

THE CHRONICLE

NEWS OF THE RIVERSIDE LIVE STEAMERS

January 2022



RoadMaster in the Morning

RoadMaster Rich Casford puts away the right-of-way blower car the morning of the December 12th Run Day.



From the Right Hand Seat

After reading my last column in the Chronicle, I

saw many typing mistakes. So, from now on I volunteered my wife, Rita, to review my writing, pointing out my dumb mistakes and ridiculing my poor typing skills.

Speaking of mistakes, did I ever tell you about my feedback box? As some of you know, I fabricated and machined most of the parts for my locomotive. Not being a professionally trained machinist, I sometimes made parts that did not work. My only excuse for this was that many of the items I made were first attempts at making them. Rather than call them mistakes, I prefer to call them feedback. I keep these non-working parts in a box to give me a visual representation of how much I've learned, and how far I've progressed with my machining skills.

As this new year of 2022 begins, we as a club, can look back on the progress we have made at making our club better; and enjoying our hobby. Although we were not able to work on many the projects we wanted to complete due to the Covid pandemic; we were still able to make the tracks we run on usable and safe. The compound is in excellent shape. We were able to have a Fall Meet. These are only a few of our accomplishments.

2022 is going to offer us some new challenges. The new Covid 19 variant, Omicron may influence how we operate. We may need to start wearing masks again. Regardless of what changes are ahead, I know that the RLS members will continue to participate and grow our hobby.

At our January meeting we will go over the list of items we want to implement. I'm hoping we will reach a consensus of which items we can fund and successfully accomplish.

Your input, fellow members, will be appreciated. So, get out your calendars and schedule to attend the meeting on January 15, 2022, at 1:00 pm. Should you have a craving for a donut, come out early to the club for the workday.

- *Dan Williams*

Happy Anniversary!!

Here are the membership anniversaries for January 2022

Congratulations!!

RLS thanks you for your years of support!!

	Years
Kenneth DeNault	43
Bob Cummings	43
Don Lannon	34
George Bartlow	31
Dave Bunts	26
Gus Farwick	20
Casey Farwick	20
Dayna Horgan	15
John Lytle	13
James Wood	10
David Weiss	8
Marline Borsuk	4
Sam Ferguson	3
Mark Ferguson	3



Along the tracks...

Last month I mentioned what a great workday we had at the Railroad. December Workday exceed that by

1000% as a major project was started with a solid group of workers who stayed at work until the first section was completed.

The morning started off with a surprising large group of workers right at 8:00 AM which set the tone for the day. The project in question was the rebuilding of the tie wall that supports the Bunts By-Pass trackage past David's Yard heading to Allen's Valley.

Compound was cleaned by Bob Roberts and Chris Neiman. Both these guys had the compound cleaned up from the recent rains before 8:00 AM so when the workers got on site, we all could go right to work on the Tie Wall Project.

Right after the wall was installed there were two broken sprinklers outside the fence line that caused flood damage and ground shifting. Since installation the tie wall continued to develop a serious lean to the West, even with re-bar inserted into the ties are several locations.

The Compound Supervisor Bob Roberts alerted the Board of Directors and the Roadmaster in May that we need to remove the wall and place anchors into the hillside to prevent movement. The wish decision was to wait until winter to avoid the heat and hard ground for digging.

Don't you just love it when a plan comes together? The Tuesday before the workday RLS received a great gentle rain. Bob Robert prepared the area by removing the by-track and racking off the ballast during the week. When the crew arrived at 8:00 AM the digging was perfect! Just soft enough to dig and dry enough to fall off the shovel.

Tie wall was disassembled, five trenches were dug for placement of

base cross ties into the hillside. A special thanks to SMP Dave Bunts for driving to Hesperia Saturday morning to pick up additional ties since our local point of purchase was closed Friday and Saturday. We all know how Mr. Bunts loves mornings....he is a ray of sunshine! However, he was at the yard with the ties by 8:30 AM in time for the first "setting" of the anchor ties.

The ties were restored with all the anchor ties and sidewall ties before the crew quit about 2:30PM. A hidden spike killed the chain saw blade so Bob Roberts will finish cutting off the anchor ties on another day.

