

# THE RLS CHRONICLE

News of the Riverside Live Steamers

**August 2012**

**Night Runs Start Right Away!**  
**What's in a Name, Part 2**  
**Our "Volunteers"**  
**Bill Gardner Retires**  
**Run Days and Work Days**



## **Wishing for Water Balloons**

What should have been the knock-down, beat-all water balloon fight, turned out to be just another "controlled" meet in the Iowa Yard on July 22. Brook Adams (Hunter Engineer) should have lobbed a good sized water bomb at Casey Farwick (left) who should have returned fire with the fully automatic water hose in front of him. The whole thing should have ended with Curtis Claybrook (right behind Brook) dumping an entire 55 gallon drum of water on the patrons waiting for their ride around the park. Yeah... heat makes you think funny thoughts.



### Bill Hesse's "Word's O' Wisdom"

There's not a lot for an RLS Vice president to do as we find ourselves exactly half way between the spring and fall meets, so when our Chronicle editor asked me to fill in with some "Words of Wisdom" (with a whole 2 days remaining before the deadline), how could I refuse?

Having missed the last board meeting and run day, I'm a little behind on news around RLS, but I'm sure others will fill in the details in the next few pages. Meanwhile, perhaps a little travelogue will fill the gap.

I'm told our president, Glenn Maness, is off on vacation, visiting Florida. I hope he has a chance to visit at least one or two of the half dozen clubs that collectively make up the "Florida Live Steamers". I had the chance to visit several of them a few years back. Some of my photos are probably still up in the "road trips" section of the RLS web page.

And speaking of road trips and southern hospitality, I just got back from a week in eastern Tennessee. It's been over forty years since I last visited the Smokey Mountains, but I'm happy to report the moonshine is still every bit as good as I remembered! My extended family rented a large cabin just above the Dollywood amusement park. About once an hour I was treated to the sounds and smell of a coal burning narrow gauge Mikado as it pounded up a 4-1/2 percent grade, belching smoke and blowing the whistle all the way. I'm told the engine started life in 1939 on the White Pass and Yukon, and saw service with the US Army during WWII. Not far away was the "Little River Railroad Museum" that featured a three truck Shay that unfortunately had been stripped for parts, and will probably never see fire again. I'm afraid I didn't have time to swing down to Columbia to visit the Mid-South Live Steamers, but that's the best reason I can think of for another trip in the not too distant future.

A little closer to home, I've just received news that the Yuma Territorial Live Steamers have secured all the necessary permits and approvals to start building their new railroad in Riverside Park. [A fine name for a park, don't you think?] They have been temporarily operating in a city park with a short loop of track while they went through the entire process twice! First when Riverside Park was owned by the city of Yuma, then again after the state took over. Fortunately they're already building a good relationship with both the city and state folks, so we can soon look forward to yet another live steam railroad within reasonable driving distance of RLS. On the way back, don't forget to stop at Campo to see some slightly larger trains!

Next up on the itinerary is the Chula Vista Live Steamers fall meet; August 31-September 3. Nice of them to schedule it on the 5<sup>th</sup>, or is it 1<sup>st</sup>, weekend of the month so we won't miss any of the fun at RLS.

And now, back to your regularly scheduled Chronicle . . .



## Take Care, Good Friend

For the past several years, Bill Gardner has been an active member of the RLS. Until just recently, he sat on our Board of Directors and has been a city liaison for five years. But, as Bill puts it, he's turning 80 soon and has reevaluated his various activities and commitments. Though he has thoroughly enjoyed being part of the RLS, he feels it's time to move on to different right-of-ways (no... he's not going "diesel" on us).

We were fortunate enough to have Bill be our representative to the City of Riverside during our two major projects: the BNSF Overpass Project and the Hunter Park Renaissance Project. During these periods, Bill attended countless city council meetings, Parks Department meetings, and several times wound up at Hunter park representing us to the developers... two and three times a week. Bill's mild manner but intelligent communication helped our club immensely throughout both of the major projects. Bill was also the club's "Arc Angle" as he provided semi-regular welding classes to our members.

In Bill's place, the Board of Directors looked at the tally-of-votes from last year's ballots and concluded that next in line was Chris Enright. With that, at 3:00am the next morning, the remaining seven directors took a trip out to Chris's home, lassoed the guy, gagged and hog tied him, threw him in the back of Dave Bunt's truck, brought him back to the compound, and with the Hunter Locomotive fully-steamed up, stuck Chris in front of the blow-down nozzle and said, "Sign here... please" (we're a polite group). Can you believe it? Chris signed on! Though we're saddened to see Bill leave, we are very grateful to have Chris join our Board of Directors (And Chris... we're all real sorry that Dave Parrott pulled the blow-down lever. He swears we said "Go blow down!" when, indeed, we said "No blow down". A steam burn of that extent... in that area... shouldn't take but maybe three... to twenty months to heal).

