THE CHRONICLE

News of The Riverside Live Steamers

January 2025

Pulling through Palm Garden

Engineer Sean Hagen and Conductor Anthony McBride bring their passengers out of Palm Garden headed toward the Station.

SAFETY FIRST

It's A Hobby…

2025 is upon us! Hopefully all of you coal burners were naughty enough to have stockings full of coal. Oil and propane folks, fingers crossed that your 12 months of shenanigans ended up in large amounts of your preferred fuel, in the appropriate containers, far away from your fireplace!

The beginning of the year is a good time update your hobby project to-do list. Maybe you have three of four items that you really wanted to tackle but didn't, that's okay. Many times there are a whole host of smaller projects that are of the "gotta get this done before I can do that" variety. These are usually not the glamorous or showy projects but getting them done and off your list gets you closer to hitting the projects you really want to work on. So, when you look back to last year and think "dag nab-it, I really wanted to complete that Left-Handed Sky Hook this year" don't forget to count all the little things you did get done.

Whether it is machining that part you designed up, finding that sweet spot firing your engine, putting that last bit of detail paint on a boxcar or just watching trains run on the railroad, set aside some real time this year to enjoy your hobby of live steam model railroading.

See you out on the railroad!

Brook

Brook Adams - President

2025 RLS Membership Dues

Unpaid 2025 membership dues are late January 1st, reminders will be going out this month.

Resident Member - $70.00
Non-Resident Member - $35.00
Junior Member - $15.00

You can mail your checks to the Club at:

Riverside Live Steamers
P.O. Box 5512,
Riverside, CA 92517-5512

Dues can be paid online through the Club's Square account, there is an added processing fee to do so. You can use the links below for the appropriate membership dues:

Resident Member:
https://square.link/u/lVglU63z

Non-Resident Member:
https://square.link/u/DzVYcOle

Junior Member:
https://square.link/u/8pfYodxt

2025 RLS Calendars

We have twenty 2025 RLS Calendars in stock at the Club House. Get 'em while you can, they are going up to the merchandise cart on the January 12th Run Day!
$10.00 each

Along the Tracks

December 14th workday saw continued work in David's yard both for the track realignment and the overhead lift to the third level.

A small finishing track crew returned to Noble Junction switch #1 for leveling and alignment adjustments from the installation in November. The area in question was very wet with the recent November rains so after two run days the switch needed attention.

The Board of Directors approved the purchase of a tiller with drag blade for right of way preparation for the seventy feet of new yard lead to the East Door tracks E-I in the Noble Quick building. This new alignment will allow better access to those tracks and improve the trackage going towards tracks A-D on the West Door. We determined in December that the new lead needs to be installed before finishing the alignment to Tracks A-D.

Hopefully in January Workday on January 18th or sooner, we will get to try the new machine. This piece of equipment will also make the installation of the new expansion track to Creighton Cut-Off much easier later in the year.

Plan now to join us starting at 8:00AM. Lunch at Noon to the workers, with the Board of Directors meeting to follow at 1:00PM. Come out and enjoy your railroad friends and help improve RLS.

See you on January 18th for another fun day.

Road 2

- Rich Casford, Roadmaster

From the Special Events Committee

YUCAIPA HIGH SCHOOL ENGINEERING

S.T.E.M. FIELD TRIP

Hello All RLS Members,

December 03, 2024 was a very busy day for Riverside Live Steamers. I got to the park at 05:45am to start setting up. Very soon after arriving Chris and Brook showed up to help get things rolling. All went like clockwork. No need to explain what needed to be done. I had to leave at 06:45am to meet the students at Upland Rock for a tour of the facility. My goal was to show and teach them about why we have different materials and how they are used in our everyday use. We spent about 2 hours there and the tour went well. Okay, we are off to Riverside.

I hurried to the park trying to get a little time under my belt before the bus arrived with the students. Oh, come on, what do you think? I drove not to exceed the speed limit. Yeah, right!!! I got to the park and let everyone know that the bus should be about 10 minutes out. Well, I was wrong. They were only 8 minutes out and believe me, that was 2 minutes that I could have used. There were 43 students and 3 faculty. The students were given a safety talk and info about our organization. Then, students were divided into 5 groups of about 8 to 9 per group.

