

THE CHRONICLE

NEWS OF THE RIVERSIDE LIVE STEAMERS



January 2026



The Last Week of Fall

The Keith Hudson climbs the grade out of Allen's Valley with SMP Scott Horgan at the throttle, passenger Lilly Horgan and Conductor Dan Williams

SAFETY FIRST



From the President...

A New Year, new resolutions; right!

Maybe this year, forget about hitting the gym you know you never will. Instead how about making New Years resolutions on finishing the projects you started a while ago that got pushed to the back burner.

Finish making the riding car, or putting new bearings on the axles. We all have things we started and haven't finished. Maybe it's time to make a list, and work towards it. Then we can bring it to the club to show it off, only to be told in loving jokes how we didn't do it right and should have done it.

Anyways, I can't wait to see what everyone is working on (and hopefully complete) this year. We are a good group of people with good abilities. Lets continue sharing those friendly jabs helping each other this year.

- Jonathan

Jonathan Rohrbach
President

Unpaid 2026 RLS Membership Dues Are Past Due January 1st

Unpaid 2026 membership dues are late January 1st, reminders will be going out this month.

Resident Member - \$70.00
Non-Resident Member - \$35.00
Junior Member - \$15.00

You can mail your checks to the Club at:

Riverside Live Steamers
P.O. Box 5512,
Riverside, CA 92517-5512

Dues can be paid online through the Club's Square account, there is an added processing fee to do so. You can use the links below for the appropriate membership dues:

Resident Member:
<https://square.link/u/IVglU63z>

Non-Resident Member:
<https://square.link/u/DzVYcOle>

Junior Member:
<https://square.link/u/8pfYodxt>

2026 RLS Calendars



The 2026 RLS Calendars celebrating 60 years of the Riverside Live Steamers are in the Clubhouse. Inventory is running low, the price is \$10.00. Get yours now!!

SAFETY FIRST



Along The Tracks

DONE! Not as exciting as the transcontinental

railroad completion in May of 1869, however, for the track crew at RLS, David's Yard Track Alignment project was completed on Saturday, December 20, 2025.

This year long project will make the third level lift operate as designed to lower rolling stock directly onto an outbound track. Additionally, the replacement of all the switches in David's Yard to full switches allow for locomotives to couple directly to their trains.

Our famous track crew also had to repair track in multiply locations this summer due to Park Dept vehicle traffic driving over the tracks.

With the completion of David's Yard, work can now continue on the Westbound Safety Reverse trackage from Allen's Valley to the Creighton Cut-off. Your help will be needed in the various aspects of this new major project for RLS. W.S.R. project leader Doug Prescott will be providing more information.

Normal Clean-up in the compound was also accomplished. We are still looking for a Compound Supervisor. Since we do not currently have a supervisor, it is responsibility of all members to keep the compound clean.....that means YOU!

Lunch was provided by Chris Enright and family to the workers at noon and a very efficient Board Meeting was led by President Jonathan Rohrbach to complete day.

Mark your calendar to join your fellow members on Saturday January

17, 2026, starting at 8:00AM for another FUN workday. Lunch at Noon for the workers. The Board of Directors meeting will follow at 1:00PM. Come out and enjoy your railroad friends and help improve RLS. We have projects for all skill levels, and many hands make the work progress rapidly.

Rich Casford, Roadmaster

FULL HOUSE!! RLS STORAGE 2026

Opening soon, third level car storage tracks

Please do not bring equipment to RLS thinking you saw an open space. All tracks are rented to members, and the buildings are filled to the end of each track. Any open space has been rented, and you cannot place your equipment on those tracks.

If you are interested in storing your equipment, please send me an email rich@wmp.net or call me (575) 756-4413 so I can put you on the waiting list.

We have three engines on the waiting list now so if you need space or want to reduce your space, please contact me.

We are working to get the Third Level Lift installed in early 2026 to open more space, however until that happens the NO VACANCY sign is still lit!!

Rich Casford

Storage Manager

Special Work Days December 5th and 6th

As stated earlier in the Chron by our Roadmaster Rich Casford, the David's Yard track alignment has been completed. As work progressed throughout the year on this project, the Track Crew was able to keep most if not all of the yard accessible for whatever Run Day was on the horizon.

As the project approached the West side of the yard it was pretty apparent that the hope of keeping all the tracks in the yard live might have to be set aside if we were to get any of it done. Some of you probably noticed the Roadmaster and myself in David's Yard alternately staring blankly at the project, waving arms and pointing, measuring and pacing off switch locations then going back to staring blankly then repeating the cycle.

After a few email sessions back and forth it was decided that based on the size of crews we typically had show up for work days this year, we would focus on getting switches in place and having storage tracks A and B tied in first. Rich suggested we do two back to back work days, a Friday work day then the Saturday regular work day in November to take us as far as we could go then we could tackle finishing up on the regular work day of December. We scheduled a special work day for Friday November 14th and then we'd finish whatever we could on the regular work day of the 15th... we forgot to clear this with Mother Nature!



