

THE RLS CHRONICLE

News of the Riverside Live Steamers



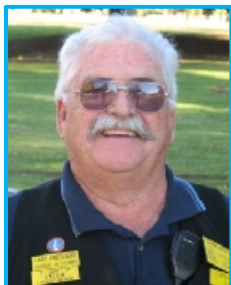
February 2012

An Annual Dinner Review
Brakeman's Class, Anybody?
Run Days and Work Days
RLS Travels
Plus so much more...



The Quiet Before the Storm

The January 22nd run day became one for the record books. Although it was only the third official public run day since the opening of Hunter Hobby Park, it was the busiest we've had in many years! Pictured above, Tamiann Parrott makes the Safety Announcement as Ryan Turley prepares to take the C-16 and its full-loaded train for one of the many trips around the park. Read more about this whirl-wind of a day inside...



Glenn Maness' Word's O' Wisdom

Hello everyone! Well, we're sure getting off to a great start in 2012. Our station has been running up to full capacity every run day so far. For most of our run days, we had three passenger trains running. But by the last hour or so, a fourth train joins and we were able to empty the station by about 3:30. Donations have been very good and merchandise sales are up. What a fun time we are having!

Our jobs punch-list that is taped to the front of the Coke machine in the clubhouse is getting smaller every weekend. Check it out! If there's something you can do, please do so and mark it off the punch list. There is still a lot to do before our Spring Meet, which is coming up sooner than we think.

Speaking of the Meet, the O'Guinns agreed to cook the RLS breakfast on both Saturday and Sunday. We will also have a catered barbecue dinner on Saturday night. Everybody, please make plans to be at **our first** Spring Meet in the new park. It's only twelve weeks away!

Hope everyone had a great time at our Annual Dinner which was held at the Hidden Valley golf club. The food was outstanding and everyone seemed to enjoy it. Our 50-25-25 drawing raised \$400: the club got half and two lucky people won a hundred dollars each! I'd like to thank everyone who donated door prizes. It seemed everyone enjoyed what they won. I have booked the same place for next year. The date will be January 26, 2013, so make your plans to attend now.

Working for a livin': A motorist, after being bogged down in a muddy hole in the road, paid a passing farmer \$50 to pull him out with his tractor. After he was back on dry ground, he said to the farmer, "At fifty bucks a tow, I should think you would be pulling people out of the mud day and night!"

"Can't", replied the farmer, "At night, I haul water for the hole."

Until next time, Glenn.

You know you're addicted to live-steaming when...

Rum cake absolutely tastes better when fashioned into the shape of a steam locomotive.

New Brakeman's Class Scheduled

For those of you who dream to be an RLS Brakeman (a spot of high honor within the RLS ranks), Bill Hoey will conduct a limited-seating Brakeman's Class on March 10. The class will begin at 8:30am and feature Bill's high-quality on-the-job training, guest speakers, written and practical exams. Sergeant Hoey recommends that attendees acquire and study an RLS Rule Book prior to the 10th, then bring it with them on the Funeral.... errrr.... "Class" day. Everyone should also plan to spend about 4 to 5 hours at the club. Upon successful completion of the program, attendees will be awarded the coveted "Brakeman" badge. Interested? Reserve your seat by zapping Bill an email at willcal770@socal.rr.com



Annual Dinner wrap-up

All of our Annual Dinners are special: they celebrate a close-knit group of people who are tied together by a love for steam locomotives. But, this year's Annual Dinner had a different "feel"... something that may have never been experienced by the club before. It seems an underlying theme weaved its way through the conversations and speeches: We've made it. There was an almost perceptible "sigh of relief" that lasted throughout the entire four-hour event.

As last year, the dinner was held up at the Hidden Valley Clubhouse. It is a very nice place! Also, as last year, the food was very, very good (Chicken, Prime Rib, and all the fixings with Tamiann Parrott's rum cake for desert. It just doesn't get much better). Our guest speaker was Matthew Cardiff from Operation Life Saver (Say it with me, "Tracks are for trains, not kids!") who put on a good presentation with helpful hints and reminders about railroad safety.