Bill, you're going to be missed. Enjoy your travels, good friend.



Bill Gardner admiring Moana prior to a night run



Chris Enright prior to taking the Board of Director's position.



## Night Runs!

The reason for the release of the August Chronicle so early isn't because the Chron Editor is trying to make up for the ultra-late May Chronicle (that morphed into the May-June-July Chron). Rather, it is to inform all the members who weren't present at the July's Board of Director's meeting of the night-run schedule. First: if you haven't done a night run, you need to. There's just nothing quite like riding our trains through the cool evening. It's very relaxing. Second: it's an event open only to our members and their invited guests. So, we don't need to worry about public trains and such.

Other than the Fall Meet coming in October, there are four chances to enjoy a night run with us: **July 28<sup>th</sup>, August 4<sup>th</sup>, August 18<sup>th</sup>, and Sept. 1<sup>st</sup>**. Also, the August 18<sup>th</sup> night run will be extra-special as we host the volunteers and families of the San Bernardino Railroad Historical Society (the folks who rebuilt, run and care for the 3751 steam locomotive). There will be barbeque for all and trains running until midnight (??) or later (??).

Be sure to mark your calendars! Then be doubly sure to join us for these unique events at the park.



## Meet our first "Volunteer"

A couple months ago, Bill Mac began a program to have community volunteers come out and help with our meets and run days. Although these folks aren't official members of the club, we're still happy to have them with us. The first of these volunteers to join forces with us is Jessica Guidi. She began showing up to help back in May and has been to nearly every run day since! Volunteers help to guard the many pathway crossings, aide our station staff, and, as Jessica does, throw the switches into the Iowa Yard. Next time you see Jessica, be sure to say "Hi" and thank her for her patient service.





## What's in a Name, Part 2: PALM GARDEN

By Rich Casford

Last month, we were in the Compound. This month, we will move out onto the railroad.

The Palm Garden area of our railroad is in the Northeast corner of Hunter Park. Starting at the sidewalk on the Columbia Avenue side of Hunter Park, traveling along the track towards Iowa Avenue on the outside loop, you will notice several palm trees. These six different types of palms were transplanted from horticulturist and inventor Harrison Wright's personal collection in 1962 (In the early 1900's, Harrison Wright helped to industrialize the navel orange orchards in Riverside). Because these are a rare and protected variety of palm tree, special care was taken during the park's remodel project as these trees are listed on the City of Riverside's "Tree & Plant Tour" brochures and also "Landmarks of the City" brochures.

Our track passes through this shady area of the park on the way to Hunter Station or the figure 8 pattern of train operation. There are two switches located in the Palm Garden area: PG #1 switch is the first switch you'll arrive at while traveling Eastbound on the outside loop. The second switch (PG #2) is located at the far North end of the Iowa Yard (Hunter Station) allowing you to either proceed on the outside loop towards Palm Garden or on to the "figure 8" track pattern, heading down towards the Diamond Crossing.

Many times, you will hear train order radio traffic refer to location "Palm Garden". Now you know the train location when you hear "Santa Fe 4032 approaching Palm Garden".





## July 8<sup>th</sup> Run Day (photos by Joan Adams)

One word: Hot. Yes, the fires in the locomotives were hot. But so were the rails and the ballast, and the seats on the tenders, and the bodies on the seats, and the folks waiting to ride the train, and... well... you get the picture. Man... it was HOT! However, that didn't stop seven locomotives from getting onto our mainline and about twenty members from showing up to enjoying our hobby.

Locomotives out for a run in the sun were 4-8-4 (Dean Willoughby), 4-6-2 (Bill Phillips), 2-8-2 (Ron Wilkerson & Larry Jongerius), 2-8-0 (Rich Casford), 2-6-0 (Bob Beard), 2-6-0 (Charles Kennemer) and the club's Hunter Locomotive, 4-8-4 (Brook Adams).

This day was also one of the few days scheduled with a Birthday Party Train (handled by Dean and David Lazarus). We will be ramping up the B-day trains once the Birthday Siding (with gate, station platform and sidewalk) has been installed in the Iowa Yard. The passenger count for the day was 419 with Glenn Maness as the Station Master and the brakemen for the day were David Lazarus, A.J. Benson and Curtis Claybrook.