Each station had 25 minutes to talk to the students and get questions before moving to the next station. Around noon, we had lunch. One of the faculty members went to IN-and-OUT and brought back burgers and fries for everyone including the RLS Members. Next time I will have to remind them to bring quarters because Bob and Brook had to stay at the soda machine to dispense drinks.

Okay, so how do we set-up for such an event? We set up engines in order of how the railroad progressed using 8 different engines and some displays. Private engines on display were: Dean's 2 engines, Tom Brody's, Richard Ronne's, Randy Chase's, and Jonathan Rohrbach's (Jonathan was working, but still allowed us to use his equipment). RLS controlled equipment was the Northern and Big Boy. Also included were Sean Hagen's engine for passenger service, the Lannon's engine for demonstrations, and the C-16 chassis that Dan William's had just finished.

We had 5 stations. Station #1: Jim Kreider and Dean Willoughby for engineering, design, patterns, history, and machining. Station #2: Brook Adams used the boiler cutout to demonstrate how a boiler works. Station #3: Randy Chase explained how a steam engine works overall. Station #4: Bill Hesse and Jim Woods displayed and explained steam traction engines and stationary engines. Station #5: Sean Hagen ran his 2-8-0 Consolidation for the rides with Richard Ronne and Nick Ellis Conducting.

Chris Neiman handled all the loose ends that came up and was able to watch each group do their demonstrations so we can get better in our discussions and not cross over something that someone else was covering. This will definitely help us in the future. Bob Roberts was our time keeper and yes, you guessed it, we did have to change some things in the middle of the program due to lunch not arriving at the right time, but he got it all worked out and it went very smoothly.

All in all, everything went very well. This was a great group of students. I got some great questions and others told me that they also got some great questions. This tells us that the students are listening. We might also be seeing some of the students become members. Several seemed to be very interested. The group had to leave by 2:15pm to get back to the school.

We had a total of 15 RLS Members show up to bring this event to reality. Dean Willoughby, Chris Neiman, Brook Adams, Jim Kreider, Jim Wood, Bill Hesse, Richard Ronne, Tom Crue, Sean Hagen, Bob Roberts, Tom Brody, Dan Williams, Nick Ellis, Mike Harris, and Randy Chase.

I believe that we did make an impact and gave the students quite a bit of knowledge for their future. I did receive quite a lot of "Thank Yous" from the students and of course the faculty members. I hope all that helped out got the same response.

On another note, this is something that can't be done by one person. RLS

Members have shown me a professional side of our organization that I don't think others can see without being at these events. Although some RLS Members had an assigned place to be or a certain task to do, most members were there to support this event and if someone saw that they were needed somewhere, they just JUMPED IN! I want to thank all the RLS Members that supported, helped, and gave me advise. I could not have done this without you!

Randy Chase

Riverside Live Steamers
Special Events Committee

It's History Time…

Bill Hesse has provided some interesting information on the man that the park and the City's locomotive are named after, Joseph Hunter.

In the early 1950's Joseph L. Hunter tinkered in a small machine shop set in the middle of a large citrus ranch on the northern edge of Riverside. It was a period of corporate hiatus for Joe Hunter, since he had just divested himself of his interest in Hunter Douglas Corporation, the outgrowth of a business starred in 1932.

But it was a period of personal accomplishment for Hunter, as he set about converting imaginative ideas into prototypes of new and improved machinery.

Hunter's impact on the industrial scene started with a power hacksaw, which was developed by his original company, Riverside Foundry and Pattern.

By 1935 Hunter's genius for invention had put him on the forefront of the Venetian blind industry. His developments provided automation in an industry that had been highly labor intensive. By the end of the decade Hunter Engineering Company, incorporated under that name in 1937, was building 90 percent of the equipment used in venation blind production.

With the start of World War II Hunter retooled and for the next few years produced machine products that were vital to the war effort. Then. In 1946 an alliance that had been formed in the mid years of the war took shape. Hunter merged with a New York company to form Hunter-Douglas Corporation.

A new period of intense research began. Much of it was directed at the development of machinery to produce aluminum sheet as a replacement for wood in blinds and other building products.

One development of great significance occurred early in this period, when Hunter built the industry's first machine for painting metal in a continuous coil. Eventually, more than 70 percent of the metal sheet used in the product manufacturing would be painted in continuous coil.
Prior to the merger with Douglas, Hunter activities had been confined to the manufacture of machinery. Now the company began using it's own machines to create a fast-growing line of aluminum products.