There were a few much-deserved awards given out: Ron Wilkerson received the "Hogger of the Year" award for firing and running his locomotives more than anyone else over the past year. Larry Jongerious, Paul Quick and Ron Wilkerson each received the "Glutton for Punishment" award for their dedication and restoration work on the Hunter Locomotive. Dave Bunts was given the "Guiding Light" recognition award, for his unwavering dedication to the club and for the myriad of the city meetings he attended as he made sure the RLS was the first priority during Hunter Park's renovation program.

The program ended with a video "short" about the San Diego & Arizona railroad, produced by the Parrott family (copies of this video are still available, just send the Parrott's a request or talk with them at one of the run days).

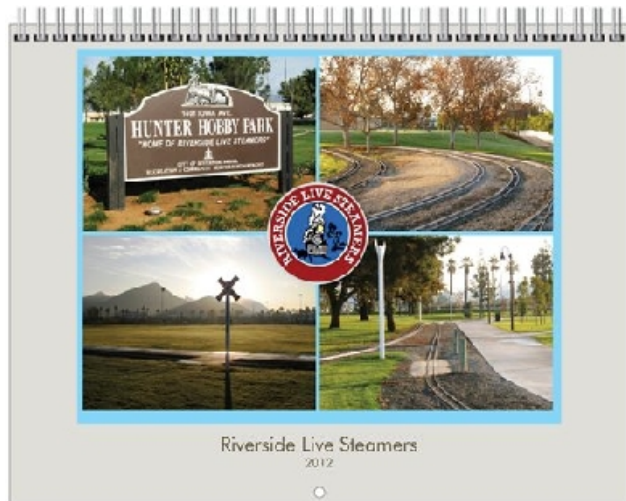
Come 10:00pm, folks were getting tired and all of our door prizes, 50-25-25 prizes, and rum cakes had been given away. Everyone left with smiles on their faces and are looking forward to next year's Annual Dinner (which is printed in the RLS Calendars... Jan. 26, 2013). Hope to see you there!





RLS 2012 Calendars!

Also premiering at the Annual Dinner were the RLS 2012 calendars. They run from February 2012 through January 2013. The price is set at \$10.00 each and supplies are very limited (We've ordered 50 of them and so far, 35 are sold). If you'd like to get your hands on one (or more) of the remaining high quality color, glossy papered, 12 month calendars that are pre-marked with important RLS dates, run days and work days, please make out a check to the Riverside Live Steamers and send it to



the Parrott's Address (listed in your RLS membership directory). If you require the calendar to be mailed, please include your mailing address and add \$3.00 per calendar to your total. **For those of you who ordered your calendar(s) during the Annual Dinner, they will be available for payment and pick-up at the February 12 run day.** Got questions? Simply e-mail them to parrottsroost@verizon.net.

Work Day and Monthly Board of Directors Meeting

A large group of 19 members showed up for the January 14th "Fun" day. Their primary goal was to finish and check-off items on the RLS Honey-do List (see pages 4 & 5 of the January 2012 Chronicle). Indeed, work crews were able to finish the compound lead (level and tamp), Columbia Station track 4 (level and tamp), and the signal crew made more progress. Within the compound, the turntable work was completed, a tree was planted, and everything was tidied up a bit. At noon, lunch was served by Bill Hesse, since the Claybrooks are in full-time accounting mode this time of the year. He prepared his now-famous "Hesse Pasta Super Bake" and everyone was happy!

President Maness called to order the BoD meeting at 1:05. Among the many announcements and reports, a few are really worth reiterating: **1.** The club's wireless network is in full operating mode. So, if you happen to need internet service on your smart phone or portable computer, it's there! **2.** As you will read in the coming pages, the park has become busy... really busy. Please, when running locomotives through the Iowa Station, be very mindful of the pathway crossing. Believe it or not, people (kids and adults) will fixate on the train at the station and not pay attention to the second train that's passing through. Whistle long and keep the speed slow (Yard Speeds, please)! **3.** After using the hoses under the steaming bays, please wind them onto the hose racks. **4.** Don't Trash the Compound! Please clean-up after yourself! **5.** Check the Honey-do list and sign up for a job or three (The Spring Meet is just around the corner).



