



The Fire Door

The Official Publication of the Southern California Live Steamers, Inc.

P.O. Box 3969 Torrance, CA 90510 - 1322 (310) 328 – 0236
<http://www.SouthernCaliforniaLiveSteamers.com>

July 2009

The Southern California Live Steamers, Inc. has been in existence since 1948. The **mission** of the Southern California Live Steamers is to educate and promote interest in railroad history by building and operating a miniature railroad facility.

New members are always welcome to join the Club; just show up at Wilson Park, 2100 Washington Street, on run days (the first Sunday and the third Saturday of the month) or at a regular meeting (the third Saturday of the month). Member support is especially needed on run day! The July run days are **July 4, 2009 and July 18, 2009**, so please come and support the Club.

Regular meetings of the club are held on the third regular Saturday of each month in the club house at Wilson Park, Torrance, California beginning at 10:30 AM. The next Club meeting will be **July 18, 2009**,

2009 SCLS Officers:

President:	Tim Brothers (310) 618 - 0674 TTBrothe@lasd.org
Vice President:	Rudy Guajardo (310) 984 – 9550 xcitedgoats@yahoo.com
Treasurer:	Kelley Smith (562) 598 – 4090 choochookelley@earthlink.net
Secretary:	Lynn Fielding (310) 533 – 8627 lfielding@elcamino.edu

June 20, 2009 Minutes

Meeting opened at 10:35 AM by President Tim Brothers. The May minutes were published in the June newsletter, read by Lynn Fielding, and accepted with no corrections.

Guests present were: Marisa Lemus

Old Business

Club Projects

Tim Brothers provided an update on club projects to date. Concrete work continues and new ties will be needed.

Safety

Joe Manzo mentioned that the Club's Safety Policies need to be followed and should be posted at several locations in the compound. Tim Brothers suggested highlighting

one safety issue at each meeting as a reminder to members.

New Business

Fourth of July

Lynn Fielding distributed the parking passes for the Fourth of July. She will also coordinate the potluck which will be held at 11:00 AM prior to the noon to 4:00 PM run day on the Fourth.

Dues

There was a discussion of possibly raising dues in the future. General agreement was to wait for the Board to recommend such a change.

Membership

Marisa Lemus applied for membership with the Club. After discussion, the vote was 4 for her membership and 19 against. She was not accepted as a member.

Meeting adjourned at 11:40 AM. There were 23 members and 1 guest present at the meeting.

Run Day June 7, 2009

2,420 Riders

The weather was warm and pleasant so many train visitors to came to visit the Southern California Live Steamers.



Run Day June 20, 2009

899 Riders

Morning weather was overcast but warm with a light breeze developing in the afternoon for the Saturday, run day.



Harlan Hiney has completed the design of the Southern California Live Steamers logo to be mounted on the side of one of the containers. Photograph taken by Lynn Fielding

An Early Member of the Southern California Live Steamers

By: Harlan Hiney



Source: www.riverfrontpark.org/trains-artifacts.html

Chadwell O'Connor (1915-2007) is best known by railroad enthusiasts as the builder of the full size operating replicas of the Golden Spike locomotives. His O'Connor Engineering Laboratories of Costa Mesa was awarded a 1.5 million dollar federal grant in 1975, to recreate the two steamers to operate in conjunction with Utah's new museum at Promontory where the original completion of the First Transcontinental Railroad took place in 1869. Four years later the engines met head to head at the 110th anniversary celebration, on a new section of track built on the exact spot where the Golden Spike was driven more than a century earlier.

This was not Chad's first experience with full size locomotives. In 1952, he bought a small standard gauge 0-4-0T saddle tank loco that last operated for the 24 mile long Lorane Valley Lumber Company in Cottage Grove, Oregon. two years earlier, Chad became a member of the Southern California Live Steamers. He was a serious rail fan who loved to take movies of the local railroads.

A mechanical engineer by profession and employed as a design engineer for the City of Pasadena, he was shooting 16mm movies of passing trains at Glendale station, when a man took notice of how smoothly his tripod head worked, and wondered where he had gotten it from, as he was a film maker and was having problems with telephoto shots looking jerky as the camera was panned. Chad was unaware that he was talking to fellow Southern California Live Steamers club member Walt Disney. Walt talked Chad into building one to handle the heavier 35mm cameras, and that was the start of his patented O'Connor fluid pan and tilt camera head.