In 1954 Hunter-Douglas' U.S. operations were acquired by Bridgeport Brass. Joe Hunter retained right to the machinery activities, which he then placed in a reactivated Hunter Engineering Company.

In the following months a breakthrough occurred that, according to trade publications, revolutionized the production of aluminum. The Hunter Continuous Caster, which cast molten directly into wide sheets, was patented and put into commercial operation in a new plant just across Columbia Avenue from the research center. The caster anchored a facility that was equipped almost entirely with machinery designed and built by Hunter.

Olin-Mathieson Chemical Corporation joined forces with Hunter in 1956. Together they organized firm into two divisions: Mill Products, which manufactured aluminum sheet and foil and machinery which built the

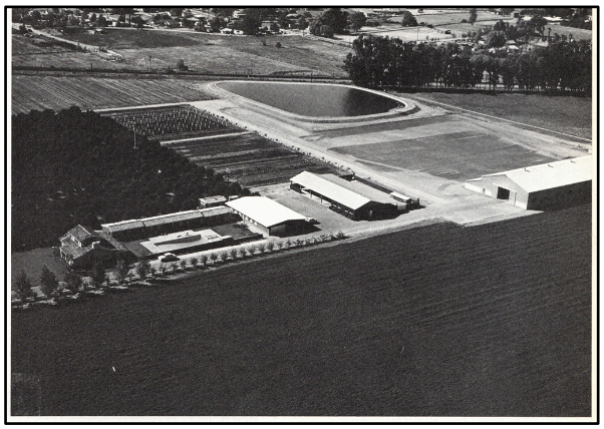
machinery for the production of aluminum. Mill Products became a showplace for the machines that were designed and built by the Machinery Division.

With cast sheet making a significant impact on the economics of aluminum production, and machine developments gaining worldwide recognition, Hunter grew rapidly in the lat 1950's and early 1960's. A third division, Building Products, was created by the acquisition of a number of small firms. Then in 1963, in a move spearheaded by Richard S. Brill who succeeded Joe Hunter as president in 1959, Hunter was sold to American Metal Climax (AMAX) of New York.

That same year marked the death of Joe Hunter at the age of fifty-four. Although he had already received wide acclaim as an inventor, the full commercial success of his contributions to metal processing was still to come.

As Hunter had left his mark on the world of industry so had he on the local community of Riverside. Long supporter of the California Agricultural Extension College, which later became the University of California at Riverside, he established and funded the Hunter Foundation to aid students in the fields of science, engineering and agriculture.

At his home ranch, which became widely known as "the Foundation", Hunter built motel-type housing for students and subsidized them with part-time jobs on the ranch.



Another example of Hunter's generosity is a 35-acre, palm studded park across the street from the present Hunter headquarters plant which head donated to the City of Riverside.

As a result of a lifelong affinity for railroading, Hunter equipped the park with a miniature steam railroad. Today on warm, sunny days, it still carries noisy young passengers through the tunnel, between the palms and around the park.

In 1966 Amax separated aluminum production from machinery manufacturing, and Hunter, now located in a new facility that had been built alongside the existing plant, was once again concerned solely with designing and building machinery.

Amax sold Hunter to an independent group in 1970 and S.J. "Tom" Collins became president.

During the next decade, Hunter's marketing direction gradually shifted from domestic to international. Complete plants and other major machinery installations were built by Hunter for metal producers on five continents.
In 1978 Paul Hoboy succeeded Collins as president. As the former director of technical service for Alumax, Inc. (formally the Aluminum Division of Amax), Hoboy had long been responsible for Alumax purchase of Hunter machinery. In 1979 Hunter underwent still another change in ownership. Dr. Has Niederer became the owner and chairman.

Under the new leadership, Hunter has continued its penetration of the international market. More than 50 percent of the company's business is now in export.

To better accommodate growth and acquisition, Hoboy reorganized Hunter into four division operating under a common banner as The Hunter Companies. Included in the group is Hunter Engineering Company Inc., and Hunter Manufacturing Company,

both headquartered in Riverside, Hunter Engineering (Canada)Ltd., Mississauga, Ontario, Canada, and N-Tech Systems of Boardman, Ohio

Today Hunter is the world's most diversified designer of metal processing equipment. Among both foreign and U.S. machinery suppliers Hunter alone manufactured melting, casting, rolling, leveling, coil coating, slitting, and cut to length systems, all of the major machinery needed to produce aluminum sheet and foil.

