

THE RLS CHRONICLE

News of The Riverside Live Steamers



October 2018



Junior Member Matthew Ruff at the throttle of Richard Ronne's Pacific bringing the party train through Allen's Valley

Fall Meet

October 26-27-28

President's Words Of Wisdom -



It is really a problem to keep coming up with these things for the Chron. I work full time, I have a very strange work schedule, and I spend a bunch of time at RLS when I'm not either sleeping or in pursuit of the almighty dollar keeping the big silver bird in the sky. So why is it difficult to do this you may ask? I won't answer, I have learned that mystery is a good thing, and an enigmatic smile drives people around the bend.

The other thing that causes me problems with this whole exercise is where do I start to recognize members who have gone way above and beyond helping either the club or other members do whatever needs to be done. Bob Roberts happily playing gopher to get the plumbing working again. Brook Adams as assistant gopher. The folks I have helping put in the third level in Noble-Quick. Two of them, John Gurwell and Tiffany Love both absolutely hate the heat and both are inside that metal roofed sweat box trying to get the new steel in place. Randy Chase helping Doug Prescott out with things to be done to Doug's engine to improve the way it runs.

I can go on and on but why bother? THIS, the selfless acts by members who want nothing more than to improve the club, or the members (to use the word the millennials are so fond of) *experience* of participating at RLS is what it's all about. Bill Mac used to claim he wanted to make this the best steam club in the world. I may be a bit biased, but I don't think he was too far off the mark. We, as a club, all work to make this a place that we are all proud of, and want to spend time at. I think we do a pretty good job of it.

- Dave

The Fall Meet is Coming!!

That's right it's that time of year. The day time temps dip to the mid 80's, the evenings cool off and the leaves start to fall. The Riverside Live Steamers Fall meet is this October 26th, 27th and 28th. If you haven't been to one of our meets you are in for a treat! Visiting Live Steam engines and equipment from everywhere, Members and Guests you may have not seen in awhile, and the sights, smells and sounds that only live steam locomotive can bring! Members interested in lending a hand at the Meet should contact Meet Chairman Bill Hesse and let him know you are available.



**RLS
Members!**

**BECOME A BOARD
MEMBER!**

Here's your opportunity to serve your

Club in a different way. Learn what it takes behind the scenes to keep your Club operational.

Providing "Miles of Smiles" for 52 years!!

Let any Board member know **you'd like to be a nominee!**



Board Members are responsible for:

- O.S. Duties
- Developing projects
- Approving expenditures
- Club Events

Riverside Live
Steamers

Steam Only



**2018 RIVERSIDE LIVE STEAMERS
FALL MEET BREAKFAST MENU
Sat & Sun Oct. 27 & 28, 7am to 9am**

STEAMING HOT EGGS COOKED TO ORDER
BOX CAR BACON AND HOG HEAD SAUSAGE
GOLDEN STATE HASH BROWNS
ROUNDHOUSE PANCAKES ON SATURDAY
FLAGMANS FRENCH TOAST ON SUNDAY
YARD SHANTY COFFEE, O.J., MILK

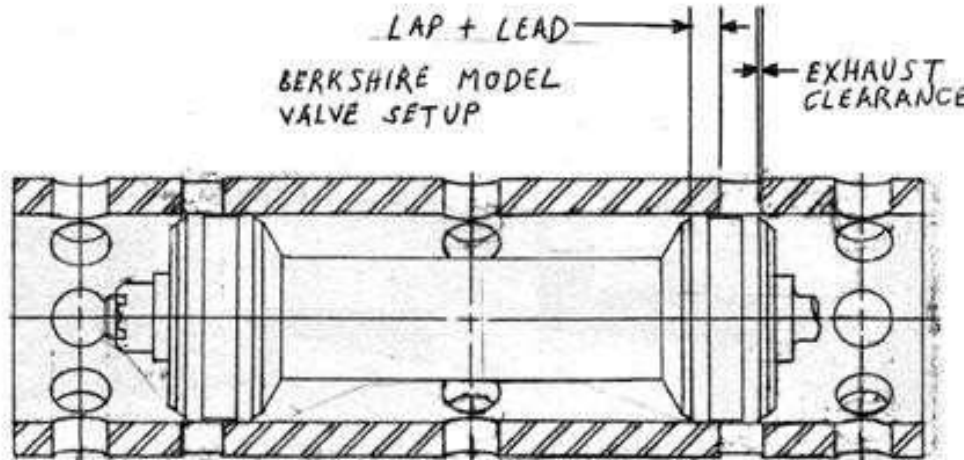
PREPARED BY CHEF JOHN O'GUINN,
MARY O'GUINN, AND PATRICK O'GUINN
IN MEMORY OF KENNETH AND ROSE O'GUINN

