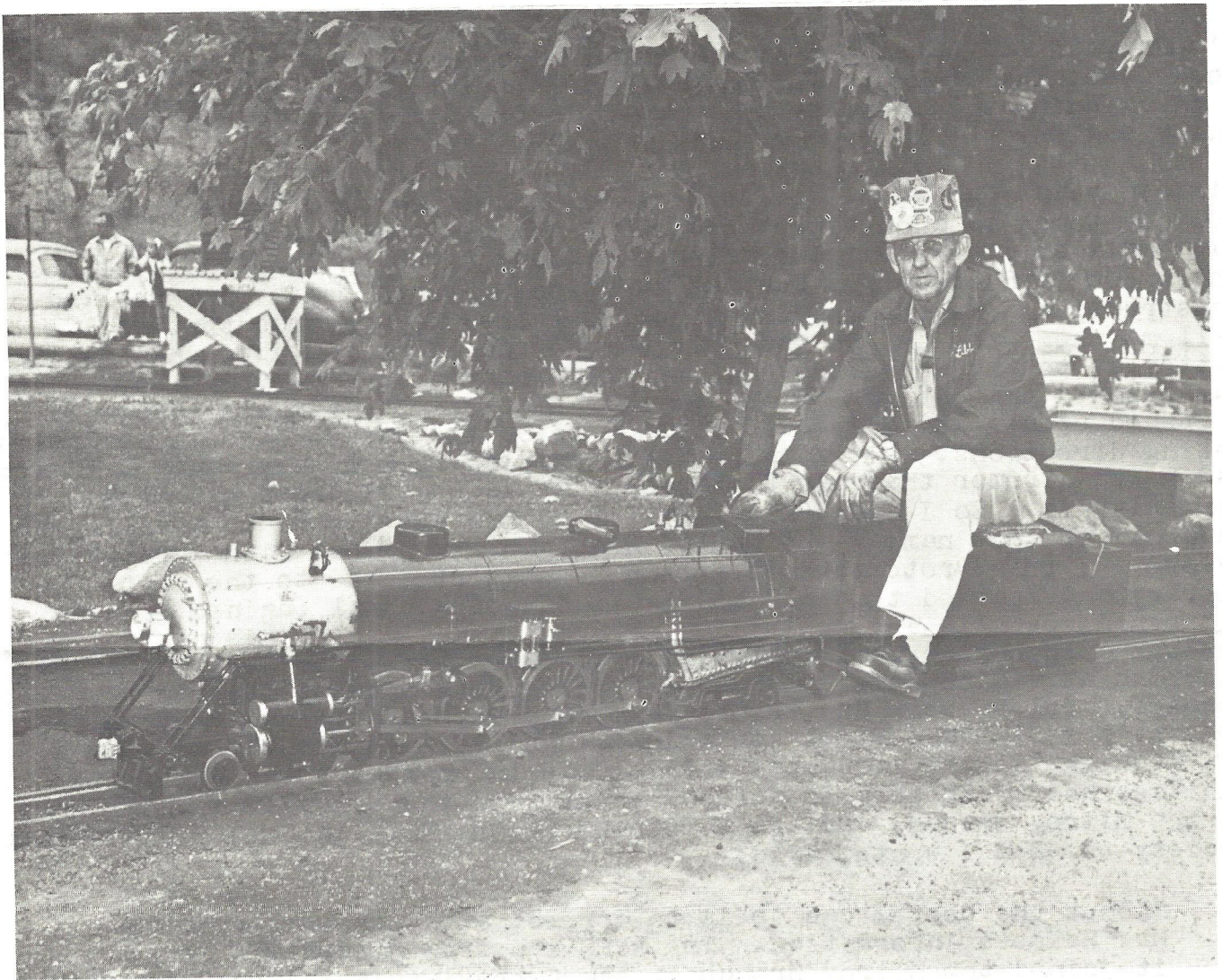


THE R.L.S. CHRONICLE

A REPORT OF LIVE STEAM ACTIVITIES ON THE R.L.S.