The same spirit of inventiveness that produced so many of the metal industry's most significant machinery developments is still evident as Hunter enters it's second half century of contributions to the advancing technology of metal processing.

Bill provided this information from the book "Harvest of the Sun: An Illustrated History of Riverside County by James T. Brown"

Locomotive Rehab

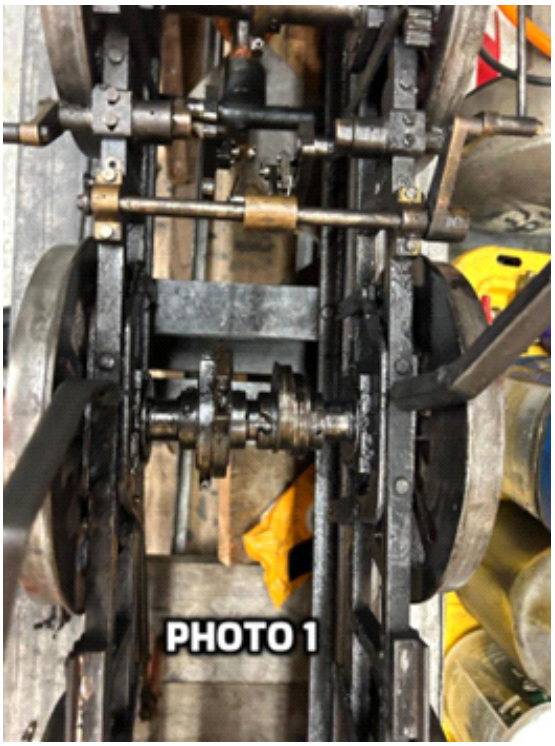
Dan Williams

Let's start from the beginning. After I had just gotten my boiler check, I steamed it up and took it out for a short test run. As I was leaving the compound, the locomotive began to stall. Soon, the valves locked up and the locomotive would not move under power.

Once I got the locomotive home and checked both valve stems, I found that the right side valve stem packing had come apart and parts of it were crammed into the valve packing hole. I removed all the packing, cleaned out the packing hole and put in new packing. I removed the steam chest cover to check the d-valve movement. It was not correct. The eccentrics must have moved.

After loosening the set screws, I turned the forward eccentric to get the d-valve to the correct position. I then checked the reverse setting, and it also needed adjustment. When I loosened the set screws, part of the eccentric casting broke off. Photo 1

To replace the reverse eccentric casting required removing the boiler, and dropping the drivers, pressing off the right side main driver, and replacing the reversing eccentric. My locomotive is an Allen Models design, with a



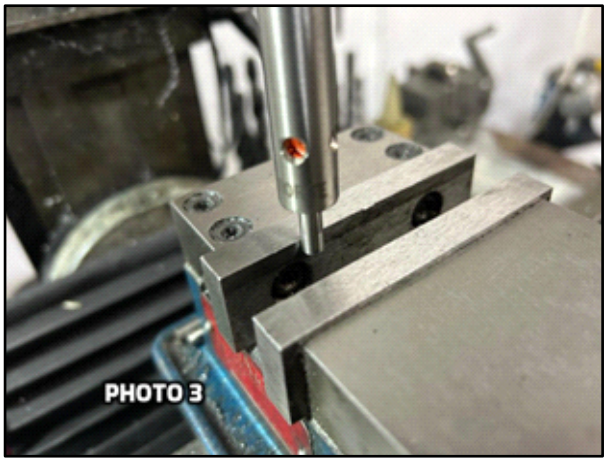
built-up frame. So, all the drivers were removed from the frame. Photo 2.

I had made the decision to change firing the locomotive with propane rather than oil, so that I could take it to he 2025 Train Mountain Triannual. So, removing the boiler was something I was going to do anyway. Ben Renard, who makes the Bengie Burner, is making the burners and manifold for me. He promised to have the set ready to install in January.

