

THE CHRONICLE

NEWS OF THE RIVERSIDE LIVE STEAMERS



September 2022



High Noon

(Well...nearly) 11:51am on the August 14th Run Day, Bob Roberts waits to load the 6 passengers ready to ride at Hunter Station

SAFETY FIRST



From the Right Hand Seat

I have just finished my 75th orbit around the sun. Reflecting on all that has happened to me during those many years, I have concluded that the most dependable quality in the universe is that of change. I have had several of what I call defining moments. These defining moments are the events that have had a major impact on how I view life and make personal choices.

One of these moments happened to me when I was in the 7th grade. I had brought home a very poor report card. When I showed it to my mom, she said "I'm very disappointed in you". My response was "Well, it's your fault, you didn't make me study". She then said to me, "Why should I, they are your grades not mine". Although at the time I didn't like her response, it did cause a shift in me. From then on, my grades changed from almost failing to being on the honor roll.

Another defining moment happened to me which I was attending California State University, Northridge. One weekend, I visited the Los Angeles Live Steamers. After chatting with Chet Peterson, I knew I wanted to have a live steam locomotive. This visit and conversation opened a whole new appreciation of what I am capable of. Beginning with a desire, then acquiring machining skills I was able to build a working live steam locomotive.

One of the best ways to get involved in the Live Steam hobby is to join a Live Steam Club. In my experience, associating with others who have the same interests, has helped me gain knowledge, experience the running of a working steam locomotive, and keeps me motivated to participate in the

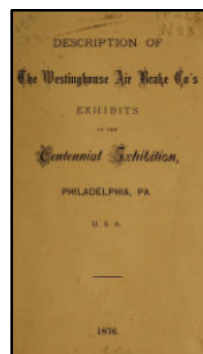
hobby more. One of the downsides of being in a group can be conflict.

Although the members of a live steam club have the same goal, not everyone agrees on what processes and procedures are needed to achieve that goal. This is where conflict can occur. Here is a quote from Wayne Dryer, "Change the way you look at things, the things you look at will change." Sometimes we just need to see things from a different perspective.

As a member of the Riverside Live Steamers Board of Directors, we are charged to make decisions and recommendations regarding expenditures, programs, as well as membership issues. I believe we consider what is the best for the club. But I am sure not all the membership of Riverside Live Steamers agrees with our decisions. Yet we seem to somehow work out these disagreements and continue to enjoy this hobby.

Next month nominations for positions on the Board of Directors will open. Here is an opportunity for you to help improve our club. Take advantage of this opportunity and help make Riverside Live Steamers better.

- Dan Williams



This Month in Railroad History...

The Westinghouse Air Brake Company (sometimes nicknamed or abbreviated WABCO although this was also confusingly used for spin-offs) was founded on September 28, 1869 by George Westinghouse in Pittsburgh, Pennsylvania. Earlier in the year he had invented the railway air brake in New York state.

From the Roadmaster.... Sort of

Regular readers of the Chronicle will know that this page is where you would normally find the words O' Wisdom from our Club's Roadmaster/City Liaison Rich Casford. In his email to the Editor this month he noted that since he has been out of state the whole month, I could "throw in another photo" as he doesn't have a report.

Road 2's error in this comment is that he didn't specify *what* picture(s) so...



First we have Rich running a 2-6-0 across the RLS trestle just north of Big Rock in what I think was the mid 70's



Here we have Rich crossing a bridge at the Bitter Creek Western Railroad on the 2926. I'm guessing by the beard that this was the early 80's.

The Fall Meet

The Fall 2022 Meet is around the corner and will be here before you know it.

For those of you that will be traveling to the Club and staying in the area Gary Mocko has some lodging info from the Spring Meet:

"At the meet I talked to one member that said he had no idea about the deal we have with the Quality Inn on University. After having the \$65 rate for years they raised the RLS rate to \$79 this year, but it's still a great rate.." Gary adds "You must make the reservations at the hotel (or calling the hotel), not through the Choice Hotels website to get the RLS rate. Just mention Riverside Live Steamers... you don't have to show any proof of being a member. you will still earn the Choice Hotels points if you are in their program. They sell out on many weekends, so I would suggest making reservations as soon as you have some travel dates."

