

# THE RLS CHRONICLE

News of the Riverside Live Steamers



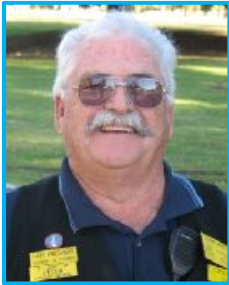
**March 2012**

**February's Fantastic Figures  
RLS Travels  
Run Days and Work Days  
The True Meaning of "RLS"**



## **Hunter, Hesse and Hula**

On February 26, Bill Hesse and the Riverside Hula Ladies pose on the Hunter train after a very busy day at the Park. Once a month, the hula club meets in our park and practices the many and various forms of hula dancing. When asked to do the hula, Bill replied, "Mele Kalikimaka" and promptly pulled the throttle of the Hunter. Hesseman can't Hula.



### Glenn Maness' Word's O' Wisdom

Well hello again; for all of you that weren't at our run day on Sunday, you missed a record breaker. We had the largest crowd in our station that we have ever had. At times there were over 240 people waiting in line for a train ride. We had five trains pulling passengers all day long and the train crews worked especially hard getting around the railroad with such a huge number of passengers and without any major incidents on our railroad! I guess all we need now are more cars so we can load more passengers. We still need more volunteers at the station, especially for crossing guards, a store operator and folks that will help load the train. It is especially difficult to get the train loaded in a timely manner when there are so many kids and only one person trying to load the train correctly, so come on out and help. I would just like to thank everyone who worked especially hard all day with our tremendous run day. Our donations and merchandise sales are way up due to the large crowds all day long in our station.

In about nine weeks, our first spring meet will be upon us. All the preparations are falling into place and we hope everybody is planning to attend and have a great weekend. We're expecting a lot of visitors and a great barbecue on Saturday night and don't forget the great breakfast on Saturday and Sunday being done for us by the O'Guinn family. By the way: call Kenny O'Guinn just to say hello. He is somewhat under the weather and I'm sure he would appreciate a call just to know people are thinking about him.

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

You've started your paper-ring-chain, counting up to the Spring Meet!

It was really great to see Lou Kader at the railroad on Sunday. Lou has been down a while, but now he's back and he really looks great. Skip Borsuk is also down. He has had some surgery, so let's remember him, and give him a call if you can. I'm sure he would appreciate that.

I would like to think Bill Hesse and the crew that has been helping him to get all our light poles set and all the surveillance cameras in operation. This has taken an awful lot of work, and hopefully it will make our compound more secure in the future.

Just come on out and let's have fun.

Until next time, Glenn

### "RLS" Stands for...

"Real Love, Soon"? It seems it could! Having met at the RLS a couple years ago, two of our RLS members, Scott Horgan and Dayna Adams, have grown very close. In fact, close enough, that Scott popped "The Question" ... and Dayna accepted! They are now happily engaged to be married! Be sure to congratulate both of them. Now... the ultimate question is, "Will they accept coal, oil or propane as wedding gifts?"





## February 12 Run Day: “Oh... the insanity...”

No... RLS Members are not insane (The Chronicle editor is excluded from that statement). No... operating our locomotives during some of the most beautiful days this winter is not insane either; nor is having eleven locomotives under steam. No... the “insanity” exists at our new Hunter Station. That’s not saying the public who show up for a ride around our beautiful park are insane, either. However, the sheer *number* of people who showed up for a ride behind our steam locomotives... that has become completely insane! The February 2012 Chronicle stated, at 729 passengers, we had a record number of riders on the January 22<sup>nd</sup> run day. Well, that number doesn’t hold a candle to what took place on the February 12<sup>th</sup> run day.



The morning began cool and ever-so-slightly over cast: Perfect weather to watch the first four of eleven locomotives come to life. As each reached the top of their operating pressure and lifted their safety-valves, the geysers of steam punctuated themselves against the faded-blue sky. By 9:00, the first in the parade of locomotives headed out to begin what became our busiest day in decades.