With our plans a little more than dampened for November we set our sights on December. An email notice went out

for two special work days in the first week (the 5th and the 6th), Due to the holidays approaching, Rich and I were hopeful that we'd get at least 3 additional people beside ourselves to make it out. Friday rolled around and we had 8 members total show up for the work day!!

Anyone watching the work in David's Yard on the Club cameras would be excused if they mistakenly thought they had tuned into a nature show on an army ant colony. The Track Crew raked and shoveled away ballast, switches and track were removed the roadbed area was cleared of remaining ballast, replacement switches were set into place and then tied in to the Quick Noble Barn leads. By 12:30 all the track was in place, center loaded and more with ballast and looking like a yard again!



The following Saturday the team worked on leveling and final ballasting the newly laid track, added decomposed granite around the barn leads of tracks A through D, and even re-leveled the existing track on leads E through I. For a large part of the work day we had 10 members helping out!

A huge thank you to everyone that made it out and a special thanks to those that we able to be there both days!

- Brook

Run Day December 14th

The first Run Day in December started with early birds Scott Horgan, Anthony McBride, Jerry Roth, Rich Casford and Richard Ronne opening up the Compound, getting the railroad set and the day started. Relatively cool in the morning with high

wispy clouds, the day got off to a great start.



Passenger service for the day was covered by three trains. The Hunter morning Engineer was Rich Casford with Brakeman Tom Crue Sean Hagen fired his ever present 2-8-0 with Anthony McBride starting back in the Conductor's car. The Keith Locomotive, #305 assisted on passenger service with SMP Scott Horgan at the throttle and Conductor Dan Williams covering the rear of the train. The Hunter train afternoon staff was Conductor Dan Williams and Engineer Brook Adams.



Freight trains out on the right-of-way were Charlie Kennemer's 2-6-0 with Richard Miller on the cushion and Charlie riding mid train. Bob Chamberlain fired his Atlantic up and he and Dale Chamberlain took turns at the throttle. Wes Peterson was out on his 4-4-2 as well.

Passenger Station duties were staffed by Tom Crue and Chris Neiman on the platform, Chris jumped over to Flagman to cover the four track crossing area, Station Master Glenn Maness, Merchandise was Tiffany Love with Tiffany taking care of Station Master duties at 12:30pm.

Also out enjoying the weather and railroad were Jake Weiss, Tom Lebs, Tom Brody, Gus farwick, Bill Hesse, Paul and Thomas Lucero, CJ Payne, Jonathan Rohrbach and Clark Rohrbach and Jason Ballard.

Run Day December 28th

Clear and sunny was the weather of the day, nice change from the storm that rolled through around Christmas day. The O.S. for the day was Mark Spaulding, Mike Harris got to the Compound first with Richard Ronne right behind him.



Early in the morning we had a special Christmas delivery of rail and ties from Brendon Hilton! The club split an order of tie material with Joshua Tree and Southern and Brendon offered to deliver our portion.



Brendon, Breydon and Landon had the flatbed off loaded and materials stacked in no time! Final tie material storage was handled by Jonathan Chase, Tom Crue, Zach Halama and Randy Chase.

The 5057 had the day off with passenger duties being covered by Sean Hagen, Anthony McBride and Richard Ronne

running Sean's Consolidation. Brook Adams was checked out on the Keith Hudson with Jim Wood covering the rear of the train in the morning. Afternoon shift of Engineer Jonathan Rohrbach and Conductors Jim Wood and Jake Weiss.

In the afternoon, the #305 when down for some quick maintenance. While the loco was out of service, Kim Ziepke pulled passenger loads behind his 4-8-4 with Jonathan Rohrbach working as Conductor.



Station crew for the day consisted of Station Master Glenn Maness, Merchandise Manager Tiffany Love, Marty Berg back in action flagging the four track crossing, Jake Weiss, Chris Neiman and Tom Crue took care of the platform.

Also out on the railroad were Doug Prescott on his 2-8-2, Brendon Hilton and Cassandra Prescott operated Doug's K-36, and Richard Miller was at the throttle of the Kennemer 2-6-0.

Something New

In the past we always encouraged members to send in articles or pictures to the Chronicle for publishing. (For those of you that have, thank you very much!) But maybe you have something train related that's less than an article, or its more of an anecdote of something that you'd like to share. Well, we have a place for that.

For the moment we'll call it "*From the Observation Car*", if you have any suggestions or ideas (even for a better name) let me know and we'll put them in.

- Brook

From the Observation Car...

Working in the roundhouse inside the smokebox of an NKP Berkshire wasn't exactly the job for someone who didn't like to get dirty. An anathema of the steam era!

Looks like the tasks to be performed were written on the right-side air-compressor shield and the work involved some superheater work. The smokebox was crowded with stuff and the guys have removed the netting in front of the exhaust stand, the petticoat pipe, and the cinder deflector plates in front of the units. The cinder deflector shield (that round thingy) in the lower, front of the smokebox is still in place.

