

THE RLS CHRONICLE

News of the Riverside Live Steamers



October 2012

The Fall Meet Cometh!

Run Days

Ready for Nomination?

Growing Up with Berkshires, Pt.2



Old Oak, Old Northern

On September 23rd, under the careful engineering of Brook Adams, the Hunter steadily climbs the Vandenberg Grade with an extra-long passenger train in tow. It is more than possible that the oak tree providing shade and the perfect frame for the photo was planted right around the same time the Hunter locomotive was being built.



Well, here it is October already. Time sure flies when you're having fun on our railroad. I Hope everybody remembers that it's just about three weeks until our Fall Meet.

Well, this isn't about railroad but I just wanted to give a small report on my trip that I took on my motorcycle in July. I Traveled 6,557 miles, visiting Lexington Tennessee, from there to Key West Florida, then to Mississippi and back home. Saw a lot of alligators met a lot of great people, visited with friends and all in all it was a great trip. I am ready to do it again.

Missed one run day at our railroad, and I sure missed being there with all my railroad friends. From the reports I received upon arriving home, everything ran smoothly and I wouldn't expect it to have been any other way. The night runs sounded like everyone had a great time. One thing that we need to do on any other night runs that we have, is to establish an operating superintendent to have someone responsible for shutting down the railroad, there was a field bunker left open and unlocked during the last night run and that could have been disastrous to our railroad and to our fuel supply.

We have a lot of work to get accomplished before our fall meet and hopefully everybody can come out to our workdays and really get these things done, let's remember our punch list, there are still a lot of projects on there that need to be completed. Check with Bill Hesse to see if there's anything that you can help with putting on the dinner or just assisting him at the fall meet it takes more than one person to do this so let's help if you can.

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

You know when each oily spot and burn mark arrived on your RLS t-shirt and which locomotive put them there.

I know it's only October, but let's not forget to make plans to attend our annual dinner which will be coming up in January. It will be held again at the Hidden Valley Country Club in Norco, they always put on a great dinner and we will have special speakers, a 50 25-25 drawing, and door prizes and just a great time, so get it on your calendar and let's not forget.

Want to thank everybody once again for all the help in operating our railroad this year, being there and enjoying good friends and great times on our railroad.

Did You Know: In 1925, when Happy Davis was set to begin working as a Pullman porter, he received this warning "you won't see your family, hardly ever". His response was, "More power to it!"

Until next time, Glenn



The 2012 Fall Meet (October 26 – 28)

If you haven't done so yet, then you need to mark your calendar(s) for the upcoming Fall Meet (If you purchased one of our 2012 RLS Calendars, the date is already marked for you)! This is one of two chances we get every year to enjoy an entire weekend running trains with our friends, family, and fellow hobbyists. Actually, the event "unofficially" begins on Friday, October 26th on "Load in Day". Traditionally, this day was set aside for the many folks who travelled from all corners of the country to arrive and unload their locomotives and trains into our compound. At some point between "then" and now, it became an extra day of the Fall Meet. The tradition still applies, but RLS members and guests from afar now fire up their locomotives to "test out the rails". Whatever the reason, the ultimate outcome is having fun!



Speaking of traditions: since it took place during the 2012 Spring Meet and once before (Fall Meet 2009) and was requested to happen yet again, the catered barbeque dinner will be available to all those who wish to enjoy some really terrific food within the ambiance of Allen's Valley. On Saturday evening (Oct. 27), Southfork Catering (the same folks we've used in the past) will be cooking up their famous "Texas Star" dinner: Every plate receives baby-back ribs, beef ribs, a quarter chicken, beans, Tuscan mashed potatoes, Caesar salad, a dinner roll and a beverage (water, soda, or

tea). The cost per person is \$15.00 with no reservations required. Just show up, pay for a ticket and go get some amazing food. Also, you might notice the barbeque is a "meat lovers" style menu. RLS members are more than welcome to bring some kind of vegetable plate (corn, carrots, green beans, etc) to share with everyone in potluck-fashion.

Right after dinner, we'll fire up the projector and enjoy an evening movie. This year's selection isn't about trains, but includes a number of scenes with steam locomotives present. So, you'll have plenty of choices before you: Eat fine barbeque, ride a train around the park during the night run and/or watch a very good movie.

One more tradition is on the rise during our Fall and Spring Meets. During lunch time (noon to about 2:00 or until the food is gone) on Saturday, we will be offering a BBQ hamburger lunch. The price (\$5) includes a bag of chips and a drink. Last year, Chris Enright cooked up some mighty good burgers! So, don't miss out!



RLS 2013 Calendars

Sometime in November/December, the RLS 2013 Calendars will be available. Price hasn't been set yet, but should be in the area of \$10 - \$15. We'll announce them here and on the website.