Engineers and locomotives out for the day were Bill Hesse on the Hunter, Rich Casford on his big Northern, followed by Tom Lawson on his beautiful Berkshire, and then Dave Moore/David Lazarus on the giant 4-6-6-4. Mel Hitchcock and “Elizabeth” (the 4-4-0 that thinks it’s a 4-8-0) hit the mainline next, followed by Paul Quick and his 4-4-2, followed by Robert Butler (all the way from Tehachapi) with his mogul, then Brook Adams on the club’s C-16, Ron Wilkerson on his 2-6-0 “Grand Canyon”, Chris Enright on his 0-4-0, and finally towards the end of the day, Bill McLaughlin and Larry Jongerius on Bill’s 4-6-0. That’s a lot of steam!



But the real action took place inside the Hunter Station. The day began with three locomotives taking on the passenger-train duty: the club’s “Hunter”, Casford’s 4-8-4, and Tom Lawson’s Berk. By 11:00, Station Master Glenn Maness called for a back up passenger train as the wait in the queue line had reached just over an hour. Brook Adams immediately began to fire the C-16 to be the back-up train. However, since they were already out on the railroad, Dave Moore and David Lazarus coupled up to their train and joined the other three locomotives for passenger duty. The C-16, ready and on the mainline about 30 minutes later, coupled up to the last of the RLS

passenger gondolas and became the fifth passenger train. When Brook and the C-16 pulled into the station for their first load, the queue line wait had extended to 1.5 hours! Even with the five trains, the queue line never really came under control, forcing Glenn to close the line just after 2:00 in order to make sure the last passenger train of the day would leave at 3:00. When all was said and done, the five trains had pulled **939 passengers** around our outside loop!

There are several other “stars” that need to be mentioned. Without them, the day could not have operated as smoothly as it did. On Brakeman Duty were Charlie Gresham, Rudy Marroguin, Josh Klenski, Nathan Parrott, Jonathan Parrott, and Ted Johnson. Glenn Maness and Tamiann Parrott handled the crowds and the station, and Dave Parrott was the day’s Operation’s Supervisor. Greg Casford also substituted as a hunter Engineer when Bill needed to take a break.





## RLS Travels

An early morning alarm signaled the beginning of a very unique day. For, on this day, I would be meeting RLS member Bob Smith in Ontario and from there we'd drive into Pasadena. Our goal: to hike UP the remains of the Mt. Lowe Railway incline.

We couldn't have asked for a better day with ultra clear skies (a Santa Anna wind was blowing) and mild temperatures. We arrived in Altadena right around 9:00am, parked the car and headed into Rubio Canyon. The trail we walked on was the actual right-of-way of the old trolley line. About 20 minutes later, we stood at the base of where the old incline began. Looking up, both of us felt that there was no way that A) the trolley line to the incline could have actually made it to this point, and B) there is no way they could have built the incline up the face of the cliffs. It defied logic! But we both knew our instincts were wrong because we have seen the pictures from 100 years previous where, indeed, both the trolley line and incline had been. We trudged onward and in only a few yards, the trail (if one can call it that) turned upward.

The word "steep" does not describe what Bob and I encountered. Nor does "sheer", "precipitous", or even the words, "Oh... hell no!" But combined, they begin to give some inkling of just how crazy-steep the trail, and therefore the incline railway, was. Before long, we were sounding like what I image an asthmatic with emphysema taking a jog at 14,000 feet above-sea-level probably sounds like. But, we trudged onward, up to where the Macpherson trestle was, past the steepest part of the grade (62%), over sections of remaining rail (!!!), and across the unstable sands that plagued sections of the line. Some four hours later (and several lengthy "old man" breaks), we reached Echo Mountain, the top of the incline.

At the top, only the foundations of the large hotels, pools, tennis courts, observatory, engine house, and tram house (containing the huge motors, gears and fly-wheels that pulled the funicular trams upward) were all that remain. But the view of Los Angeles, all of the tributary cities, the Pacific Ocean and Catalina Island was just as stunning now as it was some 100 years ago. We took in as much of the sights as possible before we felt we'd better head back down to beat the setting sun.

