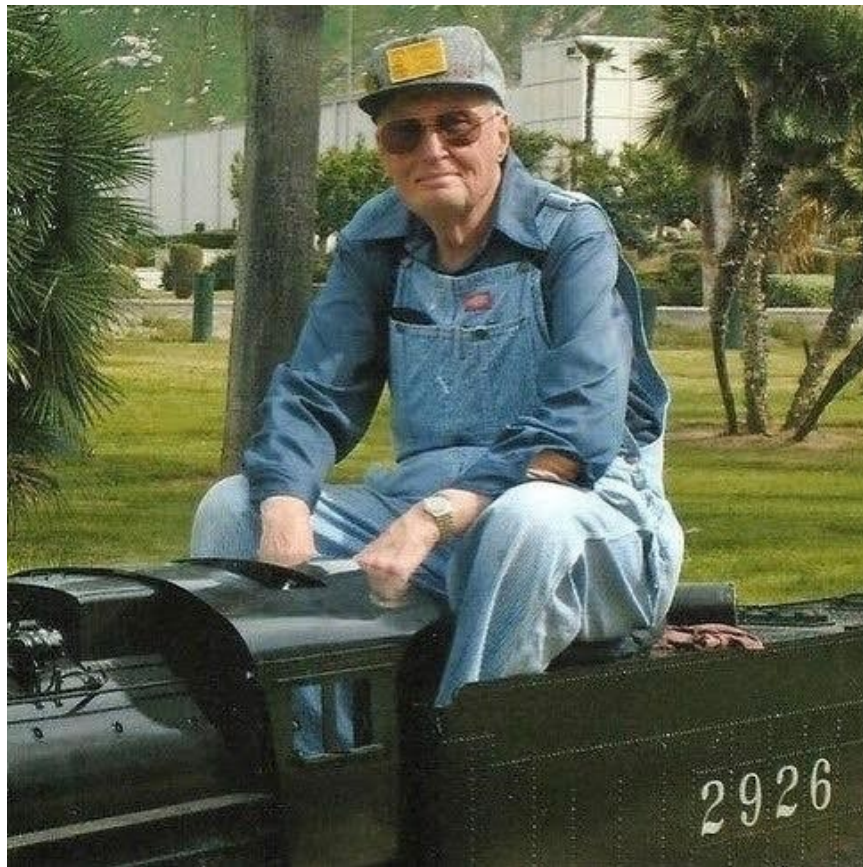

THE RIVERSIDE LIVE STEAMERS

May 2017 Chronicle



FINAL CALL Ken Casford, Past President & Roadmaster

47-year Member & Past President Ken Casford, Road One, passed away peacefully April 10, 2017 after several months in Hospice Care. Ken joined RLS in 1970 with his son Rich. In 1971, Ken was appointed by the Board of Directors as Roadmaster a position he held until 2009. Under Ken's leadership the RLS track became an outstanding example of design and ride quality. During his time with RLS Ken served as President four times, Treasurer, Secretary and Chronicle Editor on multiple occasions.

President's Remarks

Brian Stephens

Dear Members,

I hope you all had a chance to attend at least one day of our Spring Meet. Thanks to our Meet Chairman and Vice President Dave Bunts it was another successful RLS event. A special thanks to our new Compound Supervisor Bob Roberts, Meet Assistants Bill Heese and John Gurwell, along with our night watchman Bob Beard, our breakfast cooks from the O'Guinn family, our past president Mike Gardner for staying up all night to BBQ the pig, and to all who brought goodies to the potluck. It is always nice to see and visit with our friends from other railroads. A fun time was had by all including three new members who joined during the meet. Make your plans now to attend our Fall Meet October 20-22, 2017.

See you at the Railroad



Message from the Compound Supervisor

Bob Roberts

Hello fellow Live Steamers! I have been on the job for a couple of months now. I have been trying to fully learn the new job and follow my predecessor's good example. The last few work days we have done a lot of clean up in preparation for the Spring Meet (now past). Thank you to all of those that helped. I would also like to thank all of those that take the extra time to help out by emptying the trash containers around the compound. I believe our guests had a good time!

Now that the meet is behind us we are going to be pressing forward on replumbing the steaming bays. Many of you have been giving me good information on where some of the buried pipes are. If any of you have pictures and can bring them to the next work day, I will bring a portable scanner so I can copy them. With your help we can minimize the disruption to the compound with the trenching.