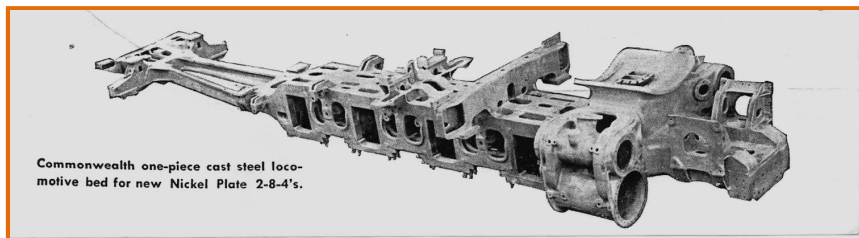
Growing up with Berkshires, Part 2 (by Jim Kreider)

As noted in the previous article, I grew up constantly exposed to NKP's Berkshires. It followed, therefore, that as I became more and more exposed to the live steam hobby, and the fact that I had images of these locomotives forever burned in my head, that this locomotive class was what I wanted to model in 1-1/2' scale.

I decided to model the later classes of NKP's Berkshires, specifically the S-2 and S-3 classes. The 779, the last of the S-3 class, was the last locomotive built by the Lima Locomotive Works. Since this project was going to take a lot of time and work, and as long as I was having to spend my time on it anyway, I thought that I might as well study the details of the prototype and try to do as accurate a scale model of the prototype as I could do with some reasonable degree of practicality associated with it.

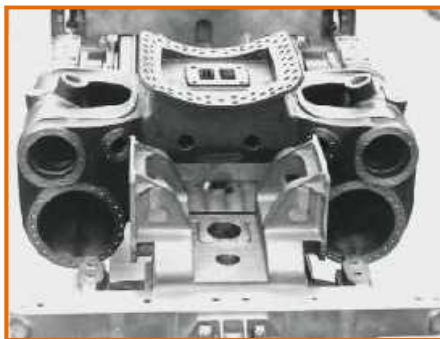
The 1.5" verses the 1.6" debate was starting to boil up at the time, so I had to make a decision as to which way I was going to go. One of the major factors for me was the fact that I like going to meets and various tracks with my equipment and I wanted to be able to stuff this locomotive and tender with the associated tie-downs in a standard 8 foot bed pickup. My experiences with trailers, to be polite, had been memorable. My rough calculations had shown that I could add on the order of another 300 lbs in 1.6" scale for just the locomotive. Also, I had seen so much nice modeling in smaller scales that 'heft' was not a big issue with me. So 1.5" scale was my choice.

Well I thought a good place to start was the locomotive frame. While rummaging through some old issues of Railway Age at the LA public library, I ran across a General Steel Casting ad which had this picture.



Commonwealth one-piece cast steel locomotive bed for new Nickel Plate 2-8-4's.

These locomotives were equipped with one-piece cast steel locomotive beds with the cylinders cast integral. A letter to GSC also yielded the drawings for this frame together with the cylinders. Up to this point I had never seen drawings with so many lines on them that the drawings almost looked solid. These drawings were specifically designed to make my head hurt. It took many hours to decipher what all the lines meant. I was never going to be able to do a one-piece



casting so I figured that dissecting the frame and making it out of a bunch of castings bolted together to look like the prototype, at least on the outside, was the (only) way to go. On the left is the front frame casting with the air compressor supports, and the cylinder block in place. In the next picture, the cylinder block is removed to show the detail on the side frame casting, one of the brake cylinder support castings, and the casting designed to represent the portion of the locomotive bed which supports the valve gear.



I knew little about the details of patternmaking when I started so I first made a solid wheel pattern out of a solid wood block. Wrong thing to do. The pattern turned into a potato chip after a while. I picked up a small book on patternmaking for \$3.00 at an old used book store in Long Beach called Acres of Books, which literally lived up to its name. I started to learn the details of patternmaking such as,

for instance, laminating wood grains to avoid warpage, filleting, and color coating the various parts of a pattern to differentiate between the main pattern and core prints. The photo below shows one of my first patterns, the right side frame.

I chose ductile iron for all the main frame parts including the side frames, frame spreaders, cradle, and cylinder block. I liked its strength, ductility, casting fluidity, and machinability. It could also be repaired by welding. I first thought of steel castings but found out that steel was a lot more finicky to work with because when casting steel the mold/steel surface tension is very high, or reduced fluidity, with steel compared to iron, ductile iron, or non-ferrous material such as bronze. It can be done of course but it can lead to increased casting costs due to the possible “creative gating” and risers which could be encountered when casting steel. I didn’t need something to increase the cost unless there was a good solid reason for doing so, a principal that my supervisor at work pounded into my head until I began to believe it.



The photo on the left shows the casting made to represent mainly the mid boiler supports and the valve gear reverse shaft. Also shown are the main driver brake hanger support castings.

