

THE R.L.S. CHRONICLE

A REPORT OF LIVE STEAM ACTIVITIES ON THE R.L.S.

Phone (714) 737-9508

June 1976

Night run time is here, Guys! Running at night is a ball. Many of the daytime distractions are eliminated. There is no hot sun, no crowd, fewer visual distractions; sometimes there's just you and your engine, rumbling thru Iowa siding. You know you'll make the meet because you can see Bagley's headlight, and firepan flashes 'way over on the straightaway. It's another whole new ballgame - rig your lights and enjoy it!

Engine lighting is not a big deal, and properly installed, will give years of dependable service, with little attention. The basic, minimum requirements, for enjoyable, safe night railroading are: a headlight, a water glass light, a pressure gauge light, a taillight at the end of your train, and a good flashlight.

HEADLIGHT - The business end of a flashlight will often provide the works for a good headlight. They come in varied sizes, take various voltage bulbs, and are effectively focused. If you have a headlight conflict, an out-of-scale headlight can be "C clamped", or wing-nutted to your pilot, at dusk. Any headlight should be effectively aimed, securely attached, and have a switch in the cab. It should also have a bright and dim setting. Being as night shift dispatching is done visually, a headlight is as important to be seen by, as to see with. The dim setting? That is an "in siding" indication for approaching trains.

WATER GLASS/PRESSURE GAUGE LIGHTS - These also should have their own switch, they should not conflict with day operations, they should be as dim as practical, and they should be shielded, for you don't want any lights shining in your eyes. Twelve-volt grain-of-wheat bulbs work well on 4 or 6 volts, close to the gauge. Focused 1.5V Penlite bulbs work well from the cab sides or wall, as will a variety of other lights. When setting up instrument lights - check them in the dark - that's where you use 'em.

TAIL LIGHTS - A good "red one" at the end of your train is a must - two are better, spaced car-wide, so following engineers can judge distance better. There are bike tail-lights that take one or two "D" cells - they are dandy. The 6V lantern types are fine, as are kergsene lanterns. Tail glims should be visible across the park, and from 180° astern. Most important, they must be reliable - your equipment and ours depends on it.

FLASHLIGHT - Your choice -- I prefer a small 2 "C cell" type, that will fit snugly in a pocket. You don't need a big beast of a lamp just to find a lubricator or give signals with.

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EDITOR: Al Ratliff...2361 Avenida del Vista, Corona, CA 91720 phone (714) 737-9508

BOARD OF DIRECTORS: Dick Bagley, Pres., Al Ratliff, V.P., Fran Zappen, Sec., George Lavacot, Treas., Bob Babb, John Noble, Jim Keith, Jack Sessums.

CAB LIGHTS - Not quite necessary, but nice if you have a trainee to instruct, or drop your shovel or sparker or upper plate. Again, they should be shielded, have their own switch and not be any brighter than needed.

WIRING - This is the heart of a successful lighting job, and should be done as thoughtfully as possible. Solder all joints, use shrink-tube for insulation and protect all exposed wiring. I like copper tubing for conduit, it bends well, solders well, and provides a secure ground. Two or three small stranded wires will go in 1/4" tube, one into 1/8" tube carefully. (Pull the wire before you bend it, and after you do any soldering on it). The tubing protects wiring from about anything, and will support a bulb out in front of a gauge. All circuits should be fused as lightly as possible to protect delicate wiring.

POWER SUPPLY - A scale turbo-generator is nifty, but anything from a flashlight batterup will work. I like my small 12V aircraft battery because I can take 2, 4, 6, 8, 10 or 12 volts from it, plus it has vast reserve power. A 6V lantern battery is good for a headlight, would run 12V grain-of-wheat bulbs, and should last all evening, if conservatively used. A motorcycle or small car 6V battery is good, as are multiples of 1.5V dry cells. A big, ugly power supply can be put on the back of your tender at dusk, and plugged into your system. Far better to have reliability and enjoyment than perfect appearance after dark, eh?

MATERIAL SOURCES - A scouting trip thru a radio supply store or a good model shop should provide inspiration enough for any steamer. They will supply the wire, jacks, sockets, fuse clips, switches, bulbs and batteries. The model shop will probably offer a better grade of free advice.

Then -- get a nap, pack some portable goodies, get some spare batteries, and join us for the next night run! Maybe you'll prefer it to day running, as I do.

JRN

- June 10 - Board Meeting, Engine House, 8:00 p.m.
 13 - Run Day
 19 - Work Day - Free lunch
 24 - General Meeting, Engine House, 8:00 p.m.
 Auction - Bring your goodies to sell
 27 - Run Day
 July 8 - Board Meeting, Engine House, 8:00 p.m.
 10 - Night Run (Note date)
 11 - Run Day
 17 - Work Day - Free lunch
 22 - General Meeting, Engine House, 8:00 p.m.
 25 - Run Day

AUCTION June 24 - Fran Zappen is going to hold an auction at the General Meeting. Bring anything you want to sell - tools, old castings, etc. Now's the time to make some money on it and help get some funds for the 1" extension.

Dig out those odds and ends as someone else may like to have them. Let's clean up the workshop and see how much money we can make.

EXTRA RUNNING - Also at the June 24 General Meeting Barnie Root will show Buster Keaton's "Great Locomotive Chase". You will want to see this movie if you haven't already. If you have seen it you must agree it is worth seeing again.

