

Ridge Lines

Voice of the Ridge Live Steamers

<u>July 2018</u>		<u>Dundee, Florida</u>
RLS Work Day	Saturday	July 21, 2018
RLS Run Day	Saturday	July 28, 2018
	Scheduled Board of Director's Meeting, 11:00 AM	
	General Membership Meeting, 12:15 PM	
RLS Work Day	Saturday	August 4, 2018
RLS Work Day	Saturday	August 11, 2018
RLS Work Day	Saturday	August 18, 2018
RLS Run Day	Saturday	August 25, 2018
	Scheduled Board of Director's Meeting, 11:00 AM	
	General Membership Meeting, 12:15 PM	
RLS Work Day	Saturday	September 1, 2018
RLS Work Day	Saturday	September 8, 2018
RLS Work Day	Saturday	September 15, 2018
RLS Run Day	Saturday	September 22, 2018
	Scheduled Board of Director's Meeting, 11:00 AM	
	General Membership Meeting, 12:15 PM	
RLS Work Day	Saturday	September 29, 2018
RLS Fall Meet	Friday, Saturday Sunday	October 26, 27, 28, 2018
	Scheduled Board of Director's Meeting, 11:00 AM	
	General Membership Meeting, 12:15 PM	
RLS Winter Meet	Thurs through Sunday	February, 21 - 24, 2019
	Scheduled Board of Director's Meeting, Saturday, 11:00 AM	
	Annual Membership Meeting, Sunday, 1:00 PM PM	
RLS Spring Meet	Friday, Saturday Sunday	March 23, 24, 25, 2019
	Scheduled Board of Director's Meeting, 11:00 AM	
	General Membership Meeting, 12:15 PM	
Manatee Central Spring Meet	Friday, Saturday, Sunday	April 13, 14, 15, 2019
Manatee Central Memorial Day		May 26, 27, 28, 2019
Manatee Central Fall Meet	Friday, Saturday, Sunday	November 9, 10, 11, 2019
RLS Card Order Session	Saturday - Sunday	December 8, 9, 2018
RLS Card Order Session	Saturday - Sunday	January 5, 6, 2019
RLS Card Order Session	Saturday - Sunday	January 19, 20, 2019
RLS Card Order Session	Saturday - Sunday	March 16, 17 2019

TYPICAL SUMMER WEEKDAY GOINGS-ON AT RIDGE

Lots of activity happens on weekdays during the summer months, so I thought I would try to follow a typical week, the people involved, and the work that gets done.

The traditional Monday workday is still happening with activity starting around 9 A.M. although John Forte usually begins signal work at or before 8. Last Monday John Forte, Bruce Rauch, John Bortz, Steve Leermakers, Stuart and Scott
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Newsletter of the Ridge Live Steamers, Inc.

Board of Directors

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Director (2016-2017): Bob Babcock

Director (2016-2017): Dana Bliss

Director (2016-2017): Jim Reid

Director (2017-2018): Richard Dobler

Director (2017-2018): Bob Moutray

Director (2017-2018): Bruce Rauch

Past President: Rollin Patrick

Newsletter Editor/Publisher:

Allen Newcomb

Submissions: Ridge Lines welcomes articles, news items, digital photos, and other contributions. Please contact the Editor.

Membership: Anyone interested in joining the Ridge Live Steamers should contact the Secretary.

Electronic Distribution. Help the Treasurer and the Secretary/ Editor to save money, and time. If you do not already get the newsletter e-mail, please e-mail me at allenpn@tampabay.rr.com with your e-mail address. Please be sure to add me to your mailbox so that I won't be blocked. Please be assured that only RLS mail will be sent to you and it will be as a "blind copy" to prevent anyone else gaining access to your computer. In addition, and very important, please advise us if your e-mail address changes.

General Membership Meetings will be held the fourth Saturday of each month, unless otherwise noted. They will be held at the pavilion after lunch. This is to satisfy the Requirements of Article 1, Section 4 of the Ridge Live Steamers By-Laws.

Board of Director Meetings are scheduled on the fourth Saturday of every month, subject to cancellation with at least one weeks notice by the President. This is to satisfy the Requirements of Article II, Section 3, Paragraph (1) of the Ridge Live Steamers By-Laws.

Name Badges. Please wear your name badges when at the track, especially during run days, so that we may all learn the names of members we don't know, and new members may get to know us. Additional, or new, badges may be purchased for \$7.50.

