

THE RLS CHRONICLE

NEWS OF THE RIVERSIDE LIVE STEAMERS



February 2019



Station Master Glenn Maness looking on as Matthew Ruff eases #919 out of the station to make way for the Hunter train.

**“A PRIVATE RAILROAD CAR IS NOT AN ACQUIRED TASTE...
ONE TAKES TO IT IMMEDIATELY.”
— ELEANOR ROBSON BELMONT**



President's Words Of Wisdom -

2019 has already gotten off to a good start. Our traditional members run on January first looked like a small meet with over 30 members and guests in attendance and at least 9 locomotives under steam. It's always great to have a day when we can go out and simply enjoy all the work we've put in to the railroad over the past year. Only a week later, we all had a chance to wash off the coal dust and oil stains to attend the Annual dinner. A special thanks go to Glenn Maness for organizing the festivities and to Mike Masee who stepped in to present a slide show and presentation of some of the world's last remaining steam working in Africa.

Ignoring the snow that has blanketed most of the country, southern California has seen just enough rain to turn the weeds green and provide our compound crews the opportunity to engage in their favorite pastime at the year's first work day. After the long winter, It was great to see the turnout at the third run day of the month. Even running our longest track pattern, Westbound figure 8, there was enough traffic in the station and Allen's Valley to let the engineers and switch tender do some real railroading. I noticed several new members, future members, and trainees getting the chance to pull the throttle.

Speaking of training, Manny Caldera has stepped forward to offer a brakeman class on March 9th. Even if you rarely operate in public service, every train should have a qualified brakeman on the end of the train and even engineers need to know the rules of the road. Beyond learning the whistle signals, the class includes instruction on all aspects of the safety rule book and operating procedures. Every railroad has its own variations on the rules, and this is particularly true for the countries largest 'steam only' railroad. Whether you're a newcomer to the hobby, have come from another club, or would just like to review some of the recent changes to the rule book, be sure to sign up on the roster located in the club house. We could use a couple of 'practice trains' to fire up that day. What better excuse could you have to squeeze yet another run day in to the month?

As our run days get ever busier, and with the annual meet only a few months away, I need to get a little presidential for a moment to remind everyone that space in the compound is at a premium. The last few run days its been noted that cars (the kind with rubber wheels) have been parked it the area around the loading lift, at the end of the east bays, along the short fence, and close to the propane cage. Remember that other members and guests need to back trucks and trailers in this area, stay long enough to unload, and still leave room for other vehicle to get by. If you need to stop long enough to get your tools and toys out of your vehicle, feel free to do so, but then PLEASE move your road vehicles to the parking areas at the south end of the compound.

Most of the steaming bays are long enough for a locomotive plus fuel and tool cars (the kind with flanged wheels). While it may be convenient to have your train sitting on an adjacent bay while steaming up, there are other engines waiting to come out. There are short staging tracks outside the engine gates, or if necessary, the track on the south side of Barney's Barn where cars can be left temporarily while unloading. If your cars live in the barns, please leave them there until you're ready to head out on to the railroad.

This wouldn't be a real presidential message if I didn't remind everyone that annual dues were due in January. If you haven't made your donation by the time this goes to press, YOU'RE LATE!

- *Bill*

Message from the Compound Supervisor - Bob Roberts

Hello fellow Live Steamers! It's true! For the time being the gophers in the compound are gone. There will be no more dodging or walking around open trenches. All of the new water and air lines have been installed and are working great. We did have some early problems caused by the remains of cutting oil in some pipes. I believe that is behind us now. Thank you for your patience and understanding during the process.

There are some differences you should know about. The air system is now plumbed in three sections. Bays 1 through 8, 9 through 13, and 14 through 22 are separate and each has a shut-off valve located in the corner of the compressor room below the pressure gauge. There is still a master shut-off valve that will shut off the entire compound. Another important item to note and remember about the new system is that each ball valve at the steaming bays has (in one case had) a 3/8" to 1/4" reducer. Please refrain from taking these as the next person to use that bay will not be able to connect their air hose.

The water system is very much the same as it was. The main difference is that we added more hard water spigots around the steaming bays. All the spigots came with blue handles so we painted the hard water with red paint to distinguish them. PLEASE NOTE: If you open these new spigots 1 to 2 full turns you will have more than enough water pressure to fill your tender. There is no need to crank it full open until it sticks!

Two last items to note. 1. For those that have forgotten – righty tighty, lefty loosey! All the spigots work this way. 2. If you have a problem with the new plumbing or fixtures DO NOT take it upon yourself to fix it! Call the Compound Supervisor for help.

Steam on...