Valve Lap and Lead

Jim Kreider

A brief explanation of lap and lead applied to locomotive valves:

Here's a sketch showing the way the valves are setup on the 1-1/2" scale Berkshire. This is a typical setup for modern steam locomotives which were equipped with inside admission piston valves. I didn't work any magic here. I just scaled down the work done by the steam design engineers of the era who figured out the optimum performance characteristics of these super-power locomotives.



On the model; lap = .211", lead = .030", and the clearance = .008".

The piston valves on the model are 1-1/2" diameter and the valves gear is designed to provide 1" max valve travel.

At the piston front and back dead center, the valve gear imparts no motion to the valve, or no offset from the valve centerline. That is done by the "combination lever", which offsets the valve from centerline an amount equal to the lap plus lead. The valve gear at these points is simply along for the ride.

Lead is the amount the steam edge port is open when the main piston is at the end or beginning of its stroke. It ensures that there is an unrestricted supply of steam to the cylinder shortly after the piston begins its stroke. It is generally larger on high speed passenger engines than on locomotives designed for freight service.

Steam lap is there to cut off the cylinder steam supply to the cylinder before the piston reaches the end of its stroke and thus take advantage of the expansive force of the steam, increasing the locomotive efficiency. The delay of steam admission caused by the steam lap also contributes to ensuring that the steam is thoroughly exhausted from the other side of the piston before steam admission occurs.

The exhaust edges and rings are generally setup in two of three possible ways:

Line and Line; with the valve on center if the exhaust edges of the rings coincide with the exhaust edges of the ports the valves are said to be "line & line". This arrangement is prevalent on slower speed freight engines.

Exhaust Lead; with the valve on center, if the cylinder is open to exhaust, the valve has an exhaust lead. This serves to decrease the expansion of the steam but also contributes to the exhaust event occurring longer. Exhaust Lead, if applied, is larger on passenger engines, less in freight service.

Exhaust Lap; with the valve on the centerline, if the exhaust edges of the rings overlap the exhaust edges of the ports, the valve has Exhaust Lap. With Exhaust Lap, the duration of the exhaust is shortened and the duration of the steam expansion is lengthened. Exhaust Lap was rarely applied

As stated above, modern prototype steam locomotives were equipped with inside admission piston valves as shown in the sketch. Many late steam-era live steam locomotive models however are equipped with outside admission slide valves. They work fine but are 180 degrees out of phase from what the prototype had and require that the eccentric crank "lead" the main crank in forward motion rather than "follow", with valve or radius rod set below the valve steam rather than above. Lap and lead still apply as for outside admission except that the steam lap and lead are now applied to the outside or steam edges of the valve while exhaust clearance, lap, or "Line & Line" are applied to the inside edges of the valve.

Along The Tracks by Rich Casford, Road 2

The Roadmaster was out of town for the September 15th Work Day but the hardy crew of RLS members continued to improve the facilities without him!



The Noble Quick Third Level crew continued their welding on the new storage tracks. A small dedicated track crew removed track from the overpass to the grade crossing headed **towards Allen's Valley to take out tree roots that were causing the track to bump and dip.** Track was replaced and now it is as smooth as a new born baby behind!