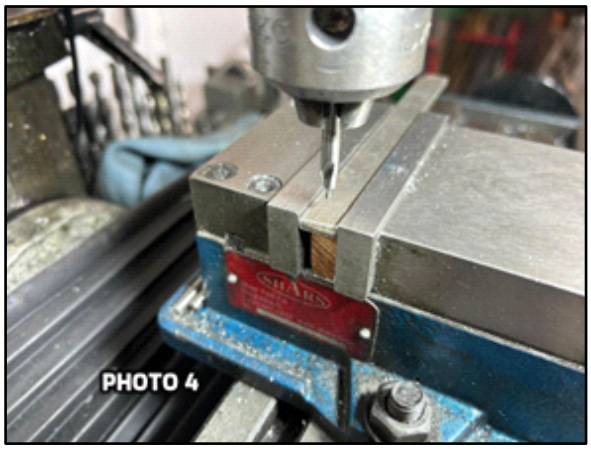
While I had a good deal of the locomotive apart, I decided to redo the brake mechanism. I had an article published in the January/ February 2004 issue of ***Live Steam Magazine***, written by Greg Lewis on "Equalized Brakes for Allen Models Engines".

The rest of this article shows some of the machining techniques I used to make the brake mechanism.

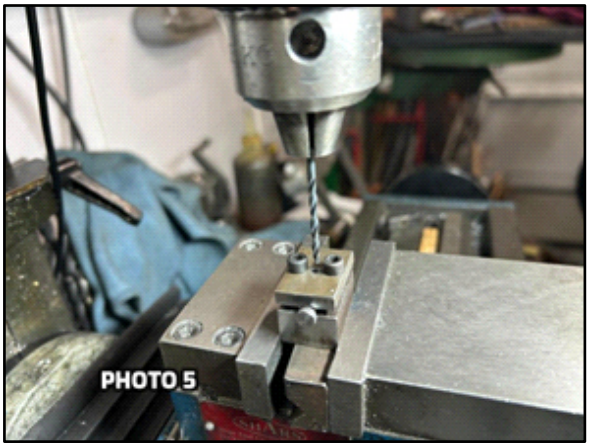
The design requires drilling 18 holes into the beams and links. Each hole is .187 inches. Each link is made from 3/16 x 3/8-inch flat stock. To locate the center of the stock I used an electronic edge finder to get the starting reference point. Photo 3.

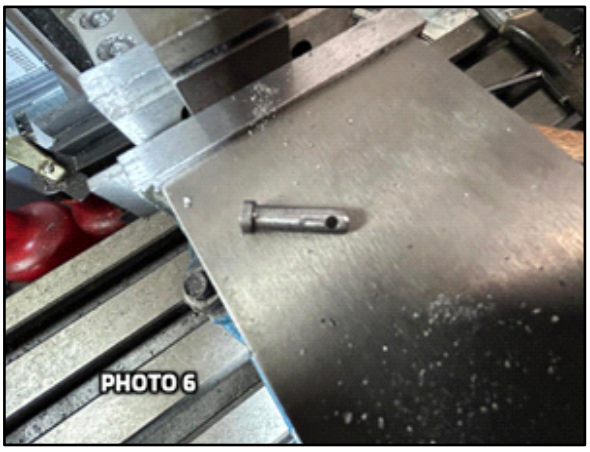


The edge finder has a .02-inch diameter round contact. Once the finder touches the edge for the vice, I raised the quill and moved the table .01 inch, inward and now have the starting point for locating the center of the material. In this case moving the table along the y axis .187 inches. Photo 4.

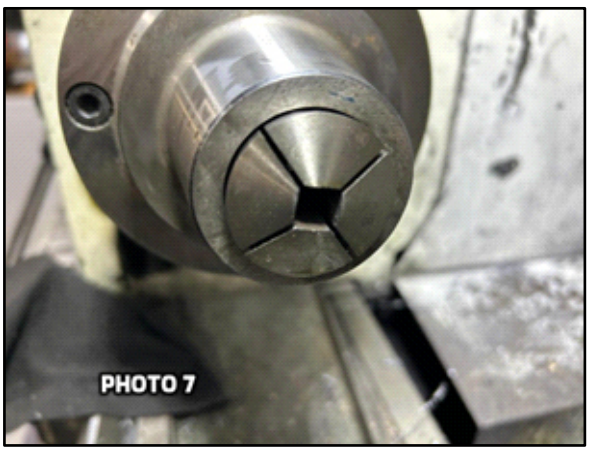


After all the holes were drilled, I made the .187-inch diameter pins. To keep the pins in place 1/16-inch cotter pins are used. To drill a hole for the cotter pins that is through the center of the pin I made a fixture to drill the holes. Photos 5 and 6.





Four 2-inch-long reach clevises were made for 3/8-inch square stock. I used the same method for finding the center of the stock to mill the 3/16-inch opening 1.375-inch along the center. To make the round end of the clevis I happened to have a 3/8-inch square collet.