With the ever changing landscape of employment and inflation in California I would highly recommend calling to verify the latest booking rate.

2022-2023 Riverside Live Steamers Board of Director Nominations

At the September Board of Directors meeting the window will be opened for nominations for the 2022-2023 Board election.

Leaving the Board will be Pat O'Guinn, Dan Williams, Tom Lebs and Brook Adams. If you are interested in running for the Board you can let Secretary Mark Spaulding or any of the Board members know.

Nominations will be closed at the October Board meeting with ballots being mailed out by the first of November.

Brake Systems *By Jim Kreider*

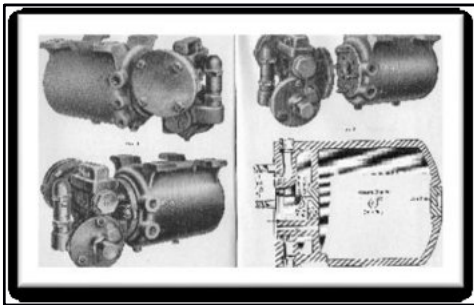
While discussing the characteristics of steam power with fellow club members, sometimes the subject of brakes will pop up.

I wrote this info on brakes for my FaceBook Berkshire Modelers group as they apply to the Nickel Plate Berkshires, but the info is generally applicable to modern steam power.

I'm not a professional railroader, but perhaps the following will serve as somewhat of a primer on brakes during the steam era.

The "foundation" brake system consists of the parts that actually apply the force to do the braking, consisting of all the cylinders, levers, pins, hangers, shoes, tie rods, etc. The "operating" brake system consists of those parts that provide the compressed air and apply it properly (flow, pressure, etc.) to make the brakes respond as the engineer wants them to.

Some major parts on the operating system: One important device is called the "distributing valve" which controls the operation of the independent air locomotive/tender brakes. Basically, it consists of a small tank, or tanks, with a valve system attached to it.



It functions to deliver direct main reservoir air to the locomotive and tender brake cylinders. The distributing valve controls the pressure of the air delivered in proportion to the reduction in the train brake pipe. The ratio of locomotive brake pipe pressure compared to the train brake pipe pressure reduction is usually set around 2.5. As an example, if the engineer makes a 10-psi reduction in the train brake pipe, he then should see 25psi applied to the engine/tender brakes. This ratio is designed to

"harmonize" the locomotive and tender braking effect with that of the train.

On the NKP Berkshires, the distributing valve is tucked up behind and to the rear of the power reverse and hung from a bracket which is part of the right rear air tank bracket. The distributing valve is different, but essentially the same size, for the 6ET & 8ET (ET meaning Engine/Tender) brake systems found on the NKP Berkshires and common in the steam era. The 8ET distributing valve was designed to handle a slightly increased air flow over the 6ET version, based on the idea that locomotives and trains were getting bigger. In addition to the different brake stands and associated equipment found in the cab, the brake systems have three small reservoirs installed somewhere under the cab: a "reduction limiting" reservoir, an "acknowledging" reservoir, and an "equalizing" reservoir. The "equalizing" reservoir functions to almost instantly show the service reduction that the engineer desires, and then gradually equalizes the train brake pipe reduction so the engineer does not have to constantly monitor what the brake pipe is doing, and he can concentrate on other things, like the track and signals.

If the engineer desires to make a 10-psi reduction in the train brake pipe, he initially makes that setting by looking at the equalizing reservoir pressure indicated by one of the needles on one gauge of the quadraplex air gauge. He eventually should then see the brake pipe