The Florida Live Steamers is an umbrella organization that coordinates the railroad activities around the state. If you don't belong, it is time you did. If you do belong, dues are due. \$20.00 a year should be mailed to FLS, 9111 Erie Lane, Parrish, FL 3421

(Continued from page 1) McGinnis, and Richard Dobler were hard at work at a variety of projects in the summer heat. Bruce and Steve worked at trimming trees and carrying debris to the burn pile. John Forte kept plugging away at the signal system with Richard helping to straighten out some missing jumpers and insulators in the Can Yard. John Bortz did his usual hand watering of Daniel's plants and worked on the golf cart. Richard used the tractor and chain to remove two struggling viburnum plants in the front hedge and then to carry tree trimmings to the burn pile. The transplanted trees on Hays Hill were hand watered. Scott and

Stuart were busy with Stuart's industrial switcher and made a couple of laps on the train. Richard restored electricity to the outlets in the J barn. Bruce usually does several small jobs on the Monday workdays and I did not get a chance to make a list of the other things that he accomplished. Lunch happened just before noon with Bruce ringing the bell so that lunch would be legal.

Tuesday began with Richard Dobler repairing the electric turnouts at the Coachwhip track to the J and K barn and from YeeHaw to the N barn. John Bortz did his hand watering of Daniel's plants and continued working on the golf cart. He also used the battery blower to remove debris from turnouts in the Holman and VanSickle Jct. areas. Trees on Hays Hill were hand watered.

Wednesday saw Richard and John Bortz mowing until noon. They also took the tractor to the north end of the tunnel and removed a bucket full of debris from the track that had washed in from the 3" rain on Tuesday night. After an afternoon heat break, John Bortz continued to mow late in the day. Trees on Hays Hill were hand watered. John Forte was out at his usual early time to check on signals after the Tues. evening thunder storm. Scott McGinnis spent most of the afternoon in the heat continuing to prep the work boards on the steaming bays for painting.

On Thursday, Richard Dobler ran the spray train until noon and then obtained and planted replacement viburnum plants in the front. Richard also replaced burned out LED's on the tunnel signals. John Bortz did his usual watering and worked some more on the golf cart. New member Brent Stuvland came and ran some G gauge trains for a while. The trees on Hays Hill were hand watered.

Birthday twins John Bortz and Richard Dobler, they share the same birthdate separated by 1100 miles, (John was born in Pennsylvania and Richard was born in Indiana) celebrated on Friday by going to Tavares and riding the Royal Palm Railroad. Trees on Hays Hill, the new viburnum plants, and Daniel's plants were hand watered. Not sure if anyone else was at the track because of the trip to Tavares.

This outlines a typical week (Mon. – Fri.) at Ridge. This week did not have the amount of mowing that usually occurs because of the lack of consistent rainfall. I probably missed some people and activity, but a number of people do show up and a number of jobs get done between weekends and we all thank those who are involved.

Gauge 1 (G scale) - Upgrade & Modernisation 2016/17.

The small scale track at Ridge Live Steamers is an attractive but much underused facility, partially due to its somewhat limited number of tracks and the opportunity for the running of both Electric & Live Steam locomotives.

Currently, there are two track "loops" available for Live Steam locomotives, and one for Electric or Battery operated locomotives.

The intention is to upgrade the existing tracks, by the addition of another loop of track for the use of Electric or Battery operated locomotives, and also add another feature with the construction of a "yard" area, to allow the assembly of rolling stock into complete trains, without blocking any of the main lines, and for the future

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introduction of an opportunity to run potential small scale ‘Card Order Sessions’ as currently operated by the Clubs “Big Boys”

Phase 1 would involve the extension of the two existing branch sidings or spur lines, which make up the inner partial loop of track, into becoming a further complete loop of track, and then add two further branch sidings in the same areas of the existing railroad, so that there are still two spur lines on the most inner part of the railroad, to be used for either the storage of rolling stock, or complete trains to be “parked” when not actually running.

Phase 2 would be the construction of a Switch Yard, comprising of some six tracks allowing entry from the two (Live Steam) main line loops, in either direction. These tracks would be controlled by a number of remotely operated switches (using the ‘Aristocraft Revolution’ control system).

A “back-up” in the form of Manually operated switches was to be provided, for use in the event of the failure of any of the remotely operated switches.

