
THE RIVERSIDE LIVE STEAMERS

June 2016 Chronicle



*Don't cry because its over,
Smile because it happened.
-Dr. Suess*

A Note from the President

Mike Gardner

The old Southern Pacific caboose that has graced Hunter Park and the RLS compound for the past half century has finally found a new home where it will be properly restored and cared for. The caboose was donated to the City of Riverside by the Joe Hunter foundation along with Hunter Park itself and the railroad in the mid 1960's. When donated, the caboose was located just outside the park boundaries near the old steaming bays southwest of Allen's Valley. That area has since developed as commercial/industrial space.

In 1967 Charter Member Ron Wilkerson and several others moved the caboose from that location to the one most of us are familiar with parallel to Columbia Avenue and next to the engine house. The move was carried out using two pieces of snap track and a 1957 DeSoto station wagon. It was apparently quite an undertaking and hopefully we can get Ron to write about it in a future article.

RLS and the city have been working for almost a decade to either find funds to restore the caboose or find a new home for it. It quickly became apparent that restoration was beyond the financial capabilities of both RLS and the city so effort was focused on finding a new home. The Orange Empire Trolley Museum was offered the caboose, but they declined as they already have several old wood cabooses awaiting restoration. A similar response was received from several other railroad museums.

Finally, the city contracted with John Salisbury of JLS Railcar, an agent who buys and sells a variety of full sized railroad equipment. After a few fits and starts John found a buyer who had been looking for a caboose of this type for years. The buyer is Jim Fernhoff of Verdi, Nevada, a small town near Reno. Mr. Fernhoff will restore the caboose over the next couple of years and it will become the centerpiece of a years long landscaping project featuring a stream, waterfalls and a full sized railroad with an operating speeder.

On May 23 a crew arrived to begin preparation of the caboose for its move, and on May 24 it was craned onto a specialized lowboy trailer for its journey north. The photos below show the transfer from the tracks at RLS to the truck. Thank you to George Bartlow for the photos. More are available on the RLS Website: www.steamonly.org

As usual, lots of RLS members helped make all this possible, but I will call out two in particular. First, Rich Casford who provided the coordination between the city and JLS Railcar, and second Bill Hesse who spent many hours over a lot of days at the compound so prospective buyers could check out the caboose as well as disconnecting the alarm and fire sprinkler system in preparation for the move.

We will all miss the old girl, but she was literally falling apart before our eyes and this was the only way to save her. Long may she live in her new life and location.



Along the Track

Rich Casford– Roadmaster

Over the past several weeks we have had some excellent work days at RLS. The major project has been the continued construction of Escape Track Project (ETP) along with the parking lot extension behind the fuel tank area of the compound. The ETP has involved many hours of work to install trestle piers from the south engine lead down behind the Noble Quick building and installation of a tie wall for the right of way to Allen's Valley and the north fuel lead tie in.

The RLS Engineering department has done a remarkable job in planning and the RLS workers have been busy working all along the line. 25-30 members have been participating in the construction with many attending every Saturday work sessions. Once again our membership has skills sets that many commercial contractors would love to have: dedication, pride in workmanship and compensation in the form of Donuts and Pizza!! What a winning combination!

Even with this major project in the works, the Railroad still needs attention. We have had several teams and individual members out on the mainline to make sure the track is up to RLS standards.

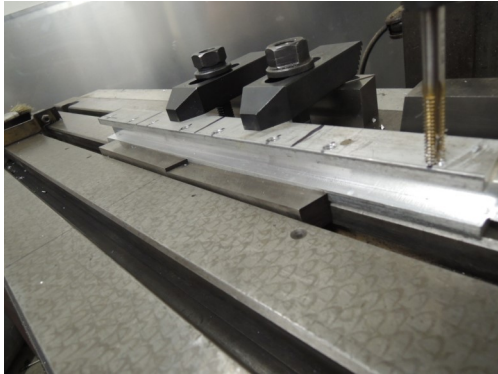
Several members have stepped up to take on special projects. Richard Ronne is inspecting, adjusting and maintaining a repair log on all the switches on the railroad. Not a small task as we have 46 switches in our track. Bob Roberts has become an artist with the soda blaster to clean the steel of the ETP trestle support steel and then painting the steel during the week so as not to paint any RLS member who happens to walk by the work site. Doug Prescott has joined the surveyor crew as the team makes sure all the elevations are correct. John Gurwell, Scott Horgan and Julie Shifter ran the welding group. Of course we have the dynamic pair of Larry Jongerious and Dave Bunts as senior design managers of the ETP.

A special thanks to Bill Hesse who was site manager for the parking lot fence extension and then took on the site manager for two days with the caboose move. Brook Adams, Bill Hesse and your Roadmaster took down the fence at 5 AM on caboose moving day. Brook and Bill had the fence installed by 3:00PM and you have to look close to see that it was even removed!

SPECIAL NOTE: WE NOW HAVE THE NEW CONTAINER AND THE PROPANE STORAGE CAGE ON THE ALARM SYSTEM. YOU MUST TURN OFF THE ALARM BEFORE OPENING EITHER UNIT.

