric with a center point. Then I used a center finder to locate a straight line from the center point to the edge of the shoulder of the eccentric strap shoulder. Photo 3. I happen to have a laser edge finder made by SDA Manufacturing, Piedra, CA. www.lasercenteredgefinder.com. Which made locating the off-set easy. I first placed the laser dot on the center indication of the fixture. The laser dot in Photo 4 photographed larger than it is. I then set the DRO to zero on the x axes.



Then I moved the mill table to the right along the scribe line to the edge of the eccentric strap shoulder and placed the laser on the edge. Then read the distance travel on the DRO.

Photos 5 and 6



I cut two blanks from the cast iron bar about one inch thick. They were faced to a thickness of .900 then the outside diameter was reduced to 2.750 inches. Then the shoulder for the eccentric straps machined to size. Using the center finder a line was scribed through the center of the eccentric strap shoulder. The blank was put in the vice on the mill and using the laser center/edge finder the location for the offset was marked. With the eccentric still in the mill a hole was drilled out to .375 inches. The part was then placed in a 4-jaw chuck on the lathe.

I have a 3/4 inch test bar I use between centers to locate the correct position for the axel bore in the 4-jaw chuck. The indicator I use has measurements of .0005 inches.

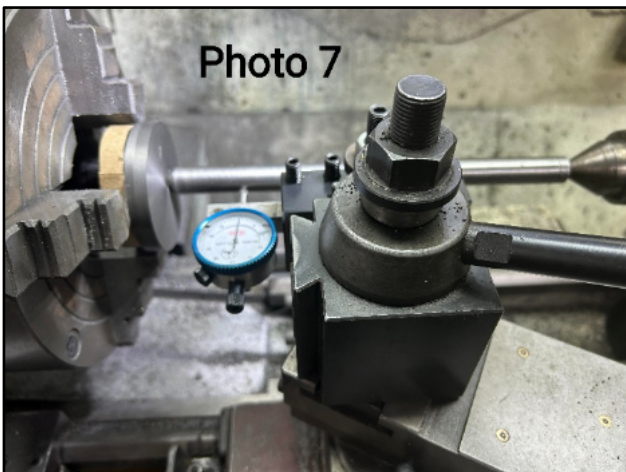
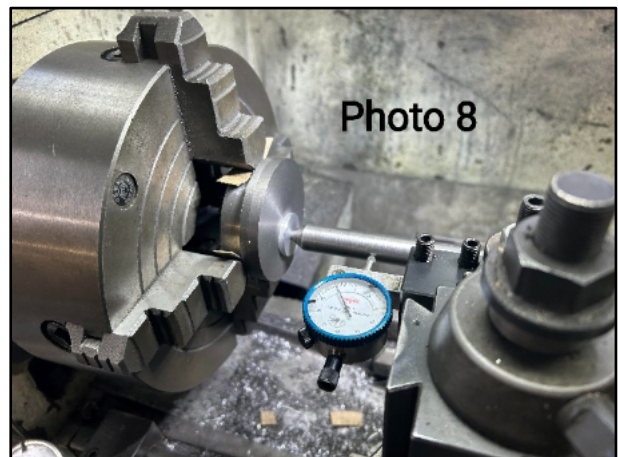


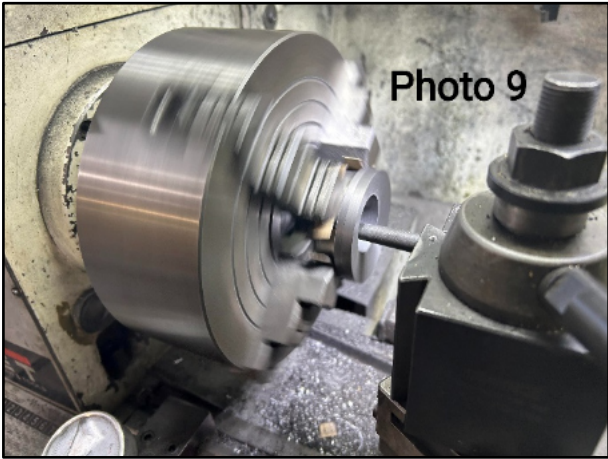
Photo 7 shows the set up. Once the center was set, I used Silver Deming Drills to open the 3/8-inch hole to 1 inch. Then using a boring bar the hole was bored for a snug fit on the axle. This process went well for the first eccentric, but as I was drilling the hole for the second eccentric the 15/16-inch drill started to drill off center, which moved the eccentric, so the center hole was now off center. Maybe the drill was not tight enough in the tail stock drill chuck, I'm not sure. The last drilled hole was

7/8-inch which was correctly positioned.

I removed the eccentric from the 4-jaw chuck and mounted a 3-jaw chuck to make a center fixture for the 7/8-inch hole. I do not have an adjustable 3-jaw chuck, but by tightening or loosening the mounting cams I can get it get the run-out to .0015 inches.

