
THE RIVERSIDE LIVE STEAMERS

December Chronicle



“It's my experience that most folk who ride trains could care less where they're going. For them it's the journey itself and the people they meet along the way. You see, at every stop this train makes, a little bit of America, a little bit of your country, gets on and says hello.”

-David Baldacci, *The Christmas Train*

Along the Track

Roadmaster-Board Member Rich Casford

November Work Day saw continuing work on the Escape Track Bridge Piers with a hardy crew of chippers and painters all 27 piers were prepared for installation. The plan now is to start digging the footings for the piers with a Back Hoe, not our Backs! Plans are in the works to begin on the December 19th work day.



In addition to the escape track construction, we will have normal track maintenance to handle. The Railroad operated well last Run Day with 4 public train locomotives in action along with 5 freight trains on the rails.

Not many live steam railroads can field two 4-8-4's, 4-4-2, 4-6-6-4, and a 4-8-8-4 in passenger service. The Union Pacific was well represented with Dean Willoughby's UP 4-8-4,

Brad Bluth's UP 4-6-6-4 and the RLS UP 4-8-8-4!! We even had a locomotive engine change just like in Cheyenne, the Challenger arrived in Allen's Valley, cut off train on main line, proceeded to South fuel track #2, Big Boy was sitting hot on South fuel track #1 backed up to train, terminal air test, and proceeded into public passenger service.

One of the most interesting things about RLS operations is the great variety of projects. There is always something for everyone to take a part in the success of the Riverside Live Steamers. Each work day we have need for a camp cook to prepare and serve lunch to the workers. You can volunteer to cook a meal or pick up food at any deli. The Club pays for the lunch but it takes a member to volunteer to handle the lunch. Think about it and let me know if you would like to cover lunch in January. We have our President Mike Gardner donning the chef hat in December!

Crossing guard or switch tenders in Hunter Station is another easy task that makes the railroad operate smoothly. We have several members who volunteer for those positions but we can always use more help especially in the afternoon. Members who are doing cold maintenance on their locomotives should consider coming up to the station to lend a hand after they finish their repair work. Volunteering for an hour would help a lot. We pay the rent in Hunter Hobby Park by operating the public trains. Lending a hand in train operations is an important part of RLS membership.



With the addition of our two work trucks, we find moving around Park very easy. Word of warning especially in the station area: If you park one of the work trucks anywhere outside of the compound, TAKE THE KEYS! Your Roadmaster learned the hard way last Run Day as I was setting up the Crossing Signals in the Station, a group of kids walked by the work truck and took the keys. Fortunately there are more good people than stupid kids in Hunter Park. Later in the after-



noon a 5 year girl came up to me while I was acting as the Crossing Guard and turned in the keys. She and her family had found them on the play ground and wanted to turn them in. There is hope for the future of mankind! I learned my lesson!

Our next FUN (work) Day will be Saturday, **December 19th**. Lunch to the workers at Noon and Board Meeting at 1:00PM open to all. Work may continue after lunch with the escape track construction crew depending on progress in the morning.

See you on the Railroad,
Rich Casford, Roadmaster- ROAD 2

Engineer Tips submitted by Patrick O'Guinn

Use of Atomizer

Best results are secured on oil-burning locomotives by using sufficient atomizer to carry the oil from the burner, back to the flash wall, so that proper combustion will be accomplished, so the back portion and back corners of the firebox are filled with flame, which is necessary for good steaming. Too strong of an atomizer will frequently result in carbon deposits on the flash wall and will produce a rapid succession of explosions, commonly known as drumming, which will damage the brick work. If the atomizer jet is not strong enough it may result in imperfect combustion, causing smoke and carbon deposits on the floor of the fire pan. Proper adjustment of the atomizer lies between these two extremes, and requires close attention by the fireman to obtain the best results.

When an oil-burning locomotive is standing, or drifting, with a low fire, the use of too much atomizer will create a succession of light explosions causing puffs of smoke at the peep hole. This can readily be seen and is accompanied by a disagreeable gas in the cab. Under the same conditions, incomplete combustion results when using too little atomizer because the oil is not carried far enough into the firebox and waste results in oil dripping from the mouth of the burner into the fire-pan. If the fire kicks or smokes, it is an indication that the atomizer should be readjusted. If it fails to stop the trouble, the damper adjustment should be changed to make sure that the admission of excessive air into the firebox is not the cause, the temperature of the oil should be investigated to determine whether or not cold oil with irregular feeding is responsible. Another possible cause for this trouble is that there is water in the oil causing irregular fuel supply.

After the throttle is closed and the firing valve has been cut down, it is necessary to reduce the steam at the atomizer a corresponding amount. A slight change in the adjustment of the atomizer while the locomotive is working sometimes produces good results even though the locomotive seems to be steaming well. The amount of atomizer necessary varies with the temperature and characteristics of the oil. It is important, from a standpoint of good steaming and conservation of fuel, that a necessary amount of atomizer, to make good combustions, is used at all times.

Locomotive and Car Storage 2016

Rich Casford, Storage Chairman

For those members who have locomotives or cars stored at RLS the 2016 Storage Invoices will be mailed the first part of December. Storage rates will be the same as 2015.

Regular Members who would like to store their equipment at the RLS Compound should send me an email: rich@whittiermailing.com or call (562) 698-7795.

We currently have very limited space for new storage however we always seem to find space when a regular member has need for storage.



IMPORTANT DATES

December 13th: Runday

December 19th: Workday

December 27th: Runday

January 10th: Runday

January 16th: Workday

January 23th: Annual Dinner

January 24th: Runday

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 BOARD OF DIRECTORS

Officers

President: Mike Gardner

Vice President: Bill Hesse

Secretary: Brook Adams

Treasurer: Joan Adams

Directors

Larry Fisher

Brian Stephens

John Gurwell

Rich Casford