

THE CHRONICLE

NEWS OF THE RIVERSIDE LIVE STEAMERS



February 2023



January in SoCal

Blue skies, cool mornings with mild afternoon temps and snow on the mountains in the background. It's easy to forget that fellow Live Steamers across the U.S. are staring at a blanket of snow on their railroads.

SAFETY FIRST

Presidential Words O' Wisdom



It is the first of February! Where, oh where did the time go?

I've noticed that when I was 15 years old, waiting for that magic number 16 to arrive on the calendar so I could (legally) drive on the highways and byways of the State of California it took for-EVER to get there. Same with 21, I was just waiting for the time that I could wander into a bar and not be a bit concerned about being 'carded' and unceremoniously (figuratively, not literally) thrown back out the door. It is amazing just how fast time seems to speed up as the the years pass. The train wreck I call my life is happily speeding right along and I've found it to be moving too fast for my own liking.

There has been a whole bunch of attention paid to trying to keep a 'work/life balance' and for those of us still working it is a challenge. BUT, I've heard from far more retired folks than I want to who have commented on the fact that they are so busy now that they have retired that they don't understand how they found the time to go to work. It is actually the same problem with different variables.

The point to all this is RLS is one of those things that should be a relaxation factor, a place to come, decompress and sow down to enjoy the things that we do to play trains. AH, you say, what about the work days? Yes, those aren't quite as fun, but then none of us really have to work that hard on those days either. The work days are mercifully short (except for Bob Roberts, who needs to pay attention to this balance thing) the work, when spread over the group is not all that strenuous, we get donuts in the morning, and then fed lunch at the end of the short work day. All in all, even the work days are not horrible. So,

come out to RLS, enjoy the trains, enjoy the camaraderie, enjoy the fact that we can slow down to really take a breather from life and we can do it all safely*. The club is for the preservation of steam powered railroading, and educating the public on our collective history. That's what we tell people in our literature, but the real reason is we are all drawn to some aspect of what we do, and we need it to relax and unwind from the trials and tribulations of life.

* You really didn't think I'd let a safety plug go by did you?

- Dave Bunts, President

Happy Anniversary!

Here are the membership anniversaries for February 2023

Congratulations!!

Thank you for all of your years of support to the Riverside Live Steamers!!

| | Years |
|-----------------|-------|
| Glenn Maness | 41 |
| Kim Ziepke | 28 |
| Jim Cooksey | 26 |
| Bob Beard | 17 |
| Josh Klenske | 14 |
| Doug Sifter | 7 |
| Tom Phillips | 6 |
| Betsy Shaw | 5 |
| Chris Seagraves | 5 |
| Sean Hagen | 3 |
| Brandon Ruiz | 2 |

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Along the tracks...

January Workday was almost called for Rain. Our great Chronicle Editor

Brook Adams kept the Roadmaster posted on weather trends for Saturday, January 14th. Rain was predicted to start at 10AM.

Well with our normal start of 8:00AM, we decided to hold the workday.

Arriving at the railroad facility it was obvious we were not going to remove any trackage or install switches due to the pending rain clouds.

So track leveling was accomplished instead for the trackage and switches that have been installed the last two workdays. The civil engineering team of Doug Prescott and Dave Bunts did the gang-dancing before the rain (or maybe that is why it started to rain, because of their dancing!!)

The Roadmaster put his Storage Manager hat on and with the help of Doug Prescott, we moved some equipment to match the new storage spaces for 2023.

It started to rain at 10:25 AM so we now know that if the Chronicle Editor ever wanted to come out of retirement, he be a weather for Channel 4 in Los Angeles! (*Editor's note: Ah...no.*)

Chef Chris Enright and family were the chef's January for the lunch period at Noon, with the Board Meeting at 1:00PM.

During the board meeting, the Roadmaster reported that our ballast hauling member Josh Klenske had sold his dump trucks. Not to be out done, Josh's company donated \$1000.00 towards the purchase of ballast for several new projects coming in 2023. Thank You Josh!!!

