

THE RLS CHRONICLE

News of the Riverside Live Steamers



January 2010



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Plus so much more...



The Last Run Day of a Decade

December 27 brought out many locomotives and RLS members as we celebrated steam, friendships and the end of another year. Ron Wilkerson readies to slow for the siding at Marlborough Station during what became a truly stunning day to be live-steaming!



Bill Hesse's Words O' Wisdom

It was a dark and stormy night . . .

In spite of several day's rain and more from the forecast, we had a television crew from "Riverside Today" scheduled to visit on our run day December 13th. Being your dedicated compound superintendant, as well as President, I decided to brave the weather and go by the track to clean things up a bit. There's nothing like raking leaves in a howling gale to get the blood flowing! Since I'd borrowed half the Hunter train to attend the Christmas meet at the Sagebrush Short Line in Ridgecrest, It seemed like a good idea to return the train on Saturday as long as I was there anyway. The heavily loaded truck and trailer sat in the compound until almost dark before I decided to turn it around and head for the unloading lift. That's when I discovered how soft the mud can be out there in the compound. It only took me a few minutes to bury the whole rig up to the axles. After a couple of hours digging up the compound in knee deep mud I decided to call a Taxi. That should relieve any lingering doubts you may have about my sanity. I should thank the group of volunteers who dug the thing out and even unloaded it Sunday morning while I entertained the film crew. On a less humorous note, another member scraped the side of his truck trying to navigate the tight turn in to the compound.

Things are looking up. By our work day on the 19th, we were all pleased to see the Columbia road crew has progressed far enough to remove some of the temporary barricades that have blocked the entrance, and begun back filling the temporary parking area along the west side. Within the next month or so, the fence will be moved back to its original location and we'll be able to get vehicles in and out again. The not-too-distant park plan includes an access road out to Marlborough Street that will eliminate the need to make a U-turn in the compound in order to load and unload our trains.

That leads to this month's safety lecture: While the construction continues, we need to be extra vigilant when moving vehicles inside the compound and try to park leaving as much room as possible for the next vehicle to maneuver. When construction starts out in the park, it's inevitable that we'll see some track damage from time to time. As they use to say on some cop show: "Be careful out there". If you see something unsafe, don't be afraid to blow the whistle and bring the whole railroad to a halt until we can get it sorted out.

On another presidential note, by the time you read this, DUES, track rental, and Dinner reservations will all be past due.

I look forward to seeing you all at the Dinner: the entertainment committee assures me a wonderful time will be had by all! HAPPY NEW YEAR!

You know you're addicted to live-steaming when...

You have classified the "Three Stages of Live Steaming": 1. Introduction and first-time engineering. 2. Build or purchase a locomotive and run the thing every chance you get. 3. Bring the locomotive to the club but not run it. Instead, you sit, watch and thoroughly enjoy someone else in the engineer's seat.



December 13th Run Day

We've waited nearly all year for a run day like this one: Cool (but not cold) temps, semi-cloudy skies, no lines at the station, and no soccer games! How did this happen? It seems the Weather Fates had other plans for So. California than what we're used to: beginning a few days prior to the run, rain and inclement weather settled into the area. By Sunday (run day) morning, it was clearing, but still looked as though the rain could start falling at any minute. But, by 10:00am, the clouds had headed for the hills leaving behind a perfect morning to make steam!

Again, because it looked like it would be raining throughout the day, only a few "brave" souls came out to fire up their locomotives: Ron Wilkerson on his 4-6-0, Bob Cummings and his 2-8-2, Dean Willoughby on his 4-8-4, and Rich Casford on his 4-8-4.

This was also the day that the City of Riverside film crews came out to film for their local show "Riverside Today". As of this printing, the edited version has not been posted on the city's website (from the looks of it, they will be releasing the September 2009 episode next... so much for the "Today" part of the title....). We'll keep you posted when it does.