pressure match the pressure in the equalizing reservoir. The brake pipe

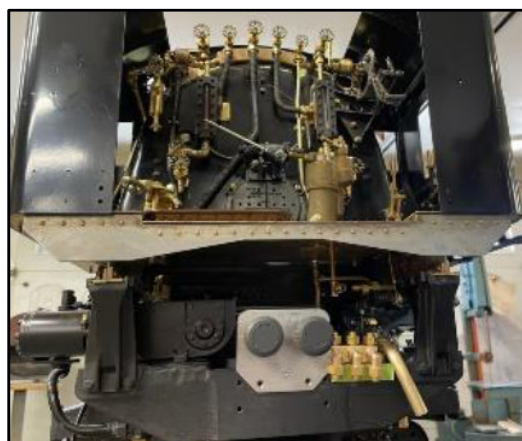
pressure is indicated by a needle on the other face of the quadraplex air gauge. The engineer should also see 25 psi applied to the locomotive/tender brake cylinders. The other remaining indication on the quadraplex air gauge is the main reservoir pressure. The max train brake pipe pressure was 70 psi on the NKP in steam days but could vary with individual railroad operating conditions and preferences.

The "reduction limiting" reservoir and the "acknowledging" reservoir function in conjunction with the automatic train control/ATS. The "reduction limiting" reservoir is designed to prevent a service reduction beyond a preset level, a level preset by the operating desires of a given railroad. Generally speaking, a total brake pipe reduction of any more than 28-30 psi does not give additional braking force. Of course, emergency is like putting a hole in the brake pipe. The brake pipe goes to zero. The "acknowledging reservoir" functions to provide air for the cab warning whistle if a signal other than clear is passed without any response from the engineer. The whistle is typically designed to bleed out after a required 7-8-second warning.

My design intent on the air system for the 1-1/2" scale NKP Berkshire, and the way mine is setup, is that the air tanks on the locomotive are actually used for the main air pressure, in addition to a tank in the tender. Both the engine/tender brakes and the train brakes can then be regulated independently down to what is required. Air operated appliances such as the power reverse and sander will be operated at main reservoir pressure of 120 psi. Unlike the prototype, applying the train brakes will not also apply the engine/tender brakes. Both systems are completely independent as I have found that to be most convenient, at least for me, in the live steam world. I either use just the engine/tender/brakes or the train brakes. We don't need to, or won't, remember to "bail" the independent every time we use the train brakes, particularly when a new engineer is operating the locomotive. The positions of both the independent and

train brake valves from left to right are, release, lap, service application, and emergency. I prefer to use straight air for the train brakes. One deciding factor is that the effects of trying to keep up with leaks in the train air line are minimized with straight air rather than constantly trying to keep the brake pipe pressurized. That way the compressor is not running so much.

Like the prototype, it sure gets busy between the engine and tender with all the hoses for water, oil, and air.



The photo is my engine with the setup which Jack Bodenmann devised for the air system. Shown are the two air regulators and a manifold for the air supply to the engine, tender brakes, and train brakes.

- Jim Kreider

From the Treasurer...

As it has come up in "Compound Conversation" recently I thought I would clarify some of the Club Dues information.

Regular Member - \$50.00

Non-Resident Member - \$25.00

Junior Member - \$15.00

Annual dues for 2023 are:

Payable November 1st (we will accept them earlier though)

Due December 1st

Late January 1st

-Brook



August 14th Run Day

Jonathan Rohrbach, going for the world record of performing multiple O.S. Duties in a single year, was at it again on the first run day in August.



Passenger service dominated the right-of-ways with Bob Roberts at the throttle of the Hunter engine in the morning and Chris Neiman taking over the cushion at mid day. Matthew Ruff was Hunter Brakeman for the day. Helping all day with passenger service was Hogger Sean Hagen with Richard Ronne and Steve Hagen covering the rear of the train.



Freight trains were represented by Mark Spaulding out on his Pacific, getting a few laps done before the heat of the day set in.

Station crew of Marty Berg, Tiffany Love, John Gurwell, Chris Neiman and Station Master Glenn Maness handled passengers for the day.

Also out enjoying the hobby were: Dave Bunts, Bill Hesse, Scott Horgan, Richard Miller, Bob Beard, Jim Kreider, Doug Prescott, Ron Wilkerson, Steve Borchert and Chuck Kennemer.

With the temperature reaching 104 degrees for the day and no passengers at the station operations were shut down at 1:45pm.

August 24th Run Day

The morning of the second run day in August provided a bit of a "Fall Preview" for weather, cool with overcast skies.