Next workday is February 18th starting at 8:00 AM. Mark your calendar to join us to improve your railroad. We do need a camp cook for that day. Email me at rich@wmp.net or call my cell: (575) 756-4413 to volunteer.

See you at the railroad,
Road 2

- Rich Casford, Roadmaster

HELP WANTED



It's never too early to start planning for the RLS Spring meet that's now only three months away.

The OS has been notified that the dynamic duo of Mark Spaulding and Tom Lebs who have been our breakfast cooks for the past two meets will be unavailable this year.

What a golden opportunity for a couple of our aspiring chefs to step forward to impress your fellow members and guests with your egg scrambling talents. The menu is all planned, the OS will do the shopping, and with any luck the dining room will be set up the night before. The only requirement is to show up to get the bacon started at 5 AM on Saturday and Sunday. Volunteer cooks get free seconds and the adulation of your fellow members.

Of course, there will be the myriad of other jobs around the railroad that make our meets so successful if everyone steps up when needed.

If you are available to cook, and anyone planning to camp in the compound to provide security, please let the meet OS, Bill Hesse, know as soon as possible.

- Bill Hesse, Vice President

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New Years Day Run 1-1-23

New Year's Run Day

The New Year's Run Day was in the process of being canceled as late as 8:30 a.m. by OS Chris Neiman until the rain gradually stopped and the sun peaked through the clouds about half an hour later. The weather forecasters called for a break in rain midday even though temperatures remained in the low 50s. Sean Hagen along with Brakeman Anthony McBride, Richard Ronne, and Jonathon Rohrbach quickly took advantage of the break to fire up their locomotives while John Gurwell assisted with opening up the compound.



The largest makeshift homeless encampment under the bridge this OS has ever seen involving 5/8" sheets of plywood panels, thick plastic tarps, a dozen heavy bed comforters, several pillows and other debris (all thoroughly drenched from the rain the previous night) had to be disassembled and carted to the dumpsters to get Westbound Operations on the Outside Loop underway. The tracks were otherwise clear and in good condition other than one mound of dirt from a gopher hole and a few piles of leaves



needing to be cleared. The track inspection was pretty good overall considering there were no Run Days in December.



Additional members trickled in throughout the morning including Vice President Bill Hesse, Club Treasurer Randy Chase, Stationmaster Glenn Maness, Member Jonathon Chase, and Bill's daughter Jenni Kennedy. An hour or so after all members enjoyed lunch from R Burgers, Railroad Operations had to be immediately halted with the return of more heavy rain a few minutes after 2:00 p.m.



The New Year's Run Day was a modest event this year due to the cool and rainy weather, but those in attendance seemed to have loads of fun. Remember, check the club calendar in the Chronicle each month for other upcoming special events including the tentatively scheduled RLS STEM Education Day in March, the Spring Meet in April, and the monthly Night Runs beginning in May. See you at the Next Run Day!

-Chris Neiman, Director

Run Day 1-8-23

With the weather and Christmas putting a pause on operations last December, it was nice to see members



make it out for the first run day in January.

John Gurwell was the operating Superintendent for the day. Johnathan Rorhbach continued his Hunter



engineer training with the Superintendent of Motive Power Dave Bunts riding behind on the tender. Hunter Brakemen for the morning was Chris Neiman with a crew change in the afternoon of Brakeman Jim Wood



and Engineer Brook Adams. Helping out with passenger service was Sean Hagen and Richard Ronne running Sean's 2-8-0.

At the station we had Station Master Glenn Manes, Tiffany Love at the merchandise cart, the four track



crossing was covered by the ever reliable Marty Berg and tending to the station switches was Tom Crue.

Work Day 1-14-23

With the ever looming threat of rain for the workday there was a light turn out in the morning. Even so, general house keeping tasks were accomplished in and around the Compound. Compound Supervisor Bob Robert got the morning started early (he was the first one to arrive) blowing leaves and debris out from under the steaming bays to be picked up. Chris Neiman and Brian Stephens worked on getting the leaves and some over-grown weeds safely contained and relocated (bagged and thrown in the dumpster).