Steaming In the New Year!!

Getting the new year off to a brisk 50 degree morning with 15 MPH winds from the north, more than 20 members and a dozen family guests were on hand to Welcome 2019 to RLS. Richard Ronne had the compound open at 0630, the donuts arrived at 8, and by 9:30 there were seven locomotives happily steaming around the park. Many members of the public were reluctantly turned away, but invited back for our next regular run day. In spite of the frigid weather, it was passed 4PM before the last locomotive cooled down enough to be put back in the barn.

January 1st has become a tradition at RLS as the members get a chance to run our trains and play with our toys without the public or the myriad of side jobs it takes for normal operations. Mark your calendars now! January 1st 2020 will be here before you know it.



Along the tracks by Rich Casford, Road 2

Several days of rain created the most perfect weather and ground conditions on Saturday, January 19th for tracking leveling and alignment. With a small track crew, the track from NJ#2 Switch to the concrete pad headed towards the diamond crossing was cross leveled.

In the compound the leaves were raked and bagged for disposal. This is an important task to keep the compound clean and is something that members who can not work on track can handle without much effort.

Track crew and raking crew were Micha Carrier, Ken Long, Pat O'guinn, Road 2

The pit crew of John Gurwell, Chris Newman and Tiffany Love rebuilt the steering box on the emergency response truck. It's sure nice to have the right tools and staff with the experience to fix our fleet of support trucks without having to send them to a repair shop!

Compound Supervisor Bob Roberts and Matt Ruff looked for the air line to the Babb's Building without luck. Since air is not need any longer in the building, CS Roberts declared at the Board Meeting the Air/Water project complete! All that remains is cleaning up between the steaming bays with additional DG and crushed rock when a tractor is available.

The Locomotive Mechanical Department did minor repairs on the Hunter and steamed cleaned the running gear and lubed the locomotive. SMP Dave Bunts and ASMP Larry Jongerius were handling those duties.

Chef Chris Enright provided a great chili lunch and dessert for the workers. President Bill Hesse called the Board Meeting to order at 1:00PM.

If you stayed home, you missed a great day at RLS! Plan now to join us in February. The next work day will be February 16, 2019. **We need a camp cook that day, if you want to be Chef** please contact me at rich@wmp.net or (575) 756-4413. Board meeting at 1:00PM and all are welcome to attend.

See you at the track,

- Road 2

From the Signal and Security Gang ...

We're updating some of our equipment at the railroad, particularly the security cameras and WIFI in the clubhouse. Members who regularly use the system have already noted that the system has gotten exceeding slow as more and more people try to use it. The internet connections are the one place on a steam railroad where faster is better! Starting January 31st, there will be intermittent shutdowns and changes to our internet service. The recording system should still be operating, so we'll still have records of any problems. What will be affected is the ability to view the cameras from outside, and WIFI Hotspot that some of you use for your cell phones and laptops while in the facility. If you can't get logged in, don't panic, the railroad is still there. By next month we'll be able to announce any changes to access and passwords.

The alarm system was upgraded last year, so won't be affected.

Our next major project should be to modernize our public web pages, and possibly add a 'members only' area so we can all keep abreast of what's going on at the club and future projects. It may be a couple of months before we get started, but if you have any expertise in web page design, or just some good ideas of how things should work, or how we should best present ourselves to the public, feel free to volunteer.

- Bill

Steam Injector Starting Valve

By Dan Williams

On my locomotive I have two injectors. I have push/pull valves for getting steam to the injectors.

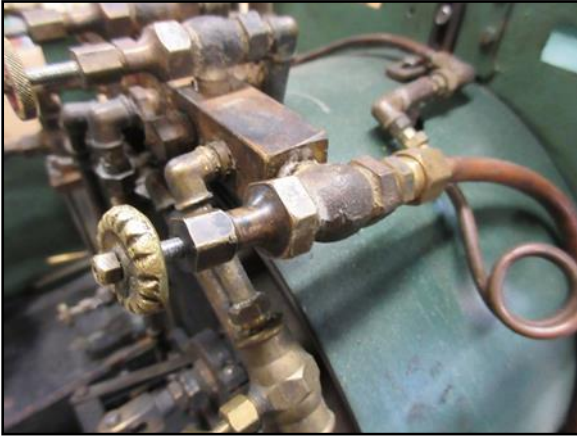


Photo 1

The idea for these valves came from Scotty Lewis. He has one on his ten-wheeler. It is a very simple valve. Pull it out and steam goes to the injector. Push it in, steam stops going to the injector.