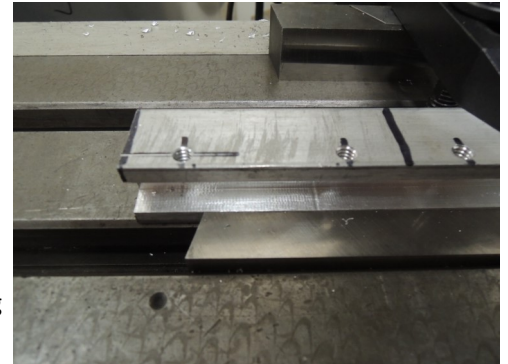
Wheel Chock Project

Richard Ronne

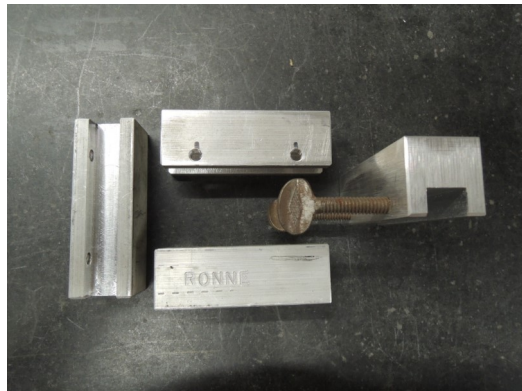


Stop those pieces of equipment from rolling off the bay while eliminating boredom!!!

While observing a Reefer [mine] rolling over the Blue wedge shaped stop & almost going off the end of the steaming bay I decided to make a quick stop that is easy to use. Being bored inspired me to cut some metal to pass the time and the following chock was the result.

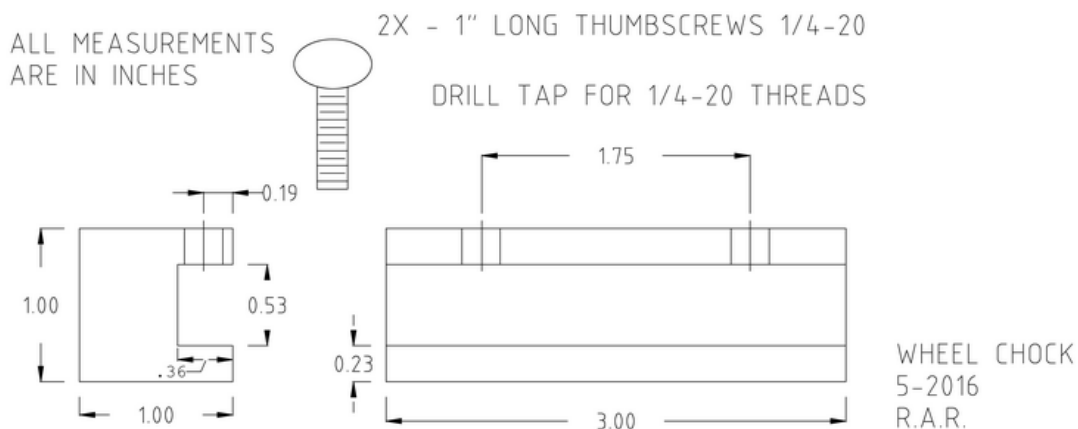


Start with a piece of 1" square solid stock about 13" long. This will make 4 total chocks that are 3" long each. Set stock up in the mill and cut .53" X .36" slot the entire length. Next rotate stock 90 degrees to drill & tap 1/4" - 20 holes [1 3/8" apart] [5/8" from end of 3" length]. It helps to quickly layout the 3" lengths along with the .19" X 1 3/4" hole centers per sketch. After drilling and tapping cut into 3" lengths. De-burr everything and break all sharp edges.



Procure some 1/4" X 20 X 1" long THUMBSCREWS & grind ends flat and polish so Aluminum rail edges do not get bugged up. Some may be concerned about the cast iron wheel flange bumping into the chock so they may want to machine a notch in all 4 ends of the chocks so the tread contacts the chock instead of the thin flange.

These chocks seem to have good holding qualities while being compact enough to carry in an empty pocket for immediate use anywhere on the track. The entire project kept me busy for an hour thus eliminating boredom. Thanks Bob Beard for suggesting this.



1/2" SCALE NICKEL PLATE BERKSHIRE **FOR SALE!**

Ron Rees 110 Marsyla Hts. Dr., Winlock, WA 98596 NKPberk@gmail.com

-The majority of castings and parts are from Jim Kreider. The engine frames are scratch built from flat bar. Also the tender frame is scratch built. The tender trucks are Buckeye from Mountain Car co. Kreider brass tender sides and back top are used, and the rest of the water compartment is all stainless steel with about 2500+ copper rivets all hand driven. The cab on the engine is Kreider sheet metal parts also.

- 7 1/2" gauge

-Propane fired. From the time you light the fire until pop off of the safeties is 35 min. That is with a propane psi of 5.

-Most of the model valves are from Super Scale.

-Includes refrigerator car which holds propane bottles. The Refer car carries the two 5 gal propane bottles. It is totally scratch built except for the couplers. The top lifts up for access.

-The tender holds 27 gals. of water. - Includes a 16ft flat 7000# double axle car trailer with three tracks. There are top boards that span across the top to put a tarp over. Also includes a transition track that goes between the trailer and turntable

-Asking price for all of the above \$85000.

Metal Shop **FOR SALE!**

Lew Kader (909) 985-4916

If you are looking to add to you existing shop, upgrade your equipment, or start your own metal working shop give Lew a call!

-Bridgeport Mill with DRO

-Lathe with Taper attachment

-Lots of tooling and tools for both

IMPORTANT DATES

June 4th: Night Run

June 12th: Runday (East/ Outerloop)

June 18th: Work day

June 19th: Father's Day

June 26th: Runday (East/ Fig-8)

July 2nd: Night Run

July 10th: Runday (West/ Outerloop)

July 16th: Work Day

July 24th: Runday (West/ Fig-8)

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 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.

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