Phone (714) 737-9508

July 1976



Honorary Member Bob Babb and his 1" 4 - 8 - 4 engine

THE R L S CHRONICLE is a monthly publication of the Riverside Live Steamers, Inc., P.O. Box 5512, Riverside, CA 92507 Track and facilities at Hunter Park, Riverside. Phone (714) 683-9628

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HISTORY OF NO. 6, KISHACOQUILLAS VALLEY RAILROAD

I've always felt that one of our model engines is more enhanced if we know something about the history of it's prototype and for that reason I am bringing together for the reader information that I have accumulated on my engine.

Sixteen years ago when I first decided on getting into "live steam," I decided to build a one inch engine. I began a search for drawings and data of a small 4-6-0. I located a Baldwin 4-6-0 in the 1930 Cyclopedia and wrote to Baldwin who sent me erection cards to begin patterns and construction. As the years went by, I looked for records that would tell me where the engine ran, but somehow no light could be shed on the matter as to the whereabouts of the Kishacoquillas Valley Railroad. It was rumored that it was in the south. Last year, strangely enough, I happened upon a Mr. McKee who stopped me on the street here in Riverside asking directions. He was visiting Riverside from Pennsylvania. I also had heard a rumor that the Kishacoquillas Valley Railroad was from Pennsylvania. So I asked Mr. McKee if he had ever heard of a valley or railroad of that name -- he had!! He began giving out with information galore. I then wrote to some person he suggested and to the State Library and learned that old No. 6 was one of several engines running between Reedsville and Belleville, Pennsylvania, a distance of 10 miles, through a lovely green fertile valley. There were 3 to 4 trains daily, stopping at various small towns and villages to pick up mail, milk, peaches, apples, corn and wheat - and of course people riding to work, some at the Standard Steel Works in Reedsville. Apparently no trains ran at night as the principal service was to connect these small communities and bring them to a focal point with the Pennsylvania Railroad at the Milroy Branch. Mr. J. M. Stroup of the Mifflin County Historical Society to whom I wrote, said;

"About the best I can do is to correct at least one error in Mr. McKee's information. The KVRR ran from Reedsville where it joined the Milroy Branch of the Pennsylvania Railroad to Belleville, a distance of about 10 miles, starting in 1892 and ceasing to operate in 1940. Where he got Ryde connected with it I do not know. Ryde is on the main line of the PRR some 15 or more miles southwest of Lewistown and in another valley from

the KVRR. If you have a Pennsylvania road map you can see the location of the towns mentioned. The Milroy Branch ran from Lewistown through Reedsville to Milroy.

After the PRR ceased to operate passenger service on this branch, the KVRR ran it's passenger trains through Reedsville on into Lewistown, connecting with the PRR there. This was but for a few years before the KVRR quit. Motor travel and freight carriers spelled it's doom. However, had it managed to survive 10 years longer, it would today have a thriving freight business. Sperry-Rand bought the Hertzler and Zook Co., manufacturers of farm machinery and turned it into a plant of the New Holland Farm Machine Company, greatly expanding the plant. Now this firm trucks all it's rail shipments to Lewistown to get them on the PRR."

The ten miles of track now accounts for the extremely small tender capacity and small engine which hauled the freight cars and milk and combine car.

In 1940 when the KVRR was abandoned, old No. 6 was sold to the South Georgia Railroad. I learned this one day while reading Lucius Beebe's Mixed Train Daily. The South Georgia ran No. 6 a short distance of 60 miles for several years. Mr. Beebe in his book tells us;

"Elsewhere the legend of the wood burners persisted. The seventy-six-mile-long South Georgia Railway, running northward from it's connections with the Live Oak, Perry and Gulf at Perry to Adel in Georgia, was variously reported still to have a couple of wood burners and to have scrapped them. Investigation at Quitman, where the South Georgia's shops are located, disclosed that neither of these was in fact the case. It had, in 1943, converted its three wood burners to coal and their cabbage stacks, mournful reminders of brave yesterdays, were rusting beside the roundhouse where J.J. Davis, the road's master mechanic showed them to us.