With the rain around Christmas, the ground should settle well, and the track will be restored on the January 15, 2022, Workday. Please plan now to join the fun and restore the By-pass track to service.

Those helping during the Bob Roberts, Chris Neiman, Tom Cruz, Kevin Zamp, John Rohrbach, Tom Brody, Greg Pack and his son Aaron, George Bartlow, Dave Bunts, Jerry Roth, Brian Stephens, Dan Williams, John Gurwell, Mark Spaulding, Matt Ruff, Brook Adams and Rich Casford.

Back in the engine house Glenn Maness was watching over Chef Bill Hesse and the wonderful three types of Chili with all the trimmings, that Bill and his family prepared for our workday lunch.

RLS is a series of group events with some smaller important projects happening in the off days. If you would like to lend a hand please contact Compound Supervisor Bob Roberts, SMP Dave Bunts, Car Foreman Brook Adams or Roadmaster Rich. There are always many more projects than time to complete.

We need a Camp Chef for January 15, 2022, workday. If you are interested in future dates to help with the lunch, please let me know at rich@wmp.net or (575) 756-4413. The Club pays for the groceries, so we just need a cook.

- Rich Casford, Roadmaster

Run Day 12-12-21

The first Run Day in December was cold and clear in the morning.



With Operating Superintendent O'Guinn at the "Head End" 28 members showed up for the Run Day.

Engineer Bob Roberts fired up and ran the Hunter for the first half of the day with Brook Adams taking over the second shift. Sean Hagen, Steve Hagen and Richard Ronne assisted with the passengers at the station as well as covering the birthday party train.



Seven engines made it out onto the steaming bays with several taking a few laps on the railroad.

The Station crew of Station Master Glenn Maness, Tiffany Love, John Gurwell, Marty Berg, Tom Crue and Chris Neiman kept things moving smoothly with 192 passengers enjoying the day.



Run Day 12-26-21

Run Days around the holidays are generally lightly attended, couple that with the recent rains in Southern California leading up to the Run Day and things were downright quiet in the morning. O.S. Tom Lebs got the day started by cleaning the right-of-way of any wind blown/rain debris. Sean Hagen and Steve Hagen fired up early as did Richard Ronne with his 4-6-2.



The morning shift on the Hunter was covered by Engineer Brook Adams and Brakeman Matthew Ruff, afternoon saw Scott Horgan taking over the throttle with Chris Neiman covering Brakeman duties.

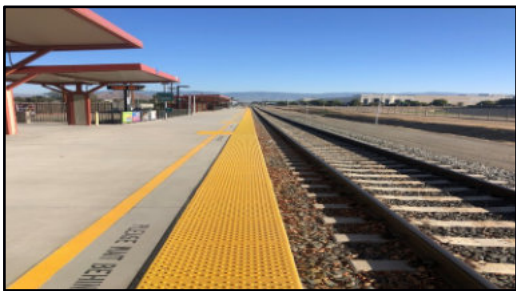
With light passenger loads Station Master Glenn Maness had an easier Run Day, the first couple of passes of the Hunter train across the four track crossing morning gave Flagman Marty Berg some exercise but that was about it as there was nearly no one in the park at the start of the day. Tom Crue took care of the station switches for the day, John Gurwell and Tiffany Love maintained the station and the merchandise cart respectively.



The afternoon saw a little more activity as Wes Peterson fired up and ran his 2-6-0, Doug Prescott took his Pacific out for a few laps and Sam and Mark Ferguson brought the Pine Creek locomotive out for a run. Also out was Jake Dierking firing up his new to him 0-6-0.

Railfanning in Riverside City

In the vicinity of Hunter Hobby Park are several interesting locations of interest to the Railfan. One place to visit is the new Metrolink Hunter Park Station and is located one block East of Hunter Hobby Park on Marlborough Avenue. This station is serviced by the 91 Perris Valley Line and opened for commuter business a few years ago. Frequent train service week days and weekends is available and the route includes Perris, Moreno Valley, Riverside, Corona, Fullerton, Buena Park, Norwalk, Commerce and Union Station. A round-trip from Hunter Park Station to the LA Union Station cost is low. In fact, the senior citizen round-trip ticket fare is \$13. Tickets may be purchased at any of the Metrolink ticket vending machine, online or with your smart phone app.