Storage Chairman Rich Casford worked on sorting out the equipment storage between Quick-Noble, Barney's Barn and Babb's Building. Essentially he was playing a large Rubik's Cube/15 Puzzle/Tetris game with 100lbs to 1800lbs puzzle pieces. As the Roadmaster worked on that, President Bunts and Doug Prescott leveled the yard switches that had been installed last work day.

Bob Roberts, who apparently ate his Wheaties AND took his vitamins Saturday morning suggested to yours truly that we should install the two recently cast concrete Allen's Valley yard signs. With assistance from Chris and Brian the two signs were planted, with the rain and a little luck a few more should sprout up!



A big thanks for the Work Day lunch provided by Chris Enright and his family as well as everyone that made it out for the Work Day.

Run Day 1-22-23

January 22nd was our second Run Day of the month. Operating Superintendent for the day was our own Club Secretary, Mark Spaulding. The morning was cool and clear with just enough humidity to really show all

(Run Day 1-22-23 Cont..)the little steam leaks on the locos as they warmed up! Jonathan Rhorbach continued his Hunter Engineer training taking the morning shift on the 4-8-4 with SMP Dave Bunts riding along on the tender. Brakemen for the Hunter train were Chris Neiman, Tom Crue and Jim Wood with Bob Roberts taking over as afternoon engineer.



The ever present station crew of Chris Neiman, John Gurwell, Marty Berg, Tom Crue, Tiffany Love at Merchandise and Station Master Glenn Maness took care of passengers with an assist from Sean Hagen and Richard Ronne running Sean's Consolidation.



Also out on the railroad were Ken Adamson, Chuck Kennemer, Gus Farwick and Greg Casford. In all 25 members made it out to enjoy the day.

Annual Luncheon

This year the annual awards dinner became an annual luncheon to see if it would increase the turn out. While only 28 members attended, we still had a good time. Our guest speakers, Alex Gilman and Bob Kittel of the San Bernardino Railroad Historical Society, gave an excellent slide show presentation covering the major overhaul of Santa Fe's 3751 Northern.



Glenn Maness organized his famous 25/25/50 raffle, while Bill Hesse got drafted to be the MC.

The focal point of the day was the annual awards presentation.

Live Steamer of the Year:

John Gurwell

Nut Splitter:

Steve Borchert

Jr. Member of the Year:

Anthony McBride

Hogger of the Year:

Sean Hagen

Brakeman of the Year:

Jim Wood

- Bill Hesse,
Vice President



Message from the Compound Supervisor/Security

Hello everyone and Happy New Year! We now have a new surveillance system in the compound. It has been up and running for a month or so. It has taken a while to get all of the bugs out and tune the system so that it does not overpower the computer running it. That said, there are over 140 entries in the software for user IDs of club members. More than 80% of those have never been used. I will be removing all non-system user IDs by the end of the month (February).

Wow! That got your attention 😊

I will be replacing them with new user IDs. The new ID will consist of your first and last name with no space and no suffix. i.e. BobRoberts . If there is a space in your last name it will be removed and the second capitol letter will be used as well. For now, I am not changing the password. It will remain the same as what is on the clubhouse wall. In the future, if we cannot work out a way to put it on the club's web page, I will implement personal passwords. This will be done in steps and I will have to send each of you a personal email with your password.

If you have trouble accessing the camera system, or if you have no desire to have access to the system, you can email me at: c17fan@hotmail.com and use the subject: RLS CAMS. You can also use this to request a password of your choice (8 numbers/letters). These changes are to help enhance the security of our system. So, for now come to the club, read the notice on the kitchen wall, and enjoy the view of the new cameras.

- *Bob Roberts, Compound Supervisor*

Photos from the Chron (and more) have been posted to the Club's website.

**Check them out at:
<https://riversidelivesteamers.com/photos/>**

EARLY SOUTHERN CALIFORNIA PARK TRAINS by Jim Wood, 2023

(Based on unofficial sources – [Links below are online](#))

Around 1901, John J. Coit, a Southern Pacific trainman, built a miniature railway for passengers at cost of about \$1000 and with a track gauge of 14 1/2 inches. It first ran at [Seaside Park](#) in Ventura, site of the present fairgrounds. The steam locomotive, which Coit had designed, was an oil-burning 0-6-0 camelback type. One rare photo has been found, but a record of the engine's fate is elusive. Coit soon relocated some of the equipment to a [Long Beach and Asbury Park Railway](#) that operated in c.1902 to 1903, probably near today's Queens Way and Shoreline Drive. On the night of 22 August 1903, this whole railway was sadly washed away by the highest tide ever recorded until then.