Along the Track on April 15th, 2017

Rich Casford, Roadmaster

No one wanted to pay taxes on April 15th so everyone came to RLS to participate in the April Fun (work) Day instead.

The Roadmaster had constructed a ballast dump box which was fitted to a standard gondola to make the job of ballasting the Bunts By-Pass Track a much easier task. With the help of Bob Chamberlain's tractor for loading the 175-foot trestle area was completely ballasted without much effort. Both ends of the Bunts By-Pass Track outside the fence line was also ballasted with the help of Bob's tractor instead of wheel barrel moves!

The ballast dump box worked so well the crew then spread additional ballast in David's Yard. The ballast work will make walking and weed control much easier on the slopes and yard tracks. There is additional ballast work to be done on the hillside at a later date.



Mainline track inspection and alignment work was conducted by Dan Williams and Pat O'Guinn. The curve was aligned from Summit Switch #2 to Big Pine along with a replacement rail installed in that area due to an automobile driving in the park bending the rail.

Master Switch builder Richard Ronne was out repairing and adjusting switches prior to the Spring Meet. Remember if you have a problem with a switch let Richard know by the Switch Number located on the switch stand. Don't just say the third switch by the tree!

At the station the final touches on the new ice machine installed in the Merchandise Room were completed by David Lazarus.

Back in the compound, the parking lot was graded by the storage containers to allow water to drain away from the concrete pad.

Compound Supervisor Bob Roberts was out with his shovel continuing his search for water, air and electrical lines for planning the replacement of lines after the Spring Meet.

Lunch was provided by Mr. & Mrs. Tom Brody. The Roadmaster would like to thank all the RLS members who have handled the lunch duties! If you would like to try your hand at being the Work Day cook just let the Roadmaster know! We have a few openings left for the balance of the year starting in July.

After lunch President Brain Stephens called the Board Meeting to order at 1:00PM with a moment of silence for departed Members Ted Johnson and Road One Ken Casford.

Mark your calendars to join us on Saturday May 20th for our next schedule Fun (Work) Day at RLS. You will be glad you did.



The Track Work Seat

By Dan Williams

As I get older, I found working on our tracks harder on my back and knees. I believe I saw an article somewhere about converting a mechanic's seat to aid in track work. I purchased a mechanic's seat from Harbor Freight for about \$17 and made my own work seat. This article will show you how I made it.



Photo 1

First I took off the wheels and tray from the original seat. The materials for the wheels, journal boxes, and frame I had on hand in my material bins. (Photo 1)

The journal boxes were fabricated from a piece of 1x1 inch brass bar. Each journal box is 3/4" thick. I first milled the 1/2" slots for the journal boxes to slide on the pedestals (Photo 2). Then I cut them to size (photo 3).



Photo 2



Photo 3

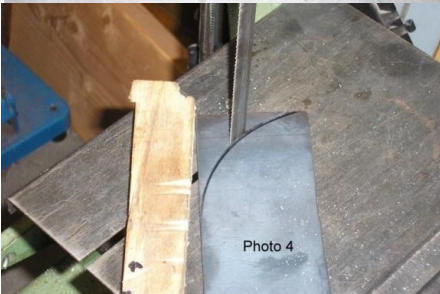


Photo 4

For the pedestals I used some 1x2" steel channel I had on hand. I cut 8 pieces 1/2" wide. I cut two pieces on 1/8" steel plate 3" wide by 12" long. These will be attached to the bottom of the seat frame and to support the bar for the pedestals (Photo 4 & 5). For the top of the pedestal frame, I cut some 1/2" square steel bar about 14" long. For the wheels I had some 2 1/4" round steel bar, which I cut 4 pieces 1" thick.



Photo 5

(Photo six shows all the materials for the running frame of the seat.)



Photo 6

Next I mig welded the pedestals to the 1/2" square steel bars. I welded one pedestal then lined up the pedestal on the second bar and welded it. From then on, it was a matter of squaring up each pedestal and welding (photo 7 & 8).



Photo 7

Next bore the journals 3/8" on centers. I used a Vernier height gauge to find the center on the journal. Once that is done I drilled a 23/64" hole and reamed it with a 3/8" reamer. I also drill a 3/32" hole on the top of the journal for oiling.

