

THE CHRONICLE

NEWS OF THE RIVERSIDE LIVE STEAMERS



December 2020



Memoriam

RLS Member Bill Phillips passed away on 11/26/2020
His love of live steam railroading will be missed.

STAY SAFE WEAR YOUR MASK WASH YOUR HANDS!



From The Cupola

For my first commentary in the chronicle I would like to welcome the new members of the board of directors for the Riverside Live Steamers. Besides myself they be Vice-president Dan Williams, Director Tom Lebs, Treasurer Brook Adams. Returning members Chris Neiman, Dave Bunts, John Gurwell and Secretary Rich Casford. Thanks a tank car full to former board members Brian Stephens, Joan Adams, Bob Roberts and Glenn Maness. Also a big thanks to all the members who took the time to vote.

Things are a little upside down this year, to say the least, and I hope you had a happy Thanksgiving and are looking forward to joyful Christmas. Maybe you'll find a new train under your tree.

2021 will be a much better year, I can feel it. Things should be opening up which means delayed projects can get underway such as finishing the Vandenburg crossover project and extending the lead at Allen's Valley that comes off the bypass track. Track maintenance can also continue at a normal pace. Let's all get together and keep RLS the best place for live steam.

FINAL THOUGHTS

While repairing some switch damage caused by the gremlins out in Allan's Valley last month I had to pull out the old switch mechanism and cannibalize a switch taken out of Vanderberg. When I removed the plate from the damaged switch, stamped on the inside of the switch plate was the name L. Kader.

This made me think what a great bunch of members we have here at RLS. Welders, electricians, fabricators, machinists, inventors, cooks and much more. What a great job, big or small, you all do.

Thank you all for your hard work and dedication.

P. O'Guinn
President RLS

Something to brighten the year

Those of you that have ventured to the back of Barney's Barn in the past may have noticed the resemblance to the interior of many of this nation's railroad tunnels. Although this did add a "railroady" feel to the experience it was a not always helpful to those with equipment in the very back.



Compound Supervisor Bob Roberts has shed some light on this situation with the installation of new LED fixtures. The new fixtures work off of the same to switches at the front of the barn as the old one did, be sure to turn them off when closing the barn doors.



Along The Tracks

November and guess what...COVID-19 is still here with us! **HOWEVER**, we did manage to hold a Run

Day on Sunday, November 22,2020!!

Now that we are open, we will **not** be offering public passenger rides in the beginning due to the restrictions on COVID-19 safety protocols of social spacing. Member only train operations with your own family unit may ride your train on our Regular Schedule Run Days of the second and fourth Sunday of each month. As we learn the new virus safety protocols, we will request further operating days in the future. Right now, we need to be happy to be able to operate two Sundays a month.

The RLS Electrical Upgrade Project headed by Steve Borchert is now complete and approved by the City of Riverside. This important project was years in the design and approval stages, with Steve and his band of Electric Elf's finishing it during the COVID-19 lockdown. If there is a bright spot for the virus restrictions it was the ability to work on the total revamp of the electrical system at RLS without the need to pick up all the construction material for members train operations. If you discover any electrical issues, please report them to Bob Roberts Compound Supervisor or the OS on Run Days so repairs can be made.

CS Roberts has also installed new LED lighting in Barney's Barn. Let there be light is an understatement from what we had before! Thanks goes to Steve Borchert, John Gurwell, Chris Nieman, Bob Roberts for the extra mile of work for the betterment of RLS.

President Pat O'Guinn has been working on the main line and in Allen's Valley in preparation for Sunday's operating day. As I understand the track was in great shape since no rail traffic had run since the March 8th Run Day! There are few dips that will be repaired before the next Run Day on December 13th when the Roadmaster will be the Operating Superintendent-COVID-19 Monitor for the day.

Now that we have returned to the Rails, we ask each of to help on Run Day checking in with the OS for temperature checking, social distancing and mask wearing. The OS has a larger job now than before and your assistance is greatly appreciated. We will be calling a limited Workday on Saturday, December 19,2020, 8:00 AM to Noon. Until we determine rules for meals, lunch will be on **your own** and Board Meeting will start at 1:00 PM outside in the

steaming area for social distancing. All dates are subject to increased Riverside & California restrictions on the pandemic. Watch your email for any late breaking changes or closures.

In the meantime...stay safe, wear your mask, wash your hands!