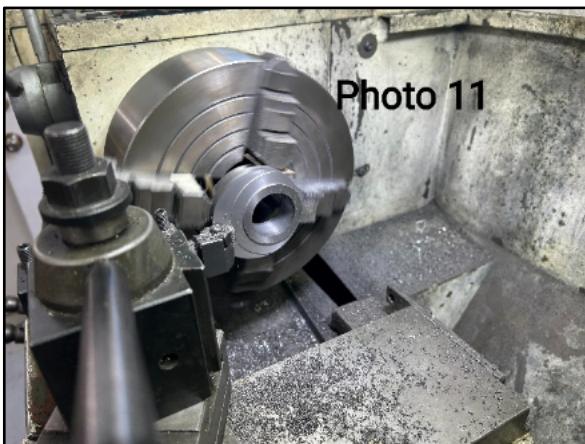
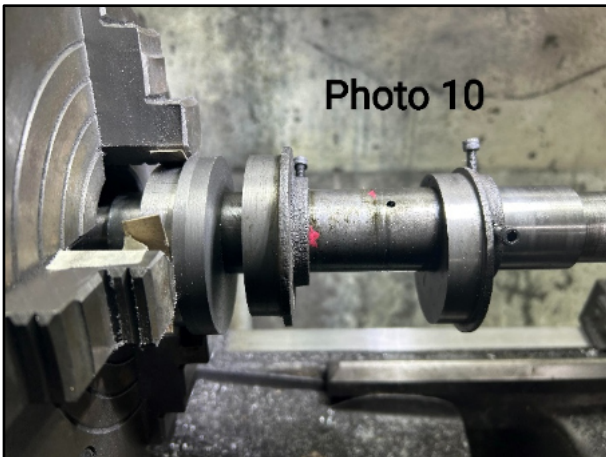
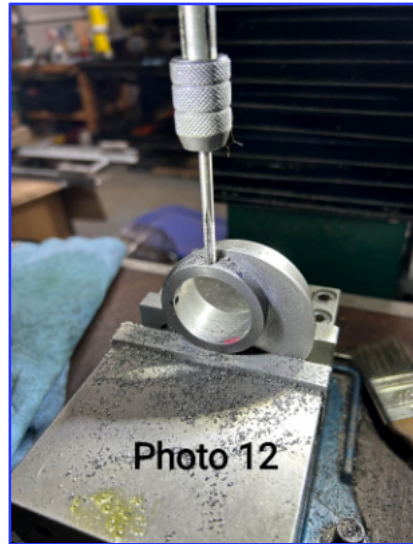
The eccentric was again mounted on the 4-jaw chuck. The center of the axle bore indicated. Photos 8, 9, 10 and 11 show the process for indicating the bore, opening the bore, testing for fit and machining the part to the correct dimensions.





The holes for the 8-32 Allen screws were taped. Photo 12. Photos13 shows the old eccentrics and the new. Photo 14 shows the new eccentrics mounted on the axle.

Next, will be removing the two remaining



axles and drivers. Finish machining the all the drivers. Heat treating the crank pins. Locating the crank pins. Broaching for the keyways.



Last Call for Safety Rules and By-Laws

The Board of Directors created a Safety Rules committee and By-Laws committee to review each of these club documents. Randy Chase is committee chair of the Safety Rules. Chris Neiman is chair of the By-Laws.

Both committees have meet 5 times and are in the final stages of preparing proposed changes to the Board for consideration.



This is the “last call” for member input.

Please email or reach out to Randy or Chris if you have any new concerns about the Safety Rules or By-Laws. The committees are targeting the June Board Meeting to submit all proposed changes, so June 10th is the deadline to consider any last-minute items from the membership.

-Randy and Chris, Safety Rules and By-Laws Committee

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

<https://riversidelivesteamers.com/>

Reminder...

City of Riverside Code 6.23.040 - *Smoking prohibited—public places.*



“ It is unlawful for any person to smoke or to dispose of any lighted match or cigarette, cigar ashes or any flaming or glowing substance in any public place including any place within the city, public or private, that is open to the general public regardless of any fee or age requirement, including, for example, city buildings, facilities, parks and community centers; bars; restaurants; stores; stadiums; service areas such as gas stations or ATM lines; playgrounds; taxis; buses or public transit stops.”

As the railroad, park and compound are city property as well as public places, cigarette smoking is prohibited.

SAFETY FIRST



June Calendar "Who is it?"

Top Left: Dean Willoughby pulls through Panorama at the throttle of his Northern.

Top Right: Activity on the Eastside steaming bays.

Lower Left: The Hunter train prepares to leave the station with Conductor Tom Crue signaling and Tom Lebs looking on at the platform.

Lower Right: Parker Casford is at the throttle as dad Greg Casford looks on and Chandler Kunts covers the Conductor duties at the rear of the train.

Thanks to Joan Adams, Randy Chase, Chris Neiman, Dan Williams 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

June 1st, Night Run 4:00pm to Late

July 6th, Long Train Pull

**June 9th Run Day Eastbound
Outside Loop**

**July 14th Run Day Westbound
Outside Loop**

**June 15th Work/Fun Day 8:00am to
3:00pm, Board Meeting 1:00pm**

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

**June 23rd Run Day Eastbound
Figure Eight**

**July 28th 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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SAFETY FIRST