A Message from the Vice President and Safety Supervisor



After being a member of the Riverside Live Steamers since 1970 and holding all the Officer positions within the organization, I was honored to be elected Vice-President for the very first time this year! Many years ago, the Board of Directors decided that the Vice-President should have two major duties besides sitting on the station bench waiting for the President to not be available.

First major duty is being the Safety Inspector for the Railroad. Our railroad has a very good safety record. Safety is everyone's responsibility at RLS. If you witness a safety concern please contact the Operating Superintendent (OS) on that day or myself.

With a new year starting all engine owners are requested to look at their boiler inspection tag to make sure it is current. It is the responsibility of the engine owner to make sure your inspection tag has a current date. The RLS safety rules require an annual inspection of all boilers that operate at our railroad. If you need a boiler inspection, please contact Dave Bunts or myself to arrange an inspection date.

The second major duty is being the Meet Chairman for both the Spring and Fall Meets. In later editions of the Chronicle, I will be asking for your help in making our Meets enjoyable for members and guests.

I look forward to a great year of Live Steam railroading at the Riverside Live Steamers. Road 2 (Rich Casford)



Storage Space is Still Available

Storage space is still available at RLS for your engines and other rolling stock. If you would like to store your equipment at the club, please contact Rich Casford, Storage Chairman at (562) 698-7795, email rich@whittiermailing.com or see me at the railroad.

Storage bills will be sent to current storage members of equipment in January.

Dues are due!

It's the same mantra at this time every year: Folks... get your dues in! For some, thinking about dues due comes at the beginning of the day; some others, it's mid-day do. And yes... for others... it's an evening event to do. I've even heard that some members who don't do the dues duty on time, come down with the "didn't do the due dues blues". Be a good RLS member and do the Dues-that-are-due duty and send those dues to P.O. Box 5512, Riverside, CA. 92518. Regular Member Dues are \$50.00 and Non-Resident Dues are \$25.00. Always remember to do the dues... and get those due dues done (they were due in December)!

RLS Dinner

There is very little time to get your R.S.V.P in for the RLS Annual Dinner. January 13th is the cut-off day. Any reservations coming after that day may not be able to attend as we're nearing our maximum seating arrangement. If you haven't done so yet, the time truly is NOW to mail your reservations (\$30 per person) in to **Glenn Maness, 25307 Alta Vista Dr., Moreno Valley, CA. 92557**. We have lots of door prizes, 50/25/25 drawings, a special



guest speaker, and our annual awards. The dinner (prepared by Southfork Catering... the folks who catered our Fall Meet dinner) will be a HUGE feast of Prime Rib and BBQ Chicken (not "either/or"... you get BOTH entrées), Tuscan garlic smashed potatoes, rice pilaf, rigatoni pasta salad, Caesar salad, fresh spinach with strawberries salad, dinner rolls and a dessert. Just the meal alone is worth the price of the ticket.

Get dressed up, come for the friendships and camaraderie, stay for the food and presentations, and hopefully leave with a prize (or two). The RLS Annual Dinners are a treat, so don't miss out!