-Road 2

STORAGE TIME

Each year in November we request members who need storage space to contact Rich Casford, Storage Chairman for their storage needs for the following year.

Currently the storage buildings are completely full. As soon as I say that someone sells a piece of equipment, decides to back shop their locomotive for the next year.

So now is the time if you need storage space, please contact me at rich@wmp.net or my cellphone (575) 756-4413 to let me know your needs. We try to make everyone fit in the buildings.

If you are a current storage member and plan on exiting your space for 2021 please let me know that also as well so I can make the chess board of equipment fit into all the spaces.

Storage bills will be mailed in December to all members who have equipment stored in the buildings.

I maintain a waiting list for storage so if you think your project locomotive will be finished next year, let me know so I can place you on the waiting list.

Rich Casford. Storage Chairman

rich@wmp.net (575) 756-4413
cellphone

Welcome Back

Sunday November 22, 2020 RLS reopens for club members to operate under COVID-19 guidelines

With no passenger trains running on account of COVID-19 members had the railroad to themselves. Using extra caution engineers Richard Ronne, Charles Kennemer, Steve Borchert, Paul Quick Tom Lawson and Scott Horgan (on the Hunter) all polished the rusty rails.

Special thanks to Tom Lebs for arriving early and cleaning rocks out of the crossings. Special thanks to Brook Adams and Bob Roberts for their help and advice around the compound.

The following members joined in the reopening: Kevin Zamp, Steven and Sean Hagen Charles Kennemer, Jerry Roth Steve and Peggy Borchert, Mark Spaulding, George Bartlow, Richard Miller, Dave Bunts, John Gurwell, Jim Wood, Patty Ruyle, Jim Kreider and Glenn Maness.

I want to wish all members a happy holiday season.

P. O'Guinn

President Riverside Live Steamers



Just a reminder...

Your RLS membership dues for 2021 are due. Stay on the "Nice List" and get them in! Membership Dues info:

Regular Membership \$50.00, Non-Resident Membership, \$25.00 Junior Membership \$15.00.

Annual Dues are due - December 1st
Annual Dues are late - January 1st

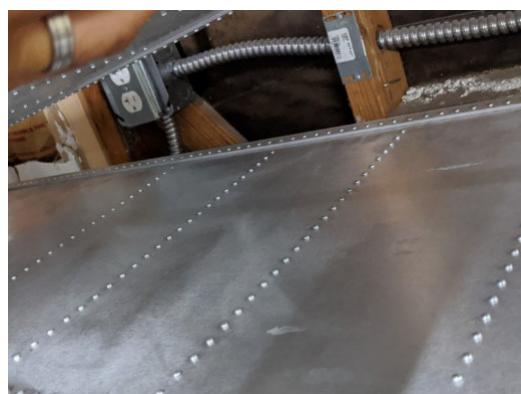


For Sale:

Mountain Car Company 40 foot box car kit (now Titan Trains), trucks and couplers are not included \$800.00

Example of the kit and completed cars can be seen here: <https://titantrains.net/box-car-40-series-body-kit/>

For more information contact Scott Horgan at skunksmcparty@gmail.com



STAY SAFE WEAR YOUR MASK WASH YOUR HANDS!

For Sale:



Tom Lebs is handling the sale of Bill Phillips' 2-4-4 Lucky #7. Engine is stored at RLS facility.

It is coal fired and asking \$6000.00

For viewing locomotive, please contact Tom Lebs at (562)204-3423 or tom.lebs@gmail.com.

Please do not contact Bill Phillip's family regarding this engine.



Modifying Check Valve - Dan Williams

Occasionally, the $\frac{1}{4}$ inch stainless ball in my check valves gets stuck open. I usually need to just tap the body of the check valve to get the ball to reseat. But a few times the ball would not reseat, venting steam out of the injectors. My good friend Scotty Lewis has check valves that can be closed should the ball not seat. So, I decided to modify my check valves to have that same feature.

The valve body is a casting for globe valves that I cast when I was going to the Adult Night at a local High School machine shop. A new bonnet needed to be made. Before machining the bonnet, I took a measurement to confirm the distance from the top of the stainless-steel ball to the top of the body. One of the many books I have about live steam is the *Manual of Model Steam Locomotive Construction* by Martin Evans. That book has a lot of information for the proper dimensions for various parts of a live steam locomotive. For injectors, the distance of travel for the ball should be $\frac{1}{3}$ the diameter of the ball. In this case the travel should be .083 inches.