The prototype had a brake cylinder mounted above each driver axle but I decided to deviate here and equalize the driver brake system using only the two cylinders mounted above the front and intermediate drivers. The

reason I did this was to find a place to mount the whistle, i.e., above the main and rear drivers and yes, underneath the boiler, thus the dished top surface on the frame spreader. The idea of simulating an air tank with some big gaping holes in the end of it as a whistle just did not appeal to me especially when I was trying to do an accurate scale model. I felt so strongly about this that I formed a complete mental block around the idea that I would play hell trying to get to the whistle if I ever had to. I resorted to a complete denial of any potential problems with this and even tried to convince others of a problems nonexistence, probably to reinforce my own insecurity about the issue. Now that I think about it, I probably did the exact same thing on some other issues also. I’m sure I’ll run across them while doing this writing. BTW: the socket head cap screws shown holding parts to the top of the frame are supposed to be replaced by some low-profile hex heads.



The photo above right shows the casting designed to represent the frame appendage that supported the cold water pump for the Worthington feedwater system. I designed the frame-cradle transition to be bolted from the inside to further represent the one-piece continuous casting look of the prototype locomotive bed.

Also on the right is the cradle casting complete with the stoker engine and injector mounts. This turned out to be a monstrous 33 pound casting. It occurred to me on more than one occasion that seeing the mold for this, the side frames, and the trailing truck frame seemed to represent about a half ton of foundry sand sitting on the floor for each casting. The foundry always used their cranes to pick them up.

I used bronze for the non-main frame, lower stress pieces described above because I found that bronze could give me a better casting surface finish than the ductile iron because it was poured at a lower temperature.



September 9th Run Day (photos by Joan Adams)

There was a mighty fine showing of members and locomotives on this run day... despite the heat. Engineers and locomotives out for the day were Josh Klenski (4-6-4), Jonathan Chase (4-4-2), Warren Peterson (4-6-0), and Bob Smith on the passenger train (Hunter, 4-8-4). There were a couple other locomotives out but not under fire: Bruce Moffat (0-4-4t) and Bob Cummings (2-8-2). Brakemen for the day were Curtis Claybrook, A.J. Benson and Charlie Gresham. President Glenn Maness fulfilled his duties as Station Master flawlessly while Brook Adams helped out as the Hunter Relief Engineer.

Backing up just a bit -- Josh Klenski was the "Wish Granter of the Day": Several of our newest members and volunteers took turns engineering Josh's big coal burner for a lap or two around the mainline. The smiles were as wide as our park is!





Nomination Season

Along with the change of the seasons (summer to fall), Allergy season and flu season comes nomination season. However, for many RLS members, the season has alternate meanings, all of them having to do with nominations to the RLS Board of Directors. To some it means “Duck and Cover Season”. To others, it means “Don’t Make Eye Contact with Current Board Members Season”. And still others look at it as the “Here We Go Again Season”. However you view it, the RLS needs you to seriously consider becoming a Board Member and help guide the club through the next couple years. Four members on the board have “put in their time” and it’s time to vote to replace them with four more members. Without a full complement of board members, the club violates its charter with the State of California. So, please, if you’re even slightly interest, seek out a current director and put your name onto the ballot. Voting will take place toward the end of October through the mid-November.

September 23 Run Day

If it wasn’t the hottest run day of the year, then it was a very close second. With the day’s high hitting 106 degrees (in the shade), there were only a few brave souls who came out to the park for a day behind a hot, smoking, steaming boiler.

Leading the pack was Paul Quick with his S.P. 4-4-2. Engineering with him were Manny and Chris Caldera. This day also had a schedule Birthday Train. Handling those duties were Bob Cummings with his 2-8-2 and Charlie Gresham as the Brakeman. Lastly (and far from least) was Brook Adams who fired and ran the Hunter Train... all... day... long..... with no breaks. Helping him with the brakeman duties were A. J. Benson, Charlie Gresham (after he finished his brakeman duties on the b-day train), Jonathan Parrott, Nathan Parrott, and Tamiann Parrott. President Glenn Maness was our benevolent Station Master assisted by Tamiann Parrott and Cynthia Caldera.

About the only place at the park that anybody really wanted to be was standing under the misters at the Iowa Station. Wow... those things work so well!





Turning the park into "Home"

With only a couple months left before the grand re-opening of Hunter Hobby Park, the gardeners were bringing trees, shrubs, ivy, and flowers by the truck-full. When this photo was taken (mid-October), we had only been running trains through the Iowa Yard for two run days. Exciting times!

COMING RLS EVENTS:

Oct. 14: Run Day

Oct. 20: Work Day, Board of Directors meeting

Oct. 26 – 28: FALL MEET!!

Nov. 11: Run Day

Nov. 17: Work Day, Board of Directors meeting

Nov. 25: Thanksgiving Run Day

Visit the RLS Website: www.steamonly.org

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