Sunday, September 23rd OS Richard Ronne was doing a track inspection prior to Run Day activities and discovered three sections of damaged track. One small section was caused by the lawnmower service. However, the two sections were caused by vandals who lifted 50 feet of track between NJ #2 Switch and the grade crossing headed towards the diamond crossing. The vandals also pulled newly installed NJ#2 switch partially out of the ground. OS Ronne notified Road 2 of the situation and a quick decision was made to operate outside loop after the switch and lawnmower track damage was repaired.

The emergency track crew of Bob Roberts, Ken Mitoma, Matt and Glenn Ruff, Chris Newman, Brain Stephens, Tom Lebs, Scott Horgan, Operating Superintendent Richard Ronne and Road 2 had the outside loop back in service by 10 AM and the balance of the Vandenberg track was restored to service by 11:00AM. A police report was filed with Riverside PD.



Pat O'Guinn spent the morning leveling the track that had been replaced on the prior work day near the overpass while being the Yardmaster in Allen's Valley. There was never a traffic delay in the Valley!



Next Fun (work) Day is October 20, 2018. This will be the clean-up day before the Fall Meet the next weekend October 26,27,28, 2018. Lunch to the workers at noon and Board Meeting at 1:00PM. Final nominations for new board members elections will be accepted at the Board Meeting on October 20th. Ballots will be mailed to all regular members. Ballots must be mailed to Post Office Box prior to the November 17, 2018 Board Meeting. No walk-in ballots are allowed.

See you at the track. — Road 2



Come out for the Run Days—2nd and 4th Sunday of every month.



How do you move 240 feet of track across a 16 foot transfer table...?

With a little RLS-Ingenuity!!

A while back it was determined that the wood ties of our railroad were in need of replacement. Many of which were cast off pieces acquired and repurposed by member John Noble. As that source of wood ties had long since vanished and the thought of crawling around on our hands and knees again in 10 to 15 years to replace them all over again wasn't very appealing, a decision to replace them with recycled plastic ties was made.

RLS is very fortunate to have a membership population that not only states "there's got to be a better way" but also can come up with at least three better ways to do said job.

While ballast and dirt grinding into your knees, bending down to ground level to work a wrench or drill motor and sitting crossed legged while attaching track panels together and screwing down ties is great fun for 10 to 50 feet of track, over 7,000 feet would be a whole different matter.



So it was decided that we would build 10 foot track panels and then attach them together into 30 foot long super panels to minimize the ground work. Just as in life, in Live Steam railroading there are always "gives and takes". Recycled plastic ties do outlast their wood counterparts, are not subject to irrigation water rot and do not release the rail screws over time—they do however weigh upwards to two and a half times as much as the same size pine tie. To keep from bending the 10 foot track panels in to something that resembles a rollercoaster track there are usually no less than 6 track crew members on a panel—two at the front, two in the middle and two in the back... so a 30 foot panel would need about 14 people.... Carrying a load... walking in unison... across Hunter Park..... time for some RLS-Ingenuity!

For those of you that never had the chance to meet him before he passed, the gentleman in the red plaid shirt was Phil McFadden, member and former Car Foreman of RLS. He along with George Bartlow (top picture sitting on the steam lead) and current President/SMP/Safety Supervisor/Project Foreman Dave Bunts are pictured next to 240 feet of stacked track in 2002 ready to be rolled out onto the railroad on a car they designed to move it all along.



Attention Train Fans

The North County Model Railroad Society will hold its Fall Swap meet on October 13, 2018. The event will be held at Oceanside's Heritage Park. The swap meet will be conducted from 8 to 11 AM. Heritage Park is located at 220 Peyri Drive, Oceanside, CA 92058. From I-5 or I-15 take Highway 76 to Douglas, than north to the second signal to El Camino Real. Go east (right) on El Camino Real to the curve where it becomes Peyri Drive. More info can be found at their website: www.ncmrs.org

Thanks to George Bartlow, Jim Kreider, Chris Neiman, Joan Adams 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

Oct. 14th: Run Day (Eastbound Outside Loop)	Nov 11th: Run Day (Westbound Outside Loop)
October 20th: Fun/Work Day	Nov 17th: Fun/Work Day - Board Election
Oct 26th, 27th, 28th: Fall Meet	Nov 25th: Run Day (Westbound Figure 8)

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

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