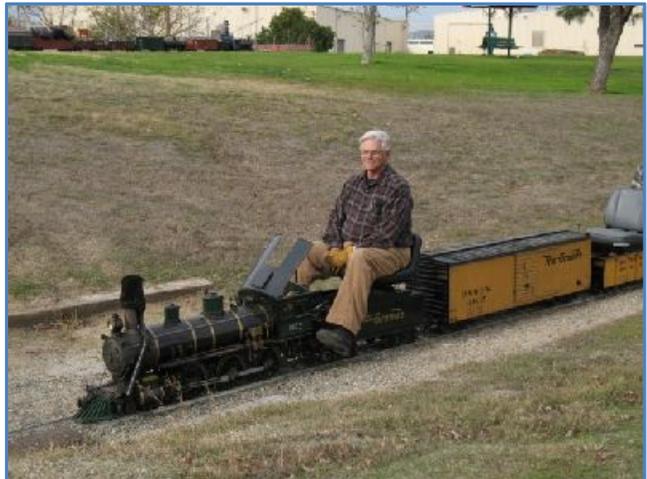


December 27 Run Day

Let's see.... How did the first sentence describe the December 13th run day go? "We've waited nearly all year...", "cool...", "no lines...", and, "no soccer games..." Yep, that almost perfectly describes the December 27th run day to a "T"! The only difference was the temperature: It was the perfect 72 degrees. While the rest of the country was beginning to be hit in with some of the coldest temperatures in recorded history, RLS members enjoyed shorts, t-shirts, and steam!

Out with locomotives were Casey Farwick on Ron Wilkerson's 2-6-0, Ron Wilkerson on his 4-6-0, Chris Enright with his upright 0-4-0, Bill McLaughlin and his 4-6-0, Cameron Lannon on Randy Chase's 4-4-2, and Dave Moore plus Dave Lazarus fired up Dave Moore's giant 4-6-6-4 and made several more "shake down" laps (By the way: each time the big Challenger goes out to the main line, it performs better and better and the smile on Dave Moore's face gets wider and wider... think "Cheshire Cat") The Public Train was engineered by Brook Adams on the club's C-16 with Bob Smith acting as relief engineer. The job of brakeman was done flawlessly by A.J. Benson. Glenn Maness (assisted by Tamiann Parrott) was at the helm as Station Master who safely loaded and unloaded 115 people.

About the only thing that may be logged as a complaint: there could have been a few more locomotives out for the day. Other than that... Perfection!





A Couple Safety Concerns (part 2)

Last month, safety concern part 1 was all about speed and the physics applied to our favorite hobby. Part 2 dives into something even more heavy hitting.

On a cold October 19th evening in 1952, a D&RGW 4-6-6-4 was climbing from Denver to Louviers, CO. Nothing seemed unusual about the trip as the locomotive appeared to be performing well. However, at 11:19pm, the trip took a catastrophic turn: without warning, the boiler exploded, killing all four men on board. After a thorough federal and D&RGW investigation of the incident, it was determined the explosion happened because of an overheated crown sheet due to low water levels. Further analysis found that when the water sloshed over the weakened, overheated crown sheet, it flash-vaporized. The boiler's internal pressure rocketed to over 600 psi, which instantly blew out the crown sheet. A split-second later, as the boiler began to de-pressurize, nearly 30% of the remaining water also vaporized (a bizarre physical trait of extremely hot, pressurized water) and created exit pressures of 1000+ psi. The next morning, the 500,000 pound boiler was found practically a football field away from the tracks, and 300 pound pieces of the locomotive were located 450 feet away.

Though it seems unlikely, being careless or purposely neglectful, the above scenario could happen to one of our locomotives. Granted, the scale of our locomotives is one eighth the size of our full-scale equivalent (one-fifth if you're into the narrow gauge stuff). We also run at pressures generally less than half of the full-scale steam engines. But, keep in mind: a boiler running at 110 pounds of pressure is the same as taking the volume of 215 equivalent sized boilers and squishing it into that one boiler. And, no matter how small we make our locomotives, the physical properties remain *exactly* the same as our full-scale partners. Thus, when that water reaches a heat-weakened crown sheet in a model locomotive, it will react exactly as it does in full-scale boilers: it will flash-vaporize and the ensuing pressure will not escape through the pop valves. The crown sheet will catastrophically fail and, as the steam begins its escape, 20% of the remaining water will also vaporize. If the D&RGW incident was shrunk down to our size, the ensuing explosion would have launched a 1.5" scale Challenger boiler thirty-five feet from the incident. That is deadly force. Compound the explosion with scalding steam and metal shrapnel, the chances for life threatening injuries increases even more.

