

June 2015

# The RLS Chronicle

NEWS OF THE RIVERSIDE LIVE STEAMERS



## Fallen flag...

It is with sadness that we note the passing in April of our  
Brakeman Trainer and past President of our Club,  
William "Bill" Hoey.  
Bill, your smile and your wit will be missed.

## MESSAGE FROM THE PRESIDENT

You all may find this to be unusual, even almost to the point of writing home to Mom and making a comment about it, but I have nothing really to say this month. The railroad is running wonderfully well, the Hunter engineers haven't broken anything, the club owned cars all seem to be running well (once the weed whip line was pulled out of the axel box on one of the straddle cars) and we have stuff to sell for a donation at the station.

Obviously there is a continual need for upkeep, and maintenance on the right of way and rolling stock, we have a need to improve on what we have to make it last, but all in all you the wonderful membership of RLS are keeping on top of everything that needs attention. I just love an organization that has people running towards a problem, rather than away from it.

We are lucky enough to have that spirit in spades. Even our new members are jumping in with both feet to help. That speaks volumes about the membership we are attracting, and the fact that the "old" members are figuratively embracing the new ones, and bringing them into the fold as worthwhile people.

We have all heard horror stories about the new folks to any organization being excluded or shunned by the existing members, just because they are new. We really have no cliques here at RLS, just a fine bunch of people who enjoy the sights and sounds of miniature steam working up the hill out of Allen's Valley towards the bridge. Yes, there are groups of people who seem to gravitate towards one another, but that is a normal thing. What we don't have is one group happily throwing rocks at the other – we just have a very large group of people with varied interests that have come together to share our combined love of steam railroading.

Thank you all for participating at RLS. Each and every person has made this a special place to come and spend time. I know I appreciate it very much, I hope you all do as well.

### Bunts



## Along the Track – Roadmaster Rich Casford

The May FUN (Work) Day was a huge success. With over 30 members in attendance the Roadmaster was able to dispatch 3 different track crews on the mainline to align, level and tamp track project areas that had been identified the previous Run Days. With the recent rains we have had in May the moisture content in the roadbed was perfect condition for leveling and tamping on May 16, 2015.

Having a good turn out of members makes all the projects go much faster and no one is “stuck” working on the track by themselves all day.

There is a clipboard by the coffee pot in the Engine House for anyone to mark a track location that needs attention by the track crews. If you have a switch issue, please try and write down the switch number. All switches are numbered with a two letter code (HS=Hunter Station, AV=Allen’s Valley, etc) and a number. This helps quickly getting the track crews assigned to the proper division on the Railroad.

The City of Riverside landscaping contractor has the responsibility for weed abatement along the mainline and yards. RLS has the responsibility inside the compound fence. Thanks to Brook Adams who faithfully sprays the compound each month we have a clean looking facility. It was reported at the last Board Meeting that Pat O’Guinn will be in training with Brook to help with the never ending weed abatement. By the way if you see a weed along the track, bend over and pull it out. Richard Ronne spent 45 minutes last Work Day before the balance of the crew showed up pulling weeds in the compound. The nice rain we had the day before made it very easy to pull instead of hoeing the weeds.

Spring time is clean up time in the Compound. The June FUN (Work) DAY will feature some time to clean up the Engine House and Storage Facilities. Just like your own work shop if there is a flat spot something will start piling up on it! If you have equipment, tool boxes, spare fuel containers, oil cans or your family’s favorite picnic blanket in the buildings, PUT YOUR NAME ON IT! We know who belongs to all the locomotives and rolling stock so no worries about one of those items, it is all the other stuff that appears on the property! Plan now to come out, enjoy the fellowship of the membership and clean up your JUNK!

### **STILL AVAILABLE LIMITED STOCK -Club Member T Shirts:**

If you missed out ordering a Club Member T shirt we have a few extra in stock. Large, XL and 2XL available in very limited quantity for \$12.00 each. See the Roadmaster if you need another shirt or email [rich@whittiermailing.com](mailto:rich@whittiermailing.com) and I will check your size availability.

Our next FUN (work) Day will be Saturday, **June 20th starting at 8:00 AM**. Lunch to the workers at Noon and Board Meeting at 1:00PM open to all.