Cinder cutting of smokebox components was a major problem and a lot of effort was made in terms of deflecting plates to keep cinders from cutting away at things like, for instance, the walls of the feedwater piping "ditch".

The basic wall of the smokebox is only 9/16" thick and except for the upper side walls, the designers probably had cinder cutting in mind by installed doubler plates on most of the smokebox interior.

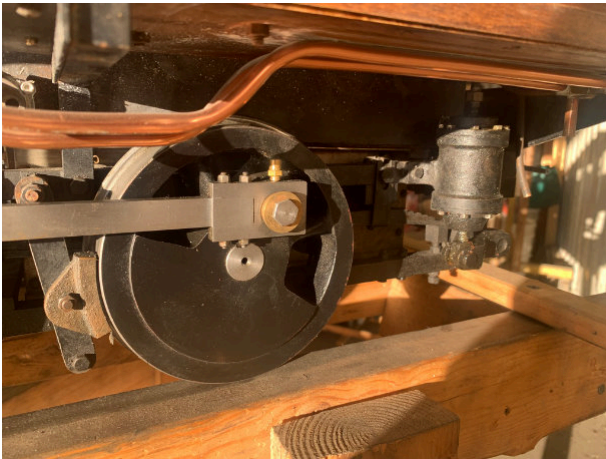
- Jim Kreider



For Sale



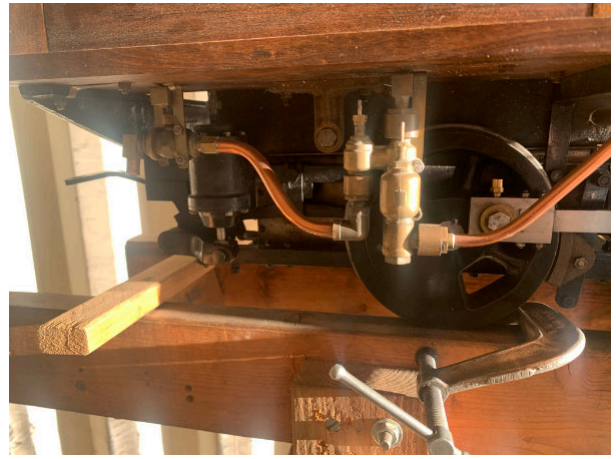
For Sale is an Allen Models, Fitchburg Northern built by Johnny Hoffman appx in 2012. 2.5" Scale 7.5" Gauge Has 3 ways to inject water, Steam Injector, Cross Head Pump and Manual



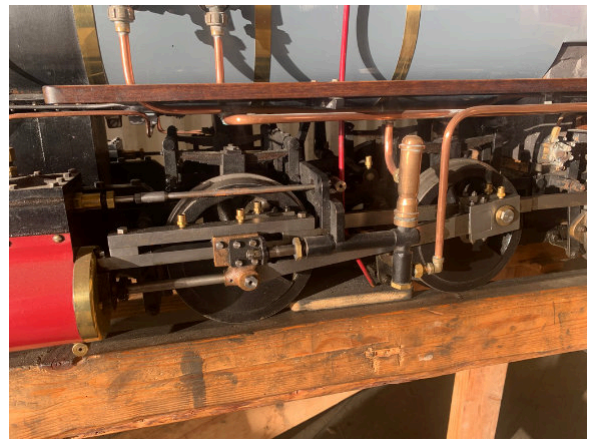
Pump on tender. Comes With two firing grates, Wood Pellet and Coal (though she runs great on wood, never could get a



successful coal fire to not clunker and loose heat) Has a Steam Brake system on the locomotive only. Included in the sale is a 50' scale ridding car that attaches to the tender with



a draw bar and a standard coupler on the other end



and additionally a modified Motorcycle trailer set up to haul the locomotive and flat car included. Locomotive is in The High Dessert east of Lancaster CA, Near Phelan CA to be picked up only Asking \$25,000 O.B.O., Contact Victor D'Agostino 310-313-1249



January Calendar "Who is it ?"



Top Left: John "Doc" Creighton behind his recently acquired Hudson.

Top Right: 1965 Track work along Columbia.

Lower Left: Right-of-way work on the West side of the park near what is now the Ferguson Plumbing Supply building.

Lower Right: Looking North on the West side of the park (currently our access road) from the steaming bay area.

Thanks to Joan Adams, Randy Chase and Jim Kreider for the photos 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

**January 1st New Years Run
CANCELED**

**January 25th Run Day
Westbound Figure Eight**

**January 11th Run Day
Westbound Outside Loop**

**February 8th Run Day Eastbound
Outside Loop**

**January 17th Work/Fun Day 8:00am
to 3:00pm, Meeting 1:00pm**

**February 14th Work/Fun Day 8:00am
to 3:00pm, Meeting 1:00pm**

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P.O. Box 5512, Riverside, CA, 92517.
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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