

THE RLS CHRONICLE

NEWS OF THE RIVERSIDE LIVE STEAMERS

December 2018



*Santa waiting at the Station for the
North Pole Limited.*

“A horn is a horn is a horn, but a steam whistle is a voice and a song.”

— Brian Floca



President's Words Of Wisdom -

By now you should have heard that a new board was elected at the annual meeting in November. Last year's board will be a hard act to follow, but we'll save the accolades for the annual dinner.

As the president of the newly elected board, I look forward to another successful year at RLS.

Looking back over the past year, there's been a myriad of projects to improve the railroad and compound. The track gangs have the roadbed smoother than ever, several turnouts have been rebuilt or replaced, and the never ending maintenance and improvements in the compound carried out by the faithful crews that show up for almost every workday.

The largest and most visible projects have been the third level storage tracks in the Noble-Quick building, the replacement of air and water lines throughout the compound and the addition of air brakes to the Hunter passenger train. All of these are nearing completion, and a few more days should mark the successful completion of 2018.

There have been other projects, both major and minor, that have been approved by past boards. Some projects have even been funded. Not everything can be done at once. With only one work day per month, and a few dedicated members who can make it in during the week, we need to balance our time with our greater goal of playing with trains and operating the railroad.

I'd like to dedicate the December 15th board meeting to a review and scheduling of some of the projects that need to rise to the top of the TODO list for 2019. Many have been discussed at meetings, but others have been just casual suggestions from members on run days. Even if you don't regularly attend meetings, try to make it in December to let the new board know where our priorities should be. This is your chance to get your own vision of what most needs to get done on the list, and even more importantly to get YOUR name on the list as project leader.

- Bill

Results of the 2018-2019 Riverside Live Steamers Board of Directors Election

The tallied ballots were presented to the Board, the four top nominees were: Brian Stephens, Bob Roberts, Joan Adams, Glenn Maness (tied), John Gurwell (tied).

As there was a tie between nominees, each nominee was assigned a coin side; "Heads" or "Tails" after the coin flip the tie went to Glenn Maness.

After a brief recess the new Board of Directors 2018-2019 reconvened as follows:

Bill Hesse – President

Tiffany Love – Vice President

Joan Adams – Treasurer

Brook Adams – Secretary

Glenn Maness - Director

Brian Stephens – Director

Bob Roberts – Director

Ken Mitoma – Director

Along the track by Rich Casford, Road 2

The November Fun (work) Day and Annual Meeting turned out to be a huge success! Almost 35 members and family were in attendance to help complete all the projects on the work list for the day. For the first time in many years the majority of the work accomplished was within 100 yards of the compound.

Compound Supervisor Bob Roberts had his crew of trenchers digging the new air and water lines on the eastside of the steaming bays. At one time I counted 16 RLS members digging, running pipe or filling in trenches in the area.

Over on the transfer table and hoist were a crew from the mechanical department fixing a loose wheel on the Hunter's tender that was discovered at the last run day.

On the westside of the steaming bays the Hunter Train brake installation was completed on all cars in the consist. The train set has now been turned over to the Car Repair Foreman for final air lines between cars.

Above the compound the track crew was replacing Panorama Point Switch #1 with a new switch built by master switch builder Richard Ronne. We are making progress on replacing all mainline switches with steel frogs thanks to Richard Ronne's switch building system he has developed.

The only work team that was away from the compound was John Gruwell and a small welding crew that was fixing a piece of wrought iron fence in Hunter Station.

All projects on the punch list for the day were completed.

Lunch to the workers at noon and the Annual Meeting was called to order by out-going President Dave Bunts at 1:00PM.

The next work day will be December 15th and Richard Ronne will be the camp cook for the day. Board meeting at 1:00PM and all are welcome to attend.

See you at the track, Road 2

R.L.S. Annual Dinner Saturday January 5, 2019 Norco Hidden Valley Golf Club

This year's annual dinner will be held again at the Norco Hidden Valley Golf Club. Included in the evening activities will be videos and photos of the year in review and awards, as well as the 50/25/25 cash drawing and door prizes.

The Western Buffet dinner will be \$26 per person. If you RSVP form was lost in the hustle and bustle of the Fall Holidays, you are in luck, there's one right here in the Chron!

Fill it out and get it to Glenn pronto!!



R.L.S. ANNUAL DINNER

Saturday January 5, 2019

Norco Hidden Valley Golf Club

6:00 p.m. Social Hour – 7:00 p.m. Dinner

This year’s annual dinner will be held again at the Norco Hidden Valley Golf Club. Included in the evening activities will be videos and photos of the year in review and awards, as well as the 50/25/25 cash drawing and door prizes.

The Western Buffet dinner will be \$26 per person and include:

Appetizers: Meat/Cheese/Cracker platters.

Dinner: Tri Tip, BBQ & Baked Chicken, Beans, Blue Cheese Mashed Potato, Mixed Vegetables, Caesar salad, Cornbread, coffee, tea and soft drinks, plus dessert.

Please give us a list of all who will be attending in your party.