Another 14 1/2 inch gauge engine, a 4-6-0 ten-wheeler steam locomotive, was constructed by H. M. Leach of the Central Iron Works under Coit's supervision. It required four months for five men to complete near c.1902. The locomotive and tender was 16 feet long and 52 inches tall. The Vanderbilt type boiler ran at 200 psi. It had 73 half-inch flues 41 inches long and was equipped with a Westinghouse air brake. Photos and engine records are so far elusive.

With experience gained, Coit built [Eastlake Park Scenic Railway](#), now Lincoln Park east of Los Angeles that ran from May 1904 to perhaps May 1908. In 1902, Abbot Kinney designed the [Venice Miniature Railway](#) and asked Coit to build it in Ocean Park, Venice. It ran from c1905 to c1926,

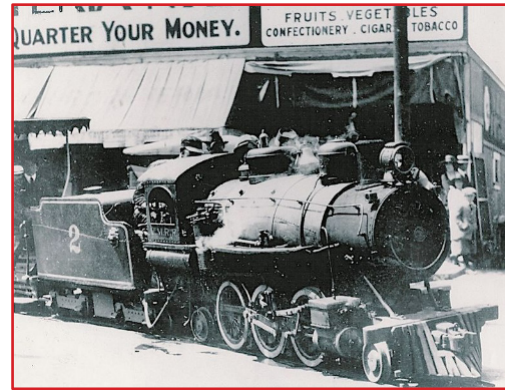
SAFETY FIRST

over 20 years. Coit also had three locomotives built, these of 18 inch gauge, from 1903 to 1905 They were the #3-1903, #1-Spot, and #2-Spot. Their stories follow, and note that one engine was later used at [Urbita Lake Railway](#) at San Bernardino from c.1910 to c.1915, and another still runs at [Billy Jones Wildcat Railroad](#) in Los Gatos after the 1940's. Jones may have also run an engine at his ranch nearby at the corner of Daves Avenue and the Santa Clara-Los Gatos Road, today's Winchester Boulevard. but that ranch is gone. One engine also ran into the 1960's a few hundred feet SW of today's [Streamland-Park](#) at Whittier Narrows. Engines were reported running at Five Points south of Garvey and west of Valley in El Monte, and at Reliable Lumber 8614 Valley Blvd,



Rosemead, and at Legg Lake Park. Details of three engines follow.

#1-SPOT, a 2-6-2 oil-fired steam locomotive, built or rebuilt c.1904 by John Coit of the East Lake Park Scenic Rwy for Abbott Kinney's Venice Miniature Railroad, weighed about 4.5 tons, used in the Century Comedy Kids 1924 film "Speed Boys" (see Youtube), then Al Smith bought it with track and turntable for \$950 from a Vernon scrap yard in c.1928's to run in several locations, perhaps at Five Points south of Garvey and west of Valley in El Monte, then it was sold to Jerome Higman who ran it at his Reliable Lumber Co. 8614 Valley Blvd Rosemead c.1930's to c.1948's, then it ran just SW of today's Streamland Park by Pico Rivera Whittier Narrows into the 1960's. Don McCoy, John Bentley, and Jim Brockus then ran it at Legg Lake Park 1971-1978 after converting 15 inch track to 18 inch. Stored by McCoy family at an El Monte garage as noted; "The VMR 1 is stored dry indoors and still sports its blued-



steel Ward Kimball paint from the 70s". -Ed Kelly, 2016

#2-SPOT, a 2-6-2 oil-fired steam locomotive, built or rebuilt c.1905 by John Coit for Abbott Kinney's Venice Miniature Railroad, weighed about 4.5 tons, ran to 1925, has a rounded cab window top rather than the flattened top of #1, then in 1939 it was fortunately found at a San Francisco dock scrap yard awaiting shipment to Japan as scrap, it was restored for the 1940's Billy Jones Wildcat Railroad at