It comes down to this: never, ever let your water levels fall below the bottom of your sight glass. If by some chance it does happen, do not add water to the boiler! Instead, shut down the fire (if your locomotive burns coal, put something over the stack, turn on your blower and begin raking the coals.), allow your locomotive to cool, and blow down at a reduced pressure (less than 20 psi) as to not stress the crown-sheet even more. Once cooled, your boiler will need a thorough inspection and, depending on how bad the damage is, possibly a complete overhaul.



We all want to have a good time when engineering our locomotives. Let's just not have "Art imitate life" too closely. Yes, have fun, but don't be reckless, careless, or purposefully neglectful. Remember: Keep the speed down and the water up... the fun will naturally follow.



“Fun” Day & Monthly Meeting

It was another fine day to be outside at the club. Because of this, several members showed up and put in a hefty morning's work: graffiti was removed from the Allen's Valley overpass, switches were tended to, low joints were raised, weeds were pulled, the compound tidied up and leaky pipes fixed. At the Noble/Quick building, the individual trestles were strengthened and plumbing work on our fuel pump was nearing completion. Curtis and Donna Claybrook fired up the BBQ grill just before noon and served up a fine lunch for all who helped out that morning.



Bill Hesse called to order the monthly Board of Directors meeting at 1:00 and went straight to business.

One of the first “big ticket” items was an update about the Hunter locomotive. Though the process has been slow, the outcome will be terrific! The last of the tender wheels were being delivered so the trucks can be rebuilt from the ground up. Also, a few more items were removed so the whole locomotive can be repainted to match the beautiful paintjob to the cab and tender done by Paul Quick. If everything remains on schedule, we should see our fine-looking locomotive back on the mainline within the next couple of months.



For the RLS members who made the trek down Hunter Park most likely noticed that the City of Riverside has begun the fill work to return our parking lot back to “normal” President Hesse stated the work should be finished in the next month (or so...).

Our new Safety Supervisor (Rich Casford) will be digitizing our boiler certification database. By doing so, he will be able send RLS members “due dates” as a reminder to get a new certification done. As it stands, boiler tags are valid for only a year, so it's a good thing to take a look at the date of your tag and schedule a new cert-test with either Rich or Dave Bunts.

As far as the Renaissance Project of Hunter Park, the “final” final plan was approved by the RLS and by the City Council. Bids for the project will begin January/February and work is scheduled to begin as early as March. Folks, this project will take approximately a year to finish. During that time, we may have to run on the short loop during several run days. However, when this project is done, we will have a park that will be something to be very proud of: new scenery, new track, a new (and permanent) station, a back driveway out to Marlborough and much, much more. One of the biggest improvements will be the separation of the one (!!!) soccer field and our mainline. Not only is the game field going to be further away from our right-of-way, but will also be separated long, tall chain-link fence. That, in itself, will be worth the wait.

At 2:00, discussion turned to the disturbing fact that nobody had touched the bag of Oreo cookies. Thus, the seal was broken and brought to conclusion December Board of Director's meeting.



One year ago: With Randy Chase watching closely, Cameron Lannon began his training to become a live-steam engineer on January 1st, 2009. One year later, RLS rails are regularly polished by a locomotive fired and engineered by Cameron. Thanks, Randy!

COMING EVENTS:

Jan. 10: Run Day: Westbound, outer loop

Jan. 16: Work Day and Monthly Meeting

Jan. 23: **RLS Annual Dinner**

Jan. 24: Run Day: Westbound, figure eight

Feb. 14: "Lovely" Run Day: Westbound, outer loop

Feb. 20: Work Day and Monthly Meeting

Feb. 28: Run Day: Westbound, figure eight

Visit the RLS Website: www.steamonly.org

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 scheduled activities for more information. Public run days are the 2nd & 4th Sundays of the month. Work days (Fun Days) are the 3rd Saturday followed by the Monthly Board of Directors Meeting at 1:00 p.m. at Hunter Park.

OFFICERS

President: Bill Hesse
Vice President: Rich Casford
Secretary: Brook Adams
Treasurer: Tamiann Parrott

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