In **Photo 1** the distance from the top of the ball to the top of the valve body is .603 inches. Subtracting that from the ball travel amount I need to make the part of the bonnet that screws into the valve body .52 inches.

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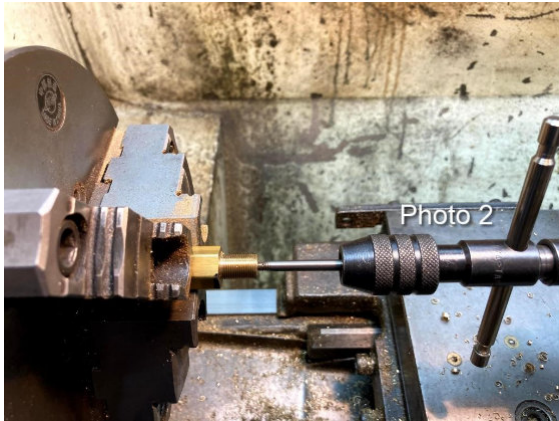


Photo 2 show tapping the inside the of bonnet for 8-32 thread. I used 9/16-inch brass hex stock to make the bonnet. The screw size that goes into the valve body is 3/8-32. The stem that goes into the bonnet has three sizes.

has three sizes. The end that will touch the ball is 3/16 inches in diameter, the 8-32 thread drill size is .136 inches (a number 29 drill) and the minor diameter for an 8-32 thread is .1234 inches. The bonnet body is a total of 1 1/4 inches. A .125 drill was drill through the total length of the body. A number 29 drill was drill into the body for .75 inches. A 3/16 hole was drilled and reamed for .375 inches.

Once all that was done hex stock was removed from the chuck and cut a little over 1 1/4 inches. A fixture was made to screw the bonnet so that the upper part of the bonnet could be machined to the proper shape.



Photo 3 show the upper part of the bonnet being shaped. I have a 3/8-inch-high speed tool bit that has been ground with a 3/8 diameter inch round end.

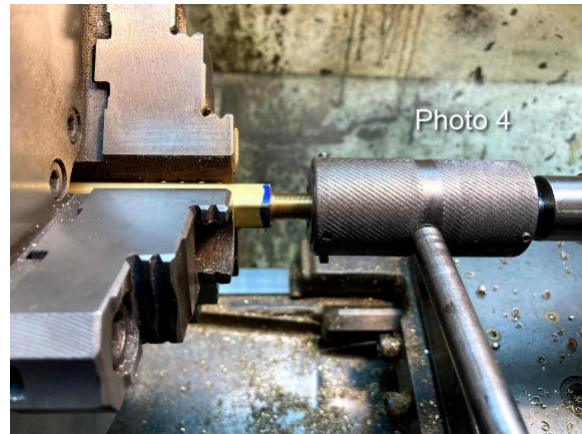


Photo 4 show tapping the end of the bonnet 1/4-40 thread to the bonnet cap. Which I made from 5/16-inch brass hex stock.

The stem is made from 1/4 inch round 303 stainless steel rod. One end is center drilled to hold in a live center in the tail stock of the lathe. About 1/2 inch from that end using a cut off tool the rod was taken down to .123 inches. **Photo 5** The smallest diameter of the stem.



The stem is 1 5/8 inches long. I use a very sharp high-speed tool, using .010 depth of cuts. First the rod was turned down to .187. Then it was turned down to the major diameter for the 8-32 thread (.164) for a length of 1.22 inches. Then it was turned down to .123 inches for .95 inches. For this part I use only depth of cuts of .005 inches.

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Photo 6 shows the stem after the machining is complete and the part is ready to be cut off.

The end of the stem has thread of 2-56 for .187 inches from the end and a square to retain the round handle. Using a ½ inch round stock a fixture was made to hold the stem for machining. **Photo 7**

A 8-32 nut holds the stem in place. The



part is put in the lathe chuck and turned down for the 2-56 thread. The fixture is then inserted into a ½ C5 collet and held with a square collet older. It is then put in the mill vice for machining the square end. The square diagonal is the same length as the minor diameter of the stem .123 inches. Half of the square is an isosceles triangle with two 45-degree angles. Using my handy calculator's trig function, the two sides of the triangle are .088 inches. Subtracting that number from the diameter of the stem and dividing by two gives the amount of material to remove from the four sides for the stem $(.123-.088)/2=.018$.