January 8 Run Day

Our first run of 2012 brought us clear skies, but the temp was rather cool: It never got above 62 degrees. However, the chilly weather didn't stop 21 members from coming out and enjoying the 8 locomotives that came under fire. Even more impressive were the number of passengers that stood in line, waiting patiently to ride our rails.

Locomotives out for the day were the Hunter (Bob Smith), Rich Casford's 4-8-4, Paul Quick's Atlantic, the Parrott's Shay, Glenn Maness' 0-4-0 (engineered by A.J. Benson), Ron Wilkerson's 2-6-0 (engineered by Scott Horgan), Bill Mac on his ten-wheeler, and semi-new to our rails, Bruce Moffat with his 0-4-4T. His delightful little locomotive has been at the club for a couple years, undergoing several changes and improvements in order to make her run efficiently. This day was her first "real" run day and Bruce must have made at least 7 or 8 laps, all the while smiling ear-to-ear.

Also making sure we had very smooth operations were Glenn Maness (Station Master); Tamiann Parrott and Ryan Turley (Assistant Station Masters); Cody Gates (Queue Line Entertainer); Charlie Gresham, Ted Johnson, Skip Borsuk, and Cody Gates (Brakemen); and finally, keeping a watchful eye on everything, Brook Adams was our Operations Supervisor.

After Hunter Station opened, there were only 20 people waiting in the line at any given time for the first couple hours. With two passenger trains on the rails (The Hunter train and Rich Casford pulling the b-day cars), folks waited about 10 minutes before boarding a train. However, after 1:00, things took a drastic turn. Nearly 100 people were standing in line, waiting up to an hour to ride once around our loop! The Parrott's Shay was called into passenger duty right at 1:30 and the three trains together were only able to keep the line from growing any further, but the wait remained at about 45 minutes. At 2:00, our benevolent president and Station Master, Glenn Maness, closed the gates to our queue line and at 3:10, the last train pulled out of the station. It was one REALLY busy day with a final passenger tally at 550, a number we haven't come close to in over three years.





RLS Travels to the Adobe Western (by Warren Peterson; Photos by Wesley Peterson)

On January 12, 13 and 14, the Maricopa Live Steamers hosted their 6th annual operations meet. With over 14 miles of track and too many sidings to count, it would be hard to find a better place for this type of meet. Add to that the mild winter climate of Phoenix, no restrictions on steam locomotives, and the wonderful hospitality of the club members, it adds up to a great weekend.

Josh Klaske had attended last year, so on his recommendation/invitation I decided to join him and his son, Daniel, in Phoenix for the meet. Work schedules and travel arrangements what they are, I was not able to join them on the first day, but caught up with them on the morning of Friday the 13th. My son, Wesley, was unable to join us Friday morning, but he was able to join us Saturday. It was Friday afternoon before he could head east and Amtrak's Sunset Limited provided a convenient and inexpensive (37 dollars one way) alternate to driving.



I arrived at the track at about 9 AM to find the hostler had a head of steam up and the locomotive was ready to move to the Ready Track. The yard crew (yes, they have a yard crew and yard master) had our train ready to roll. After backing into the yard, the switch engine pulled Josh's caboose and riding cars off the engine, added our 5 freight cars, and then tied the caboose and riding cars back on and we were ready to highball.

For our first trip of the day, we headed out to the Werner Division. Each set of five freight cars were divided by division on the railroad, and each car has an individual car card or waybill. The conductor checks his waybills to make sure he has the right cars and then looks to see where they all go. Each waybill lists what station it goes to and also the name of the industry. Each participant at the meet is given a "Meet Timetable" that includes a map of the railroad, plus line drawings for each division, that lists the stations, spurs, and sidings.

Now the fun begins: get out to a station and find the industry; "Is it a facing or trailing point switch?", "How can I spot the car with the fewest moves?", "Where is the closest run-around track?", and, "Oops, when is the passenger train due?" That's right, I said passenger train. Now they were not open to the public, but they do have passenger trains running on a schedule published in the timetable. Per the timetable, your freight train should be in the clear prior to the scheduled passenger arrival. All this, and we have to keep an eye on the signals too!