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|-------|-------|
| _____ | _____ |
| _____ | _____ |
| _____ | _____ |

Return your reservation form and payment made to Riverside Live Steamers no later than December 30, 2018. Please mail in the enclosed envelope to:

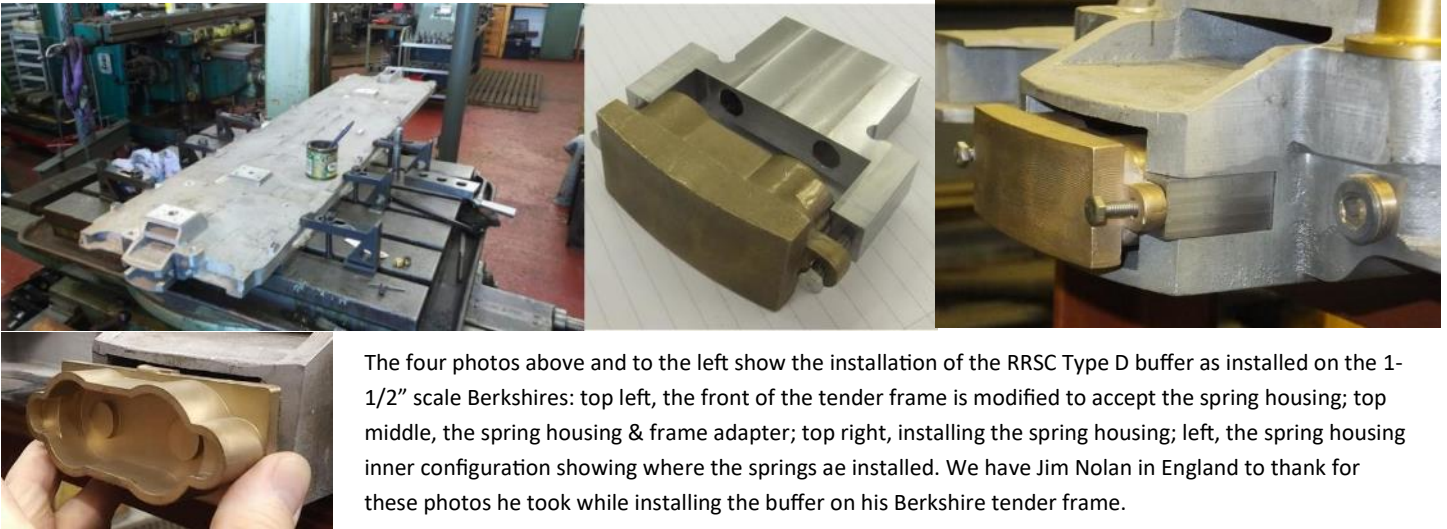
Glenn Maness, 25307 Alta Vista Dr., Moreno Valley, CA 92557

The RLS Board is looking forward to seeing everyone at our annual dinner for a great night of fun and fellowship.

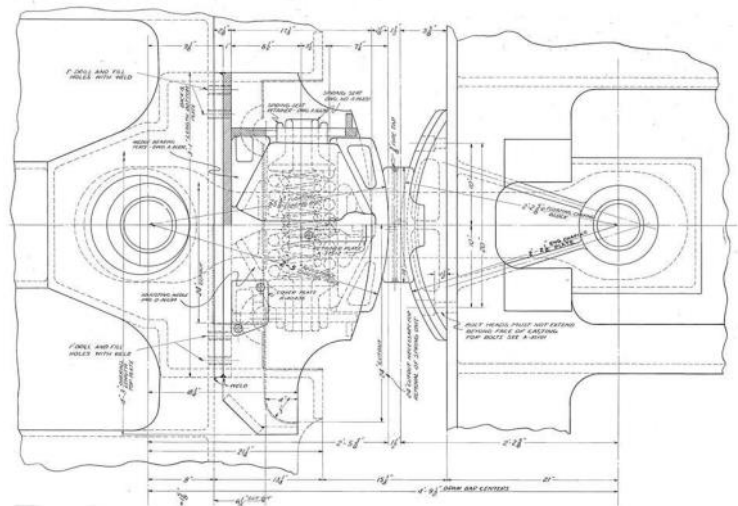
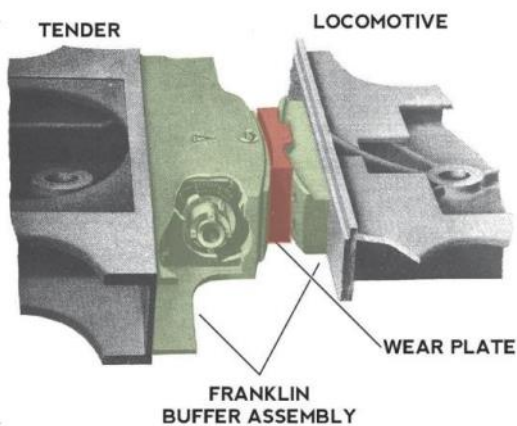
Radial Buffers