Quite a few members made it out for the last Run Day of August, enjoying day were: Jerry Roth, Steve Hagen, Brian Stephens, Tom Lebs, Bill Hesse, Dave Bunts, Ron Wilkerson, Chuck Kennemer and his daughter-in-law Lori Wright, Richard Miller Doug Prescott, Mark Spaulding, Jim Kreider, Patty Ruyle, Tom Brody and Cameron McMonigle.

SMP Dave Bunts started the morning off with Hunter Training for Jonathan Rohrbach and Ken Mitoma. Bob Roberts



took over the hot Hunter for the morning shift at the throttle with Kevin Zamp and Jim Wood covering the Brakeman duties in the first half of the day. Scott Horgan relieved Bob at 12:30pm and Doug Prescott took over as Brakeman.

Additional passenger service was provided by Sean Hagen and Richard Ronne on Sean's mighty 2-8-0, with Brakemen Anthony McBride and Ken Mitoma making sure everyone was safe on the train.

There were six engines out on the steaming bays, making it out on the rails were Richard Miller on his 0-6-0, Charlie Kennemer on his 2-6-0 and Wes and Warren Peterson running Ron Wilkerson's Mikado.

With the days heat setting in and Hunter Station looking like a ghost town we closed up operations at 2:00pm.

I want to thank everyone that came out to help, you folks were great!

- Brook

CLUB MEMBER T-SHIRTS AVAILABLE AGAIN

It's time to update your wardrobe in time for the fall meet that's only 2 months away.

Member T-SHIRTS are now available in BLACK for those who work on steam engines or those who won't wear white after labor day.

These are member style T-Shirts with pockets printed front and rear in two colors.



CLUB T-SHIRT ORDER

Return to Bill Hesse at Clubhouse or Mail to RLS-shirts P.O.Box 5512, Riverside CA 92517-5512 **with check, not later than September 25th Run Day.**

Child \$13.00	White	Black	Adult \$17.00	White	Black
Small	_____	_____	Large	_____	_____
Medium	_____	_____	XL	_____	_____
Large	_____	_____	XXL	_____	_____
			XXXL	_____	_____
Total Child _____ X \$13.00 = _____			NAME (please print)		
Total Adult _____ X \$17.00 = _____			_____		
Long Sleeve, Add \$6.00 Each _____			TOTAL Sale \$ _____		



Happy Anniversary!

Here are the membership anniversaries for September 2022

Congratulations!

And thanks to all of you for your years of support to the Riverside Live Steamers!!

	Years
Mat Casford	29
Lane Leonard	26
Greg Casford	25
Ian Cunningham	24
David Parrott	16
Tamiann Parrott	16
Jack Bodenmann	11
Steve Borchert	07
Mary Weathersbee	01
Richard Weathersbee	01

SAFETY FIRST

**September Calendar
 "Who Is It ?"
 (the 20 years ago edition)**



Top Left: Jonathan Chase at the throttle with dad Randy Chase behind him.

Top Right: Mike Gardner sitting in the gondola as a steam fan learns the finer points of coal firing.

Bottom Left: Glenn Maness on his 0-4-0 at Columbia Station.

Bottom Right: Gus Farwick watches Casey Farwick load a gondola on the transfer table as David Bunts is obviously looking for his coffee as his cup is not in his hand.

**Thanks to Dan Williams, Jim Kreider, Gary Mocko and Bill Hesse
 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: editor@rlsrr.com**

Upcoming Important Dates

Sept 11th, Run Day Westbound

Oct 9th, Run Day Eastbound

Sept 17th, Work Day 8:00am to 3:00pm, Board Meeting 1:00pm

Oct 15th, Work Day 8:00am to 3:00pm, Board Meeting 1:00pm

Sept 25th, Run Day Westbound

Fall Meet 21st, 22nd, 23rd

The R.L.S. Chronicle is published by The Riverside Live Steamers, Inc., P.O. Box 5512, Riverside, CA, 92517.

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

Officers

President: Dan Williams

Vice President: Bill Hesse

Secretary: Mark Spaulding

Treasurer: Brook Adams

Directors

Director: Pat O'Guinn

Director: Tom Lebs

Director: Kevin Zamp

Director: Jonathan Rorhbach