Another railfan destination within a few blocks of Hunter Hobby Park is found on Villa Street. There is this cross-buck and bell post on Villa Street which protects the Metrolink Line and both are delightfully out-of-plumb and the cross-buck is of non-regulation height. To get there, travel North on Iowa Avenue from Hunter Park to Center Street, make a right, cross the tracks, make a right on Transit St and make a right on Villa Street.



Lastly, you might enjoy visiting the UP Consolidation locomotive located in Fairmount Park near the Locust Street entrance along Market Street. As you can see, it is fenced off but still an interesting display.



- Mark Spaulding

Last Month In Railroad History...

It seems that through a bit of a keyboard slip up by your Chronicle Editor last month I had created a new Whyte class of USRA locomotive, the 2-6-62-2.

This was graciously brought to my attention by Charter Member Ron Wilkerson, and as such, I shall dub this new locomotive the "Wilkerson".

The C&O 2-6-6-2 engine and tender was 95 feet 8 inches. The Wilkerson locomotive with a standard tender and 136 drivers will top out at 212 feet 1.96 inches long. This would limit the prototype locomotive to curves no tighter in radius than 30,000 feet or a little more than 5.5 miles (may have to blind a few drivers).

Those of you already planning to build a 1/8th scale version of the "Wilkerson" should bear in mind that the locomotive alone will stick out past the transfer table by about 5 feet 10.25 inches, the RoadMaster may have some track concerns and Ron is looking forward to your build.

- Brook

On The Road Again...

Though things are far from normal, three of our R.L.S. members, Marty Berg, Jack Berg and Bill Hesse made a road trip out the the Yuma Crossing Railroad in Yuma, AZ.

Marty and John Schwartz provided some pictures of the day and John was nice enough to provide info of the run day and on the railroad.

From John:

Our weekend started on Friday when we had a special run for our Credit Union, AEA for a nice donation that they present to us.



Saturday was our public run and we had Santa & Mrs Claus setup close to our ticket table taking pictures and listening to children's request for Christmas.

We had a great turn out and was running two trains all day. We trade off with Bill Hesse and his Santa Fe taking passengers around our track. Our volunteers did a great job on decorating our trains.



2021, what a year. We are working hard getting the track & equipment ready to run. We also have the Buy-A-Bricks that have been purchased installed at the new station area thanks to One-Stop Construction Landscaping, what a nice job. Come see and buy a brick with your name on it.



We have public rides on the 2nd & 4th weekends on Saturday & Sunday from 10:00 am to 3:00 pm..

We will be going over the bridge and through the tunnel until we have time to do maintenance on all of the track.



Come on down and have a train ride on the Yuma Crossing Railroad operated by Yuma Territory Live Steamers just below Yuma Territorial Prison in East Wetlands Park.

- John Schwartz, President, Yuma Territory Live Steamers

<https://www.yumalivesteamers.org/>

January Calendar "Who Is It?"



Top Left photo: Mark Spaulding on the engine with Charlie Kennemer on the riding car.

Right Top: Pat O'Guinn at the throttle of his Mogul

Left Bottom: Andrew Martin on his narrow gauge 2-4-2.

Right Bottom: Greg Casford brings the 2926 up the grade to Summit.

Thanks to Dan Williams, Mark Spaulding, Rich Casford, Marty Berg, Pat O'Guinn, and John Schwartz

for the photos and articles in this months Chronicle.

If you have photos, an article or anything else you'd like to submit to the Chronicle please email the Editor at: editor@rlsrr.com

Upcoming Important Dates

Jan 9th Run Day Westbound

Feb 13th Run Day Eastbound

Jan 15th Work Day - 8:00am to 3:00pm, Board Meeting 1:00pm

Feb 19th Work Day - 8:00am to 3:00pm, Board Meeting 1:00pm

Jan 23rd, Run Day Westbound

Feb 27th Run Day Eastbound

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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.

THE RIVERSIDE LIVE STEAMERS BOARD OF DIRECTORS

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