'We ran shy of yellow pine three-four years ago, but I hated to see the old times go,' he remarked. 'We'd been trailing turpentine smoke through the woods since 1897, yes, sir. A long time. And when you get as old as I am you don't like change. It ain't always progress, anyway.'

A shrieking ten-wheeler with the insigne of the Georgia and Florida on its tender boiled past in the main line, and Mr. Davis allowed that business was so brisk they had to lease an extra engine to help out the three on their own power roster. From 1905 through 1926 the South Georgia had paid fabulous dividends, sometimes as high as \$60 on \$100 par a share, but of late its operating profits had been far more modest. Railroad connoisseurs know the South Georgia as the present possessor of a singularly well-proportioned ten-wheeler, No. 6 of the now-abandoned Kishacoquillas Valley Railroad, purchased from that road after its tracks were torn up a few years since."

Today, the only living memory of No. 6 (never renumbered in its life span) is still No. 6 but now a one inch model running under the road

name of "Tequesquite Arroyo." She can be seen running on that peaceful, pleasant and shady short line railroad of William Wightman's in Corona where No. 6 stops under a shady tree at Roseville for water.

Richard J. Stokes, June 1967

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- July 8 - Board Meeting, Engine House, 8:00 p.m.
 10 - Night Run, Bring picnic lunch, 4:00 p.m.
 11 - Run Day - Westbound
 17 - Work Day - Free lunch
 22 - General Meeting, Engine House, 8:00 p.m.
 25 - Run Day - Westbound
- August 7 - Night Run, Picnic Lunch, Eastbound - Westbound
 8 - Run Day, Eastbound
 12 - Board Meeting, Engine House, 8:00 p.m.
 21 - Work Day - Free lunch
 22 - Run Day - Eastbound
 26 - General Meeting, Engine House, 8:00 p.m.

CLUB MEETS - - Goleta Valley Live Steamers Annual Run, July 9-10-11

JUNE 13 RUN DAY - 1" - Mac McChesney, 0-6-0, was blowing the cinders out before heading off on vacation to Kansas and Illinois. Henry Pfaff, 2-8-2, and Doc Smith, 2-4-0, were helping Mac shine the 1" rail.

1-1/2" - Ken Casford, 4-6-2, and Bernie Root, 4-8-4, pulled the passenger trains, with help of relief engineers Dick Bagley and Skip Borsuk. Also out, Doc Creighton, 4-4-0, and Fran Zappen, 2-6-0.

Jim Keith, Station Master, had some help from Jeanette Bagley, Paul Lavacot and Brian Ratliff. Al Ratliff, Roundhouse Forman, kept the water tank full with the help of Bob Babb, Ken Kepner, and making the coffee, Bill Schniedwind. Thanks!

We extend our hand to welcome new members -

R. C. Walker
11453 Anticost Way
Cypress, CA 90630

John D. Edwards
1128 N. La Cadena Dr.
Colton, CA 825-7667

K. V. Hackman
1124 Rancho Rd.
Arcadia, CA 355-1115

Please make phone number change in 1976 Membership Roster -

Jack Sessums (714) 794-3379

IMPROVEMENT ASSOCIATION REPORT * A few hardy souls turned out on June 19 to do their part in maintaining our great facility. In the morning Jim Keith, Bob Babb, Ken Kepner, John Noble, Roy Penrod, Bill Schniedwind, the Ratliffs (Al, Brian and Greg), Paul Lavacot, Rich and Ken Casford took aim at the weeds, some damaged track and work on the replacement switch. John Noble and Rich Casford were busy with the skip loader moving dirt to build up track shoulders and the yard area in Allen's Valley.

After a fine lunch, only four were left, John Noble, Paul Lavacot and Rich and Ken Casford. The dirt continued to be moved, and the weeds on the 1-1/2" main line were sprayed, but due to lack of help, the 1" could not be sprayed. Later George Lavacot appeared and helped man the south end of a north bound shovel.

The fact that so few members took an interest in coming out and doing their share to keep our facility in tip top shape was very disappointing to the men who made the effort on the 19th. The "steam" apparently has gone out of a lot of members, but more on this at a later date.

We are planning another meeting on July 17, so mark this date on your calendar and try to do your part.

Ken