Heading back down was a breeze, and in about an hour, we were standing at the spot where the trolley line from Los Angeles met the incline. This time, though, as we looked up to where we had been, a whole new level of respect and sense of awe was felt... or... maybe we were hallucinating from the lack of food and the endorphin overload our bodies were succumbing too. Either way, we were happy of our accomplishment and couldn't stop thinking about the big, greasy, chilly burgers waiting for us at the Tommy's Burgers just down the road.



Heading up the right-of-way into Rubio Canyon



A retaining wall on the Incline Railroad



The view from the top of the incline at Echo Mtn.



## February Work Day and Board of Directors Meeting

Still dazed and slightly confused from the commotion of the February 12 run day, RLS members showed up for a productive work day on a cool, Feb. 18 morning. The jobs at hand were plentiful. So, one by one, as the RLS members arrived to help, groups were organized and off to work they went. On the mainline, two large “humps” on the north and south side of the Allen’s Valley overpass were removed. Inside the compound, the C-16 and the Hunter locomotives both received some needed TLC. The DeNault Atlantic was given a boiler check and it was decided the flues would need re-rolling. A number of RLSers were busy pulling wire through the conduit that leads out to our new security lighting and cameras on the far south end of the compound. Also, folks raked the leaves (from trees that are seasonally confused) and tidied up the steaming bays. Inside the club house, floors were mopped, bathrooms were cleaned and chairs were organized for the upcoming BoD meeting.



At 11:30, the smoky smell of BBQ hamburgers and hot dogs was detected all the way out to the Iowa station as the substitute camp cooks (Dave & Tamiann Parrott) began preparing lunch. Also, Ted Johnson brought in his now-famous three-bean BBQ beans. Whoa... good stuff, Maynard! At noon, tired and hungry RLS folks made their way through the chow line. Soon, the picnic tables were buzzing with conversation and laughter as everyone made quick work of the lunchtime sustenance.

Glenn Maness called to order the February Board of Director’s Meeting at 1:04pm and the club got down to business. The topic that took quite a bit of time was the business of our railroad since the park re-opened. A call has gone out to any and all Hunter Locomotive engineers: it’s time to start volunteering! We currently have 17 Hunter engineers and we’ll need every one of them to complete their obligation of running the Hunter and/or the C-16 at least twice over the next year. The crowds at the station are overbearing for only one RLS locomotive to handle. Until it seems to calm down, each run day, we will need BOTH the Hunter and the C-16 under fire. So, if you’re a qualified Hunter Engineer, please contact either Glenn Maness or Dave Bunts to find out who the upcoming Operations Supervisor is, then ask them if they need you as an engineer to pull the public.

The other topic that received a good deal of time was the Spring Meet: It’s just around the corner! There is now a sign-up sheet posted on the Men’s Room. On this sheet are the various jobs and duties that need to be filled in order to make the Meet successful. Each job is broken down into one-hour time slots. So, if you can spare three hours at, say, being a brakeman, then, by all means, put your name in three slots on either Saturday or Sunday. This Spring Meet will be very, very busy, as folks from all over will want to come run their locomotives around the new park.

The schedule of the Spring Meet is very full. We will have our traditional breakfast each morning, a BBQ lunch and a catered dinner (BBQ chicken, Tri-tip and all the fixings). After dinner, the night-run will commence and so will our Allen’s Valley Theater. Breakfast will be free to everyone and will be served from 8:00am to 9:30am both Saturday and Sunday. Lunch will only be served on Saturday (4/21), is \$5.00, and will be from noon to 1:00(ish). The dinner (also only on Saturday) is \$15.00 and will be served from 6:00 to 7:30(ish). It is highly recommended for folks who wish to attend the lunch and/or dinner to R.S.V.P by logging onto the RLS website ([www.steamonly.org](http://www.steamonly.org)) and clicking on the Spring Meet Announcement button. From there, you’ll need to print the registration form and either mail it to the RLS (P.O. Box 5512, Riverside, CA. 92517-5512), or attach it to an email and send it to [steamonly@att.net](mailto:steamonly@att.net). Prepayment for lunch and dinner is not necessary: This year will be a “Pay-at-the-door” policy.