Rich Casford, Roadmaster

Radio Call Sign- Road 2

**RLS MEMBER HARRY BEAN  
PASSED AWAY OCTOBER 22, 2014**

Nationally known live steamer Harry Bean passed away October 22 at his home in Oklahoma City. Harry was 94 years old, and ran his last train the first part of October 2014. Services were held November 11 in Oklahoma City. His son, Earl, is a active live steamer.

Harry joined RLS in June 1992. He and his SP 3420 2-8-0 were RLS visitors in the 1990's when he and his wife lived in El Paso, Texas. While he did not have a track in El Paso, Harry put on many thousands of miles visiting and running on many, many 7-1/2" gauge railroads throughout the USA. Harry especially enjoyed the RLS track, and lived up to his reputation as the "ballast scorcher."

**PAST RLS PRESIDENT BILL HOEY  
PASSED AWAY APRIL 23, 2015**

RLS Past President Bill Hoey passed away suddenly April 23 while enroute to his home in Bellingham, Washington. Bill was a long time RLS member dating from November 1986. Bill served as RLS President in 1999-2000, and on the Board a number of times as well..

Bill was well known as Chairman of the RLS Brakemen-Conductors group, and trained over 60 members to help man our passenger trains. Mainly through his efforts, the Conductor program has continued to this day even though he has lived in Belllingham, Washington for a number of years while maintaining his home in Orange. In addition to the Conductor program, for a number of years Bill was our key contact scheduling and overseeing our Annual City luncheon at the railroad.

**A Memorial Service will be held Thursday, June 11, 3:00 p.m. First Christian Church, 1130 E. Walnut, Orange, CA. Bill is survived by his wife, Nancy.**

## Zero to Eighty in Nothing Flat

by Bob Cummings

In the mid 1990's I had the pleasure of interviewing Bill Kachler, a retired New York Central steam engineer. Our conversation was about his book "The Snow Flicker" in which he recalled his experiences as a New York Central Employee.

Chapter one of his book was about a grade crossing incident that happened just before he signed on. A 1932 Ford sedan tried to beat the train, a crack N Y C passenger train headed by a Hudson doing about 80 miles per hour, the Ford lost. The car entered the grade crossing at its full size, the important dimension being it's width of about six feet, when the engineer got the train stopped about a mile later, and they peeled the Ford off the Hudson's pilot it was about 18 inches wide. A local wag remarked, "Zero to eighty in nothing flat."

Remembering my conversation with Mr. Kachler brought to mind an incident that happened to me while running at Riverside. I was in public service with my Santa Fe Mike, pulling eastward up the Marlboro straightaway. I am always alert running along this stretch and whistle long and hard at the grade crossings. This particular Sunday the park was full of hearing impaired and deaf people. RLS was accommodating them with a Sign Language Interpreters at the depot. As I approached the second, eastern most, grade crossing I could see people waiting for my train to pass when a fellow on a bicycle came through those waiting and crossed in front of my train. I threw the on brakes and horsed the engine into reverse and came sliding to a stop just as a second bicycle, ridden by the first cyclist's son, crossed the tracks. The boy looked up just in time to see my engine coming at him. I can remember the look in his eyes. He was clearly unaware of the danger. The son was deaf because the father signed angrily at him. (I'm glad I don't read American Sign Language.) I imagined the injuries that could have happened had we collided and the boy fell over the hot smoke box and stack and been pushed along the track for a distance becoming entangled in the bicycle, track and hot steam engine. It didn't happen but just a blink of the eye and it would have and it would have been terrible.

The trouble was that the son, who was deaf, was just following his father's lead. And, his father was of the same mind set as the ill-fated driver of that '32 Ford! "I'll beat the train and if I don't it will stop... or something."

The point of my story is that as an engineer of one of our trains, whether pulling public or not, you must be alert for the unexpected. In this age of automobiles equipped with disc brakes and ABS braking systems the general public has no concept of what it takes to stop a train, even one of ours. Consider our average train with a 1500 lb. locomotive, six cars at 125 lbs each, 18 passengers at an average of 170 lbs each, plus engineer and brakeman and you've got a battering ram with a 10 inch by 18 inch frontal area weighing 2 ½ tons. That can cause some real damage!