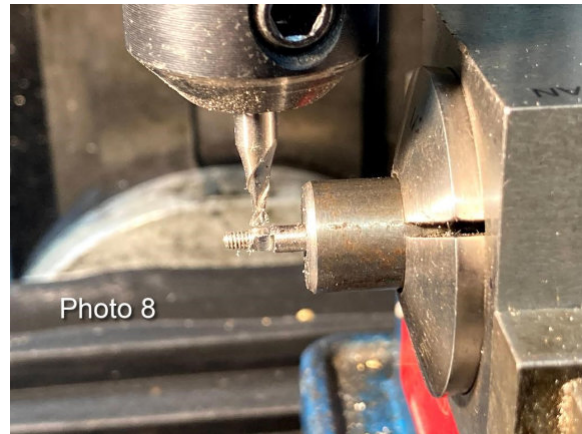


Photo 8 show machining the square part of the stem just below the 2-56 thread. The milling cutter is 3/32. One side is machined, the block is turned a quarter turn, the next side is machined and so on.

The hand wheel was made from ½ inch round brass stock. The outside was knurled. Using a facing tool part of the inside of the wheel was recessed. The center hole was drilled with a #44 drill (.086). My lathe has a C5 mounting holder at the end of the spindle that has 24 evenly spaced holes. I use that for indexing the four holes on the handle wheel. I have a flexible shaft for my Dremel tool to hold small drills. I put the drill holder part of the shaft in tool post holder to drill the four holes in the handle wheel to simulate spokes. **Photo 9**



The wheel is then parted off at 3/23 inch thick.

I made a .086 square punch from oil harden tool steel. I put the wheel on a wood block and drive the punch through the center hole. **Photo 10**

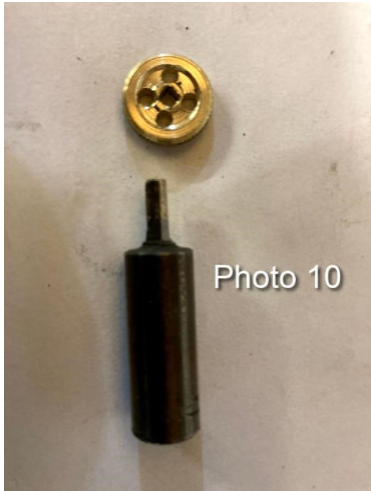


Photo 11 show the bonnet ready to installation into the check valve.



Photo 12 shows the new bonnet installed into the check valve.



The total time to make this part was just over one hour.

The 2021 Calendars are on their way!

The 2021 RLS Calendars are being shipped and are expected to be in by the December 13th Run Day.



The Calendars will be located in the Clubhouse for purchase.

Regular Wall Calendars (8.5" x 11") are \$10.00

Large Wall Calendars (11.5" x 14.5") are \$15.00

From the Editor...

I would like to thank everyone that provided pictures and articles for the Chronicle this year, you've all been great! Looking forward to 2021 with Modified Run Days we should have a few more images of those days to share in the Chron and with those members that can't make it out.

The Nov 22nd Run Day photos from the Chron as well as a bunch more have been posted on the Club website. A big thanks to Webmaster Kevin Zamp on keeping the website on track and up to date.

Joan and I want to wish everyone a Merry Christmas and Happy Holidays!!

- Brook





December Calendar "Who Is It?"

Left photo: Tom Brody readies his engine.

Right Top: Mark Spaulding at the throttle with David Moore behind him on the tender.

Left Bottom: Engineer Chandler Kuntz, passenger Greg Casford and Brakeman Parker Casford.

Right Bottom: Richard Ronne on his engine with Tom Lebs and Kevin Zap in the Brakeman car.

Thanks to Rich Casford, Pat O'Guinn, Joan Adams and Dan Williams 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: rockwreckrr@roadrunner.com

Upcoming Important Dates

Dec 13rd Run day Eastbound

Jan 10th Run Day Westbound

**Dec 19th Work/Fun Day
Board Meeting 1:00pm**

**Jan 16th Work/Fun Day
Board Meeting 1:00pm**

Dec 27th Run Day Eastbound

Jan 24th Run Day Westbound

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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.

THE RIVERSIDE LIVE STEAMERS BOARD OF DIRECTORS

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Vice President: Dan Williams
Secretary: Rich Casford
Treasurer: Brook Adams

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