## July Work Day and Board of Directors' Meeting

Several members showed up to care for our railroad. Paul Quick, John Lytle, Dave Parrott, Bob Smith, Richard Casford, Jim Wood and the entire Caldera Family (Manny, Cindy and Chris) tackled the worst of our heat kinks, cleaned the area around Allen's Valley, and leveled our lower lead approach to the compound. Inside the compound, Larry Jongerius continued work on the Big Boy; Brook Adams, Ron Wilkerson and Dave Bunts unloaded more of our new straddle cars (Big thanks to Paul Quick for welding together these new cars), and Tamiann Parrott tackled and cleaned the Club House (Babb's Building).



Prior to the Board of Directors' meeting, Curtis and Donna Claybrook served a fantastic barbecued burger lunch with beans and a cool fruit salad. Because President Maness is on his motorcycle tour and Vice President Bill Hesse was unable to be present (and because it was really getting hot inside the building), Dave Bunts called the meeting to order right at 12:45. It was a busy meeting discussing the Big Boy, the new straddle cars, dates for the night runs, the new station signs provided by the City, and the need to use the track-plan maps to pin-point track problems. However, true to Dave Bunts form, the meeting lasted only 59 minutes (we ran out of Oreo cookies).



## July 22<sup>nd</sup> Run Day

One word: sweltering. It was so hot outside, it made the July 8<sup>th</sup> run day look cool! I'm sure the high humidity had something to do with it too, but... wow! It was a scorcher! Unlike the July 8<sup>th</sup> run day, with only five locomotive out on the mainline, it seems the heat DID keep the locomotives away.

Locomotive out for the day (and their heat tolerant engineers) were Paul Quick on his 4-4-2. Paul broke in yet another

engineer: One of our newest probationary members is Manny Caldera. He and his family (wife Cindy and son Chris) joined just about two weeks ago. Manny was on the throttle of Paul's Atlantic for several laps. Also out were Brendon Hilton and his friend John Mobley on Brendon's 4-4-2; Ron Wilkerson and Casey Farwick on Ron's 2-8-2; Kim "Zip" Ziepkke with his 2-4-2; and Bob Smith took on the Hunter duties. Aiding Bob



when he needed a break from the heat were Brook Adams and Matt Casford. We have to say, it was good to see some of our long-time members (Brendon, Zip and Matt) back on our rails again!

Coming out of the woodwork was our proud force of brakemen (guess they didn't get the "high-heat" memo). Even though we only had the one public train, five members shared the braking duties: Curtis Claybrook, Bill Hesse, Richard Miller, David Parrott, and

Nathan Parrott. Nathan was also "employed" to break our newest full member into Braking: Jim Wood. Jim has been an extremely helpful, enthusiastic probationary member over these past several months and it's a pleasure to have him now officially listed as a member.

Though the heat was pretty nasty, the public lined up and waited patiently for their turn. Because there was only one public train, the wait got up to about an hour. With that, and because we had so many willing brakemen on hand, four cars were added to the Hunter train, which increased it's "per-lap" capacity to 34 bodies. Thus, there was a brakeman posted on the Hunter tender as well as the one on the rear of the train. The added cars helped to bring the line under control. Since Glenn Maness was out on his motorcycle tour to Florida, Tamiann Parrott became our acting Station Master. With her help and infectious smile, the brakemen and the Hunter Engineers safely pulled 460 people around our mainline! And overseeing everything, keeping the "super" in Operating Superintendent, Chris Enright was the "go to" guy.





### Iowa Yard Tetrís

The month of August, 2011, was a busy one for the RLS. The Park's Department had hydro-seeded nearly every square inch of bare dirt and were running the new sprinkler system day and night, seven days a week to establish a new lawn. Every one of the Saturdays (plus some of the Sundays) was used to rebuild our mainline. On the 13<sup>th</sup>, a handful of members worked all day in order to lay out the south end of Iowa Yard.

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### COMING RLS EVENTS:

**July 28:** Night Run! (Members & guests only)  
**Aug. 4:** Night Run! (Members & guests only)  
**Aug. 12:** Run Day  
**Aug. 18:** **2:00pm** Board Meeting (*no Work Day*)  
**Aug. 18:** Night Run with SBRHS

**Aug. 26:** Run Day  
**Sept. 1:** Night Run (Members & guests only)  
**Sept. 9:** Run Day  
**Sept.15:** Work Day and Monthly Board Meeting  
**Sept. 23:** Run Day

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Visit the RLS Website: [www.steamonly.org](http://www.steamonly.org)

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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 2<sup>nd</sup> & 4<sup>th</sup> 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.

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### Riverside Live Steamers' Board of Directors

#### OFFICERS

**President:** Glenn Maness  
**Vice President:** Bill Hesse  
**Secretary:** Brook Adams  
**Treasurer:** Dean Willoughby

#### DIRECTORS

Chris Enright  
 Dave Bunts  
 Bill McLaughlin  
 David Parrott