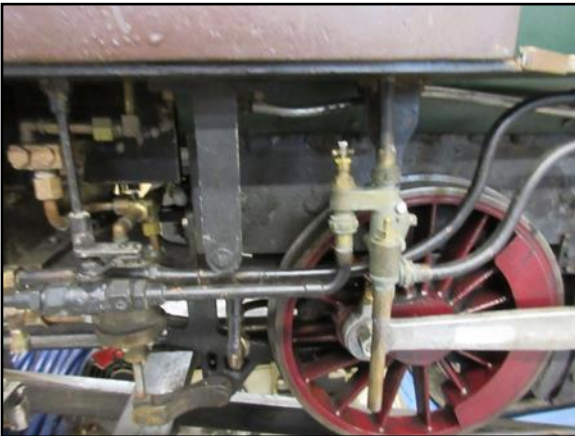


Photo 2

When I made these valves, I used Teflon pipe tape to seal the bonnet and the stem. This works for a while, but after some use, the tape wears out and needs to be replaced. Scotty suggested I make some nylon sealers, which he says last longer than the Teflon tape.

The valve bodies are brass castings. They are fitted to the turret with a 1/8 pipe and a 5/16 compression fitting to the copper tube that connects to the injector. John Bradley, one of the founders of the Chula Vista Live Steamer, lent me his patterns for making the valve bodies. I was living in Saratoga, California at the time and was lucky enough to take advantage of the adult night machine shop at Los Gatos High School. It was there I learned to make patterns and make parts of aluminum and brass. Most of my tender was made there. In another article I will describe machining the valve bodies. Photo 3 shows the castings of the valve bodies.



Photo 3

The stem is made of 304 stainless steel. It is turned down for a 8-32 thread.



Photo 4.

Steam Injector Starting Valve (cont...)

When I first made the valves, I made the stem with a tapered stop plug at the end. This turned out not to work very well; it was difficult to keep the valve from leaking. I had some Teflon round stock and decided to make a plug, screwed to the valve stem. Photo 5 shows the machining of the plug.



Photo 5

The plug has a sliding fit inside the valve body and a snug fit in the hole that goes to the copper tubing. There are brass nuts on the top and bottom of the plug to keep it in place.



Photo 6.

The nylon packing is very simple to make. I first drilled a hole that would easily allow the stem to move back and forth. Then machined the rod to fit in the bonnet. I used a cutting tool that has 60-degree tapers on both sides of the tool and used it to make the chamfers on both sides of the packing.



Photo 7

Tightening the bonnet, compress the packing, making for a leak proof seal.

FULL HOUSE!! All the RLS storage buildings are full! I have sent storage invoices to all the members who have equipment stored at RLS.

Please do not bring equipment to RLS thinking you saw an open space. All tracks are rented to members and the buildings are filled to the end of each track. Any open space has been rented and you can not place your equipment on those tracks.

If you are thinking about needing storage space, please send me an email rich@wmp.net or call me (575) 756-4413 so I can put you on the waiting list.

- Rich Casford Storage Chairman

Riverside Live Steamers

Brakemen Class: **March 9, 2019, 9:00 a.m.**

The sign-up sheet is on the Soda machine in the Clubhouse.

Training Instructor: Manny Caldera

Engineer: John Gurwell

Calendar Captions for February



Upper Left: Brian Stephens on his 4-4-0 built by Harry Haas

Upper Right: Greg Casford on El Gobernador 4-10-0 with swing brakeman Parker Casford

Lower Left: Bob Chamberlain's 4-4-2 on the Bunts By-Pass Track diamond.

Lower Right: Greg Casford firing up El Gobernador with Gary Mocko looking on.

El Gobernador was built by Charlie Dockstader and now is on the Casford Steam roster.



The California Express Railroadiana & Transportation Show

is a collector's sales venue and historical exhibit of Railroad, Steamship, and Airline artifacts.

Sunday, February 10, 2019

Location: Holiday Inn Buena Park
7000 Beach Blvd. Buena Park California 90620

ORANGE EMPIRE RAILWAY MUSEUM

2019 Spring Railroadiana Swap Meet, March 9 @ 9:00 am - 2:00 pm

<https://www.oerm.org/event/2019-spring-railroadiana-swap-meet/>

Thanks to Bill Hesse, Rich Casford, Dan Williams, Bob Roberts 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

Feb 10th: Run Day (Eastbound Outside Loop)	Mar 10th: Run Day (Westbound Outside Loop)
Feb 16th : Fun/Work Day	March 16th : Fun/Work Day
Feb 24th: Run Day (Eastbound Figure Eight)	Mar 24th: Run Day (Westbound Figure Eight)

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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.

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