Photos 7,8 and 9. The milled clevis were put in the collet and turned the material and drilled for the 10-32 left had tap. A short 3/8-inch hex piece is silver soldered on the brake rods to make adjustments easier.

The finished equalized brake mechanism is shown in Photo 10.


PHOTO 8

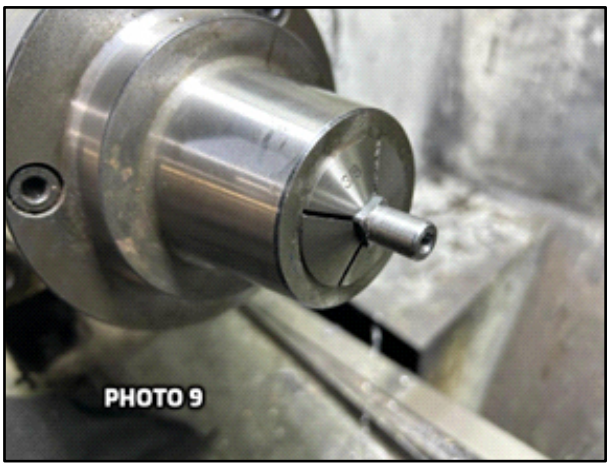


PHOTO 9

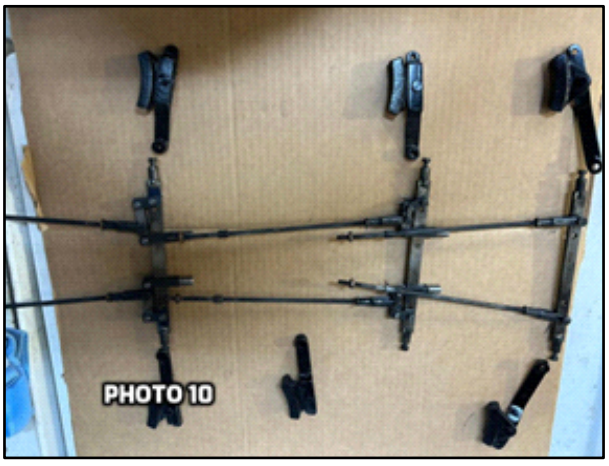


PHOTO 10

From the Safety Supervisor

Along with being on the board comes the obligation of serving as Operating Superintendent. I have served as OS a few times this past year and while driving the cart like to observe train movements.

Engineers are doing a fine job of running at a safe speed and generally watching their surroundings. The right of way is being observed at the Diamond Crossing the few times I have seen trains at that crossing. Common courtesy is being observed. I would like to point out something regarding the speed on downgrades. More than a few engineers are going to fast down the Vandenberg grades (by the basketball courts) which brings up concern. The trains with many cars behind are very hard to stop along with the fact that speed compounds the ability to stop.

Please take note and be aware of your downhill speed. A single rock on the track combined with speed and weight of train could add up to a train being pushed many yards before ultimately coming to a stop. Please be aware of downhill speed.

On another note there are still locks being left sticking up on the switch boxes. Please, Please, Please put those locks down. Boiler Hydro tests are due ANNUALLY! Please take note to see if you are due \ overdue for your hydro-static test

Cheers,

- Richard

Photos from the Chronicle, Run Days and more can be found at the Club's website: https://riversidelivesteamers.com/2024-photos/

SAFETY FIRST

January Calendar "Who is it ?"

Top Left: Wes Peterson at the transfer table, Doug Prescott and his daughter Cassandra ready the Pacific for operation.

Top Right: Chandler Kunz is at the throttle of the 2925.

Lower Left: Bob and Dale Chamberlain prepare to head of of the valley as Steve Borcher and Brian Stephens come in on the mainline.

Lower Right: Jonathan Rohrbach at the throttle of the 5057 with Dave Bunts looking on.

Thanks to Rich Casford, Randy Chase, Joan Adams, Dan Williams, Richard Ronne and Chris Neiman 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

January 1st, New Years Day Run

January 12th Run Day Westbound Outside loop

January 18th Work/Fun Day 8:00am to 3:00pm, Board Meeting 1:00pm

January 26th Run Day Westbound Figure Eight

February 9th ,Run Day Eastbound Outside Loop

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

February 23rd, 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

Safety First