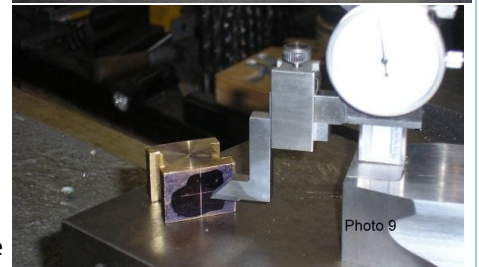


Photo 9

Next was machining the axels. I used 1/2" cold roll steel. I cut the bars to length. Turn them on a lathe to a diameter of 0.440" y 1 7/8", for a press fit for the wheels which will have a 7/16" bore.

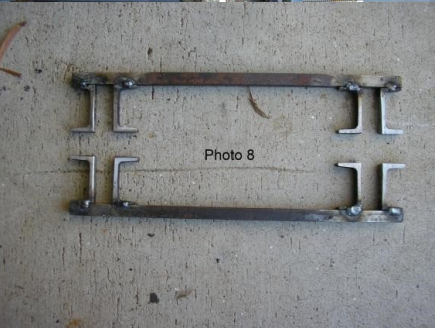


Photo 8

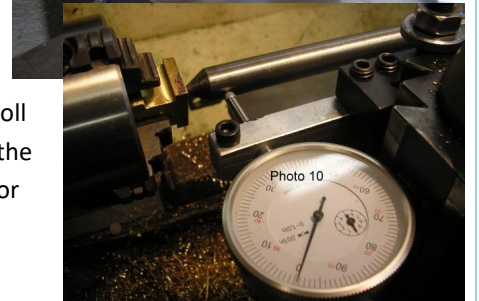


Photo 10

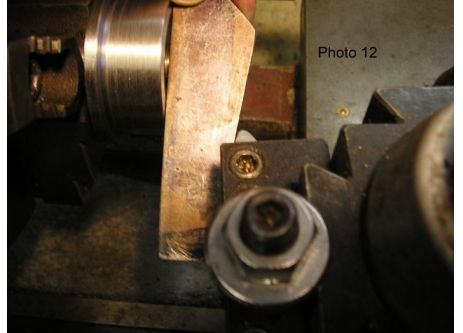


I then turned down 1" from the end of the axle to 0.370 for a sliding fit to the journal box holes (Photo 9 & 10).

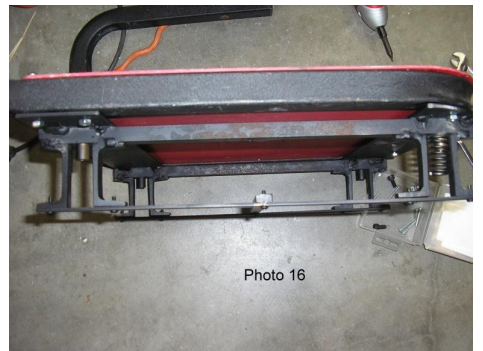
Next, machining the four wheels. There are many articles on machining wheels. The January/ February issue of Live Steam & Outdoor Railroading has an article from the "New Tom Thumb" series on machining wheels from steel blanks. My process is very much the same.



(Photo 11 shows turning the recess on the back of the wheel. Photo 12 shows a tool I made to set up the lathe tool to have the correct angle for the flange. The lathe tool was ground to have the proper radius from the flange to the wheel surface. Photo 13 shows turning the flange and radius.)



(Photo 15 shows the assembly of the wheel frame to the bottom frame of the chair) There is a 1/2" diameter by 1/2" long round bar attached to the top of the journal frame. This keeps the spring in place and also prevents the wheels from bottoming out and rubbing on the top of the frame. 1/8 by 1/2" steel straps are used for journal binders. 8-



32 screws are used to attach the binders to the journal side frame. The whole frame is attached to the frame of the chair with 8-32 screws (photo 16).



To submit an article, picture, or other items, email the editor at: ghostpublicist@gmail.com



*To see more pictures from Spring Meet 2017,
head over to steamonly.org*



IMPORTANT DATES

May 14th: Runday (West Outerloop)
& Mother's Day

May 20th: Workday

May 28th: Runday (West Fig-8)

June 11th: Runday (East
Outerloop)

June 17th: Workday

June 18th: Father's Day

June 25th: Runday (East Fig-8)

July 9th: Runday (West Outerloop)

July 15th: Workday

July 23rd: Runday East Fig-8)

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For Work Day and Run Day updates, Visit: www.steamonly.org

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