by Jim Kreider

Some may have noticed while traveling down the track sitting on the tender that there can be quite a bit of bucking between engine and tender as the slack runs in and out in the train. On our models this usually does not cause much concern but on the full size this can be quite severe, so along came the "radial buffer". The radial buffer is a spring loaded device that is designed to soften this bucking action between the locomotive and tender. The Franklin Railway Supply Company developed what they called their Type D buffer which had springs installed where the spring axis was parallel to the long axis of the locomotive. The radial buffer offered by Railroad Supply is essentially a model of this design. With this type the engine and tender had to be pushed together to compress the springs in order to insert the drawbar pin. This was quite a chore on full-size locomotives. These work fine and have been used extensively on the 1-1/2" scale Berkshires. They do keep the engine and tender from "bucking" as a result of any play that exists in the drawbar and pins.



To preclude having to push the engine and tender together in order to insert the drawbar pins, Franklin Railway Supply came along with their Type E-2 buffer in which the springs are perpendicular to the long axis of the engine and act against wedges designed to take out the slack between engine and tender. I designed the Berkshire model tender frame casting from the NKP Berkshire class S-3 General Steel Castings drawing which was designed to accommodate the Franklin Railway Supply Type E-2 buffer. The pocket shown on the S-3 tender frame contained the spring and wedge assembly for the buffer. The pocket was machined from the side to access the springs and allow adjusting of the buffer. I did plan on modeling the type E2 but never got around to it. Here's



Prior to the NKP S-3 class Berkshires built in 1949 (Lima's last steam locomotives), the NKP Berkshires built up to 1944 were fitted with the Franklin Type D buffer. Sometime around 1950 the NKP decided that all the Berkshires besides the S-3's were going to be retrofitted with the type E-2 and did some rather significant surgery on that area of the tender frame casting to accommodate them by welding on a "box" to accommodate the spring and wedge assembly. The NKP apparently thought the design of the E-2 buffer was such a significant improvement over the Type D design that they modified at least 30 engines and probably many more to accommodate the Type E-2.

November 25th Runday Recap...

Our Operating Superintendent of the Run Day, Ken Mitoma, was on hand at 7:45am (still not early enough to beat Richard Ronne showing up at 6:30am) to get the day going. A clear sunny day with mild temps great for live steam rail-roading!



At the Hunter throttle in the morning was Chris Nieman with Bob Roberts taking over at 12:30pm. Our Brakemen on the Hunter passenger train were Canberra Rhorbach and Kenneth Long. Helping out with passenger service was the dynamic duo of Richard Ronne and Mathew Ruff, all totaled we had 447 passengers for the day. Thanks to Mary Gurwell for covering the Merchandise Cart, Marty Berg at the four track crossing and Glenn Maness our Station Master.

As with any Run Day the compound was busy, lots of folks working on their equipment as well as taking a few laps out on the rail-road.

Out on the rails early were Andrew Martin on his narrow gauge 2-4-2, Bob Chamberlain on his "Atlantic" 4-4-2, Tom Brody and Jonathan Rhorbach on Tom's 4-4-0. Charlie Kennemer and Bill Philipps were out running Charlie's 2-6-0. Brian Stephens took his "Mogul" out for a few laps as well.



November 25th Runday Recap... (cont)

A great Run Day turn out with 30 members throughout the day and 11 guests stopping by to see what live steam railroading is all about.



Though the public run day ended at 3:00pm, with a little bit of daylight left Ron Wilkerson took to the rails with his engine along with Larry Fisher. Randy and Jonathan Chase were out on the Lannon 4-4-2 and the Borsuk 2-6-2, and sneaking in one final ride for the day and a little cushion time were Scott and Lilly Horgan.



From the Editor:

For those of you that did not make it to the November Annual Meeting I was nominated and voted to Honorary Member status with the Club. At the meeting I told everyone I was speechless, and to a large degree I still am so I will keep this brief — Thank You R.L.S.

- Brook

2019 R.L.S. Calendars will be available at the Station.
This year we have two sizes to chose from:

11.5"x 14.5" - \$11.00

8.5"x 11" - \$8.00



**Thanks to Jim Kreider, Randy Chase and
Joan Adams for the photos and articles in this month Chronicle.**

If you have photos, an article or anything else you'd like to submit to the Chronicle
please email the Editor at: rockwreckrr@roadrunner.com

Upcoming Important Dates

Dec 9th: Run Day (Eastbound Outside Loop)

Jan 5th: Annual Dinner

Dec 15th: Fun/Work Day

Jan 13th: Run Day (Westbound Outside Loop)

Dec 23rd: Run Day (Eastbound Figure 8)

Jan 19th : Fun/Work Day

The R.L.S. Chronicle is published by The Riverside Live Steamers, Inc., P.O. Box 5512, Riverside, CA, 92518.

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.

Riverside Live Steamers 2018-2019 Board of Directors

Officers

President: Bill Hesse

Vice President: Tiffany Love

Treasurer: Joan Adams

Secretary: Brook Adams

Directors

Glenn Maness

Brian Stephens

Bob Roberts

Ken Mitoma