## February 26 Run Day: The Insanity Continues...

Even as this article is being written, RLS researchers are busy going through records and official transcripts to see if indeed, on this run day, we broke all the records for the number of passengers pulled. Folks... it was one crazy-busy day!

Our (possible) record breaking day began as a cool, slightly overcast morning. As RLS folks arrived for the run day, the late-night-early-morning-fog was slowly burning away to reveal a beautiful sky. It was one of those great mornings to fire up a steam locomotive. First out was Bob Smith on the club's C-16, followed immediately by Bill Hesse on the Hunter. Only a few minutes later, Bob Cummings, in charge of his Mikado and train, was heading to the Iowa station. Next, David Lazarus on Gil Beard's massive Berkshire headed down to Allen's Valley to pick-up a bunch of passenger hauling cars. Paul Quick with his Daylight Atlantic and train puffed easily out of the compound, followed by Josh Klenski on his Hudson (also pulled passengers). Later in the day, Johnny Hoffman brought out his Fitchburg-Northern style Mogul... there just isn't a more delightful looking locomotive!

Our record-breaking day began about 45 minutes BEFORE Station Master Glenn Maness opened the queue line at the Iowa Station: People were already lined up out to the parking lot. At 10:00, Bob Smith (C-16) pulled into the station and Glenn opened the line. The wait... right then... was estimated to be an hour with about 100 people in line. By noon, the line stretched through all four of the station's switchbacks, out to the main sidewalk, around a corner and up to the parking lot. There were about 250 people waiting in line! However, because five locomotives were employed to pull the public, the wait was kept to only (ha... "only") an hour and 20 minutes or so. Glenn closed the line at 2:00, long before the last train left the station. Just over an hour later, the Hunter left with the last load of passengers. **The final passenger count: 1007!** That equates to approximately 56 passenger-train laps around the park. Pretty darn amazing!

On a side note: a former-RLS member came out to the park with a replacement bell for our wig-wag. He not only donated the bell to the club, but also installed and tuned it to perfect working order. The ring from the wig-wag has added a new dimension to our railroad. Thanks, Mike!

As the locomotives came back to the compound, the various RLS folks involved with the day's activities gathered in the club house. The looks on their faces matched the conversation: shocked, worn-out, sunburned, and marveling at what was accomplished.

The day couldn't have been as successful as it was if it weren't for the following people: Our brakemen for the day were Charlie Gresham, John Lytle, Ted Johnson, Dave Parrott, Richard Miller, and A.J. Benson. Assisting the Station Master was Jonathan Parrott. Our switchmen for the day were Bill Mac (Iowa Station) and Jim Woods (Allen's Valley). Big Kudo's goes to Brook Adams, our Operation Supervisor/break-coordinator/procurer-of-donuts/Gatorade-delivery-dude/and all-around good guy.



Bob Cummings and his handsome Mikado aren't exactly the subjects in this photo. Take a look (in the background) at the line of people waiting for a ride around our railroad. Yikes!



Making the announcement... 56 times!





**New Members**

Keep an eye out for our newest members and probationary members: Bobby Lawson-Patriquin (Jr. Member), Vince Battelo and his two sons, Sam and Nick; Jim Wood and Johnny Hoffman. Give these folks a hearty handshake and make sure they feel welcome at our club.

**Flavor O' February**

Because this month's articles are a touch more wordy than usual, there wasn't enough space to add the pictures I was hoping to. So, not in any particular order, here are a few of the pictures that help capture the month of February.





### A long time ago, at a station far, far away...

Though it was only a year ago, this scene now seems like an eternity ago... at a place in Hunter Hobby Park that now barely resembles what once contained our "long lines" of people waiting to ride the train on our mainline. Here, on March 27, 2011, Bob Cummings eases his Mikado out of the last remaining portion of the old Columbia Station with a train full of devoted RLS riders.

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### COMING RLS EVENTS:

**Mar. 11:** Run Day

**Mar. 17:** Workday and Monthly Board Meeting

**Mar. 25:** Run Day

**Apr. 8:** Run Day

**Apr. 14:** Workday and Monthly Board Meeting

**Apr. 20 - 22:** RLS Spring Meet

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

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### Riverside Live Steamers' Board of Directors

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Bill Gardner

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