In the afternoon, we took a freight out to the new Serpentine Division or branch. Talk about challenging! There were three other freights working the 15+ spurs on the branch, plus two passenger trains to stay clear of. All of this was on a single track line that was radio controlled with no signals. Between spotting cars, running around the train, and then splitting the train to clear out for opposing traffic, it was about 3 hours before we made it back to Adobe Yard. Even though it was almost 5:00 PM, we weren't done for the day.



Now, I know that a lot of fellow RLS folks are good for a night run, but switching a freight at night was a new twist. Josh needed to take care of a couple issues with his engine (I guess that's what happens when you burn rocks), so I had a chance to grab a bite to eat before we headed back out. That evening, we picked the Pottsville branch, which is a little shorter. What fun! I got to switch cars using a railroad lantern for signals. Too cool!

Wesley joined us on Saturday for another full day of running freights and we all enjoyed ourselves. Josh's son, Daniel, was entertaining and always ready to dash here or there to throw a switch or uncouple a set of cars. That boy will grow up a live steamer for sure! I want to thank Larry (I didn't get his last name) from the Maricopa Live Steamers for helping us learn the railroad. My thanks also go out to Josh for the invitation to be his conductor.

So, if you want to run trains (freight or passenger), think about heading to Phoenix for an Operations Meet. You can't help but have a great time.



January 22nd Run Day

At the end of the day, we all said, “Wow! Really?” What, praytel, caused such a reaction? The day began like nearly any other: cool, clear, with about 25 RLS members arriving one by one after being at our Annual Dinner the night before. Locomotives came under fire one by one, with the final tally being only six (a few others made it onto the steaming bays). A number of members chose to work on the railroad instead of ride on it. But, none of these incidences created the “Wow” factor. It was, in fact, our Hunter Station, as it was the epicenter of “Wow”. By the end of the day, RLS trains had pulled 729 passengers... Wow!

Four of the six locomotives out were used in passenger service: Bob Smith and Dave Bunts engineered the Hunter; Rich Casford on his Northern; Ryan Turley and Bill Hoey took turns on the club’s C-16; and Bob Cummings pulled the Birthday Train (our first in well over 2 years) with his 2-8-2 and then ended the day pulling a regular passenger train. The other two locomotives out were Ron Wilkerson’s mogul (engineered by Bob Beard) and, at the very end of the day, Larry Jongerious & Bill Mac made a few laps to test some of small repairs made to Bill’s 4-6-0.

The support crews were numerous: Glenn Maness and Tamiann Parrott handled the station duties; Brook Adams was the Iowa Yard switchman and human-traffic-manager across the Iowa Yard pathway crossing (he also made sure all the locomotives were watered); Charlie Gresham, Ted Johnson, Richard Miller, Bill Hoey, and Brook Adams (busy guy...) were our Brakemen; Bill Hesse and A.J. Benson were the Singal Crew (they worked on the wiring and triggeing systems of the Iowa crossing buck); Wade, John Lytle, and Dave Parrott were the day’s track crew (working a few hours on the straight-of-way); and Bill Mac was our “calm, cool, and collected” Operations Supervisor.





Before & After

On the left: the Hunter Station site one year ago, on February 27th, 2011.

On the right: the Hunter Station site as it currently stands.

My, have things changed!

COMING RLS EVENTS:

Feb. 12: Run Day (Westbound, outer loop)

Feb. 18: Workday and Monthly Board Meeting

Feb. 26: Run Day (Westbound, outer loop)

Mar. 11: Run Day

Mar. 17: Workday and Monthly Board Meeting

Mar. 25: Run Day

Visit the RLS Website: www.steamonly.org

The R.L.S. Chronicle is published by The Riverside Live Steamers, Inc., P.O. Box 5512, Riverside, CA. 92518. The railroad is located at Hunter Park, 1496 Columbia Ave., Riverside, CA. Call (951) 779-9024 during scheduled activities for more information. Public run days are the 2nd & 4th Sundays of the month. Work days (Fun Day) are held the Saturday following the first run day of each month. The monthly Board of Directors Meeting is held at 1:00 p.m. at Hunter Park on the same Saturday as our work days.

Riverside Live Steamers' Board of Directors

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Secretary: Brook Adams

Treasurer: Dean Willoughby

DIRECTORS

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Dave Bunts

Bill McLaughlin

David Parrott