Los Gatos, CA where it still runs under steam today. See [BJWRR.org](#)

#3, #1903, a 2-6-0 oil-fired steam locomotive, built c.1903 by John Coit, weighing about 4 tons, total length of 19 feet and a height of 4.25 feet, had a sloped boiler, was used as a helper engine at Abbott Kinney's Venice Miniature Railroad, ran at Eastlake Park Scenic Railway at Valley Blvd and Mission Road c.1904-1908 (now Lincoln Park, Los Angeles), ran at San Bernardino's Urbita Lake Park c.1910-c.1915 (now the Inland Center Mall), was later at Scio Oregon's Sweetbriar Park, converted from steam to a Model T Ford Gas engine, was later stored broken at Los Gatos, CA, at Billy Jones Wildcat Railroad, Vasona Park.

"Everyone desired to restore the #1903, the #3. In 1970, the standard train length at BJWRR was 3 cars. Today, 5 cars is becoming the norm. As a result, the railroad pursued a larger 4-6-2 type as #5 and decided the #3 was surplus. Key components such as all three driver sets and the new boiler were scrapped. Fearing that more pieces would disappear, my wife and I purchased the remnants and moved them to our home". -Ken Middlebrook, 2016, San Jose. Restoration continues in 2023. See Facebook for "East Lake Park Steam Locomotive 1903". Also note p. 395 at site <https://babel.hathitrust.org/cgi/pt?id=nyp.33433107850574;view=1up;seq=409;size=125>

3 IMAGES

Venice Miniature Railway #1 of the 1910's. Stored away.

Venice Miniature Railway #2 of the 1920's. Runs in Los Gatos.

East Lake Park Scenic railroad #3. Photo is at San Bernardino's Urbita Lake Park, now the Inland Center Mall. Restoration underway.

From the Treasurer...

Late dues notices have been mailed out. If you have any questions regarding the status of your 2023 membership dues please contact Secretary Mark Spaulding or myself.

- Randy Chase, Treasurer

1:1 Scale Railroading

To celebrate the birthday of Rosa Parks, Metrolink will be honoring Transit Equity Day by offering Ride Free system wide on Saturday February 4th. For more information you can visit the Metrolink website at: <https://metrolinktrains.com/transit-equity-day>

Things To Do:

March 4th, 2023 - The Southern California Railway Museum will be holding it's **Swap Meet and Pacific Electric Day**, from their website:

"Shop for and learn about railroading and railroad antiques at Southern California's largest outdoor railroading swap meet. PE Cars departing every 30 minutes.

Vendors will be selling railroad collectibles, art, books, models and toy trains. Railroad historians and preservationists will be on hand to tell the story of Southern California's railway history. Fun and learning for the whole family!"

More information on the event and admission prices is available on their website at:

<https://socalrailway.org/scrm-events/spring-swap-meet/>

Heads Up!!

Vertical posts for the third level lift are being stored on the third level in the Noble/Quick Car Barn. These have been stacked between the door ways and should clear any equipment moves.



February Calendar "Flashback 2002"



Left Side: 21 years ago Mike Gardner prepares to pull the Hunter train out of Columbia Station

Right Side: Marlborough straight away track project, also the largest RLS single day track project. You can see the Big Pine Tree, the old battery box for the wig wag, the old tunnel portal and a few familiar faces in the crowds.

Thanks to Dave Bunts, Chris Neiman, Jim Wood, Wes Peterson, Bill Hesse, Dayna Horgan and Rich Casford 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

Feb 12th Run Day Eastbound

March 12th Run Day Westbound

Feb 18th Work Day 8:00am to 3:00pm, Board Meeting 1:00pm

March 18th Work Day 8:00am to 3:00pm, Board Meeting 1:00pm

Feb 26th Run Day Eastbound

March 26th Run Day Westbound

The R.L.S. Chronicle is published by The Riverside Live Steamers, Inc.,
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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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