The Switch Yard would be available for use by either Electric, Battery or Live Steam locomotives, it only being necessary to isolate mains switch power to the tracks, before the operation of any Live Steam equipment.

A new ‘Walk-About’ train Controller was to be purchased, to allow those running Electric locomotives, to operate their equipment from two locations - one in the covered area of the railroad, and a second control point in the area of the new Switch Yard.

The cost for this upgrade was to be totally funded by donations from myself and other club members, and I am grateful for contributions from John Abbott, Jim Burby, Bob Good, and Jim Reid (Sorry, if I’ve missed anyone).

The actual work was carried out by a small, but beautifully formed team of fine physical specimens, headed up by Jim Reid, Bob Good, John Brutcher and myself, both phases were commenced in December 2016, and completed in time for the Ridge Winter Meet in February 2017.

Phase 1 required the installation of an additional timber track support along the complete length of the inner loop of the track area; this required the siting of a new bridge, alongside the three existing bridges, and the running of new power cables, to provide track power to the newly constructed additional loop(s) of track.



Photo of two members of the Construction Team in full operating mode.



The completed Switch Yard - in this photo, two Manual Switches have yet to be installed to allow a 'cross-over' between the two main line inner loops. This has since been completed.

In this photograph, Ridge Club President 2016, Rollin Patrick strikes the Golden Spike signifying the completion of the construction programme.

I hope that these changes to the Small Scale Railroad layout at Ridge will encourage more Club Members and Visitors from other Clubs, to use the tracks and enjoy this additional facility whenever they get the opportunity of visiting.

David F Howarth

It's a Small World By Bruce Rauch (Regular Member ALS & RLS)

When I first joined Adirondack Live Steamers in 1987, I had no idea how big a part of my life this hobby would become. I thought I would go to the track, help out where I could, and enjoy watching the other members with their trains. When Stan Cardish, a founding member, passed on I had the opportunity to buy his speeder from his estate. That's when my interest in railroading "speeded" up. I soon acquired a New York Central F7 Diesel and build a circus train. Through the years I served as President, Secretary, and Membership Secretary of ALS. The more I got involved, the more I wanted to do. Often, I was the first to arrive on Saturday morning and the last to leave in the evening. But, all things must come to an end. When I was nearing retirement, and planning on moving to Florida, I assumed my involvement with this hobby was over. I sold my train and was content to move on to a new life in the Sunshine State.

After about six months in Florida, I met a gentleman in the swimming pool wearing an engineer's cap. Everyone referred to him as "trainman". I got talking with him and learned that there was a live steam club about twenty-five minutes away. Did I want to get back into the hobby? I decided I had to go and at least visit the club.

My first visit to Ridge Live Steamers rekindled my interest. A long tunnel was near completion. A gauge 1, G scale elevated track was being built. As I still had a lot of LGB equipment, I decided join the club and help with the completion of the G scale track. Before long, I acquired a small, 2 axle, center-cab switcher and, a 25% interest in a forty-foot, four track carbarn. More cars followed along with a second center-cab switcher.

Again, I got more involved serving as Vice-President, President, and Director. Recently, the RLS Secretary, Allen Newcomb, asked me if I knew Lloyd Coon from the Albany area. I had seen heard his name mentioned. It sounded familiar but, I didn't think anything of it. When we finally met, it turned out that we were classmates at Albany High School over fifty years ago. Although we were acquaintances, we were not close friends. Then I found out that he had joined ALS after I moved to Florida. We had a great talk about high school and our somewhat similar lives since graduation.

When we got talking about this hobby, he said he had a question about ALS for which he was never able to get a definitive answer. Why are the "mile markers" eighty-eight feet apart. Tom Rhodes designed the markers and the spacing. I made the markers and installed them. Eighty-eight feet is one 60th of a mile. That spacing makes it very easy to calculate your speed. Just determine the number of seconds it takes to travel between two markers, divide that number into sixty and you get your actual MPH speed. Multiply actual speed by eight and you get scale MPH. He then asked about the spacing at RLS. Although I made the RLS markers using the ALS design, the spacing of one hundred feet had been established long before I became a member.

Small trains in a small world brought two people together who hadn't seen each other in over fifty years. Anyone visiting central Florida is encouraged to visit RLS. Feel free to contact me. My current info is in the ALS and RLS rosters.