So, be alert, be ready to stop and take the whistle signals seriously. Don't let your guard down especially at the end of the day. The end of the day is when everyone is getting tired, careless and short tempered, engineers and the general public alike.



## May 10<sup>th</sup> Run Day

In stark contrast to earlier in the week the weather was picture perfect for the first Run Day of May. Paul Quick and Cameron McMonigle were first out on the railroad with Paul's mighty 4-4-2 Atlantic locomotive cleaning the grade crossings, sweeping rock piles and setting the switches. Glenn Maness our Station Master was as prompt as always along with Bill McLaughlin getting the station ready to open at 10:00am. At the throttle of the Hunter locomotive was Bill Hesse and providing Brakeman services was Jim Wood. Though the passenger lines at the station were light early on this didn't stop Brad Bluth and Ryan Briggs from lending a hand in passenger service with Brad's 4-6-6-4 Challenger locomotive.

John Gurwell received some in-service training from Bob Smith on the 4-8-8-4 UP Big Boy as well as "cushion time" at the throttle pulling the early Birthday Party Train.

There was a lot of activity in the Compound as well. Larry Fisher and Ron Wilkerson were working on Ron's Mikado, Mike Fleshman was servicing his 4-8-4 Northern locomotive, Richard Miller worked on a steam leak on his 0-6-0, Gary Macko received a boiler test as did Charlie Grisham (Operating Superintendent Bunts was busy today) and Charlie Kennemer and Bill Philipps took care of servicing Charlie's locomotive.

A big thanks to Mark Spaulding for protecting the four track crossing and Barry Ferguson for taking care of Switchman duties at Hunter Station!



## May 24<sup>th</sup> Run Day

The second run day in the month of May finds us Westbound through Columbia Yard, running the “figure eight”. Operating Superintendent Mike Gardner was on duty early making sure all was in order for the day’s operations.

Bob Smith took on the early morning Hunter Engineer duties with John Gurwell providing Brakeman services. Once again Brad Bluth and Ryan Briggs fired up Brad’s 4-6-6-4 Challenger locomotive to lend a hand with passenger service. Helping out in Hunter Brakeman relief duties for the day were Cindy and Manny Caldera (thanks everyone!).

At the station our ever vigilant Station Master Glenn Maness was given an assist by Cindy Caldera and new member Tina Shields. At the North end of the station yard Barry Ferguson executed switch tending duties without fail and controlling East and West bound pedestrian traffic at the four track crossing was Marty Berg.

Out on the railroad several freight trains made their laps for the day. Paul Quick, Doug Prescott and Manny Caldera were out on the railroad with Paul’s venerable 4-4-2 Atlantic locomotive. Pat O’Guinn fired up his 2-6-0 Mogul and was enjoying the day. Larry Fisher and Ron Wilkerson were out on the railroad with Ron’s Mikado joined by Bob Cummings running his own 2-8-2. Gary Mocko practiced his coal firing techniques on his beautiful Berkshire locomotive while Junior Member Jack T. Berg and new Junior Member Aiden Shields gave Bill Hesse’s Ten Wheeler a work out. Seeing how much fun everyone else was having out on the railroad Bill MacLaughlin fired up his newly completed narrow gauge 4-6-0 and took a few laps with Bob Beard on the tender.





**Summer is here!** RLS Members are a hardy bunch of railroaders! Little slows us down as we run the trains at Hunter Hobby Park. However, we all need to be aware of the warmer summer months during our operating and work days. Remember to drink plenty of water and use your sunscreen. And keep an eye out for your fellow members as sun stroke can come over a person quickly.

## Coming Events

June 14th: Run day

July 12th: Run day

June 20th: Work day & Board meeting

July 18th: Work day & Board meeting

June 28th: Run day

July 26th: Run day

June 6th & 7th: The Big Train Show, Ontario Convention Center

For more information, or to volunteer please contact Glenn Maness or Bill Mac

For Work Day and Run Day updates, Visit: [www.steamonly.org](http://www.steamonly.org)

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