RLS IMPROVEMENT SOCIETY MOVES AHEAD - In May, a hardy group met on the 22nd to enjoy another of those famous RLS meetings and lunch. General maintenance of the right of way, painting the woodwork on the original engine house, cleaning the engine compound and destroying a lot of weeds highlighted the improvement part of the program. A fine lunch with a lot of fine food supplied by our good RLS members topped off the day.

On June 19, another of these great meetings is planned and it is hoped that you will put this day on your calendar so you may help do your part to continue to make RLS the finest in live steam facilities.

On the 19th we will continue to clean up the weeds that are now growing in abundance, level some track, possibly replace the main line switch on the 1-1/2" leading to the new Creighton extension. The weather has been terrific the past several meetings, and we expect it will be another great day on the 19th. If you can supply a salad or dessert, will you please give either Rich or Ken Casford a call at 213-698-7795 during the day or 696-0053 or 696-5454 in the evenings.

Please plan on attending. These Improvement Society meetings are a lot of fun and fellowship, and when the day is done, RLS is a lot better because of the efforts of the members.

YOUR HELP NEEDED PLEASE - Our good RLS member Roy Penrod has spent at least three hours a month during the past six months keeping the engine compound looking like a Japanese garden. Comes a run day, however, and the clutter returns.

Enginemen - You, too, have a responsibility to help keep the place clean so won't you please pick up your mess when a run day is over. If you do your part, the place will look like Roy's Japanese garden all the time.

And a request for the rest of the members - Part of the clutter in and around the grounds consists of pop bottles and coffee cups just left lying where you stopped drinking. There is a place for everything with trash cans scattered throughout our area. They are there for your use. The old saying is oh so true - Every Litter Bit Helps.

Ken Casford, Roadmaster

IT'S A GIRL - Corina, born to Jewell and Skip Borsuk, April 9, 1976, weighing in at 7 lbs. 1 oz. Skip is doing fine. Congratz!

TREES PLANTED - May 23, 1976 was the date 30 pine trees were planted in Hunter Park. Thanks for the trees goes to the Camp Fire Girls and Fred Richardson of the Parks and Recreation Department. Thanks again, Fred.

BOB BABB has offered for copying blue prints of the following locomotives;

Santa Fe 3700 4-8-4
Boston & Maine 4-6-0
Santa Fe 2-8-0

Please contact Bob for details.

JUNE 5 NIGHT RUN - 6 engines westbound on the 1-1/2" main. Bill Bay, 4-8-2, 3 cars; Ken Casford, 4-6-2, 4 cars; Dick and Jeanette Bagley, 2-8-0, 3 cars; Homer Smith, 4-4-0, 1 car; Roy Penrod, 4-4-2, 1 car and Fran Zappen, 2-6-0, 1 car.

3 engines eastbound on the 1-1/2" main. John Noble, 0-4-2T, 3 cars; Leo and Arlene Dandurand, 4-6-2, 4 cars; Doc Creighton, 4-6-4, 2 cars.

Somebody said the Iowa siding is a little short for 3 trains - try a saw-by. I don't know how many movements it took but John Noble, and train, was back in the station before the first westbound train was.

1" main was busy, also. Jim Keith's 4-4-4-4, Jack Sessums' 4-10-2, Doc Smith's 2-4-0 and the first time in 9 months Andy Carlson's 4-6-2.

If you want to join the fun see you on July 10, 1976, for the 3rd night run of the year.

San Bernardino, California
May 24, 1976

To the Editor of The CHRONICLE

Many of the members of the Riverside Live Steamers, especially some of the newer ones, may wonder why that guy Garner belongs to the organization. He seldom comes out for work parties, and only now and then on run day, but does attend the regular meetings.

I thought perhaps a little explanation might be in order. I do have a start on an inch scale steam 2-6-0, but for various reasons have never had the opportunity to finish it. I am, however, very actively involved in live steam and have been working in a scale of 12 inches to the foot. As most of this work is done on week ends, it has made it impossible to get over to Riverside to assist on projects at Hunter Park. I regret this to some extent as I know that I am missing out on many of the things going on with the club.

On the otherhand, I feel that I am furthering the cause of live steam in a "big" way since it involves full sized locomotives. I knew nothing about this kind of work when I first started, but have been learning a lot. It is hard and very dirty work at times, but very rewarding when one is done with a job. I have been learning to do things that I had never thought I would possibly ever do, such as changing out **leaky** tubes, repacking piston rods, putting new rings on a piston, changing a coal burner over to an oil burner, pouring babbit for a crosshead and doing a host of other jobs to repair and maintain a full size locomotive. It has been most interesting work.

The big reward is that when the job is done and the engine is fired up for the first time, to see her back in action once more, another locomotive returned to service. We have just fired up the 0-6-0 Tank engine at Perris for the first time in over three years, and while there are some bugs yet to be worked out, the big jobs we did presented no problems. After these few bugs are worked out and she is running regularly, we have a nice Baldwin 2-6-2 to get back into service. However, she will need no boiler work, just minor repairs and the replacement of parts stopped for shipment.

When the steam operations at Perris get smoothed out, it can be arranged to have some special runs made for RLS. In the mean time, I will come over and help when I can. And I am sure that when I can get back to working on my inch scale Mogul, I will have a much better idea of what it is all about. However, I am sure I won't be able to climb down into the dome and put in the throttle.

William B. Garner