By the late 1950's Chad was producing four models, one which could handle up to a 200 pound camera, and one that was developed for the aerospace industry for tracking missiles. Chad had moved to Alta Loma by this point in time, and had gotten permission to operate his now rebuilt saddle tank locomotive on a mile of abandoned Santa Fe Track. His little ten ton engine was built by H. K. Porter of Pittsburgh, Pennsylvania in 1891, and was construction number 1236. She first ran for the Rogue River Valley Railroad in Medford, Oregon in passenger service, and had many subsequent owners, ending her career in Cottage Grove, Oregon in 1951. Originally built as a 2-4-2T, she eventually had her pilot

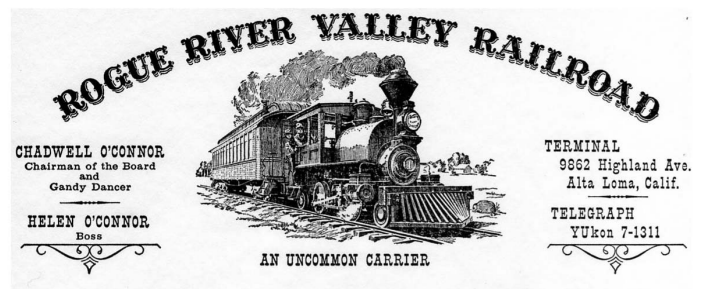
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and trailing trucks removed. In 1960, Chad commissioned me to create artwork for new stationery for his railroad from a photograph of Chad in the cab and Helen, his wife, standing on the deck.



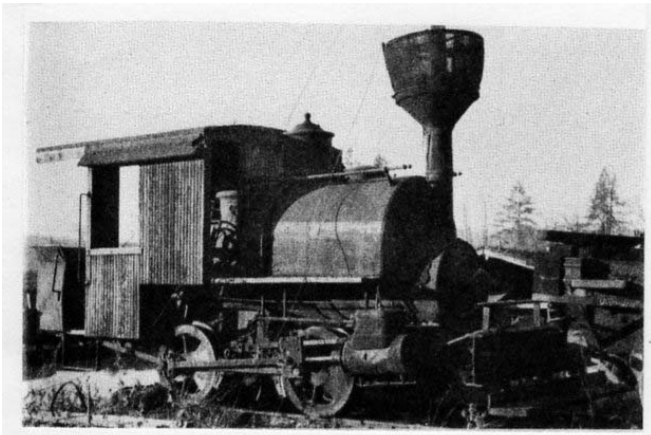
Chad and his wife Helen in his restored Porter Number 1, on their Rogue River Valley Railroad taken in Alta Loma, California in the late 1950's. Photograph is from the Chad O'Connor collection.

He wanted my pen and ink drawing to include a future passenger car, as well as adding the missing pilot and trailing truck wheels which he wanted to someday replace. The main curved lettering was hand drawn, as was the fancy line work. The small letters were cut out and individually pasted up.



Featured is Harlan Hiney's artwork for Chad's personal stationery.

A lot of work in those early days before computer generated artwork. During the same period Chad had me create artwork for a uniform format for his nameplates that went on his fluid camera heads. Each of the four models had its own individual design and he wanted them all to look the same. I had no idea at that time how famous his tripod heads would become, but after the first one made for Walt Disney, they became one of the best in the movie industry. In 1976, he received an Oscar for his contribution to the film industry and in 1994 a technical achievement award by the Society of Operating Cameramen.



Pictured is the Porter at Cottage Grove, Oregon in 1946 working for her last owner, the Lorane Valley Lumber Company. Photograph taken by Bert Ward.

**Of Interest:
Riverfront Park
Sewickley, Pennsylvania**

Built in Pittsburgh, Pennsylvania in 1897, an H.K. Porter 0-4-0T is on display with many other train related exhibits in Riverfront Park in Sewickley, Pennsylvania. Sewickley is a small community on the Ohio River located about twelve miles northwest of Pittsburgh, Pennsylvania which dates back to at least 1767. The town's name is derived from the Indian words sweet water.

Riverfront Park
P.O. Box 103
Sewickley, PA 15143

www.riverfrontpark.org/trains-artifacts.html

Upcoming Club Events

Run Day	July 4, 2009
Run Day and Business Meeting	July 18, 2009
Run Day	August 2, 2009
Run Day and Business Meeting	August 15, 2009

Comments, Ideas, or Suggestions

As newsletter editor, I welcome your feedback, comments, corrections, and suggestions for material to include. Please contact me directly, at the address provided, by phone, or by e - mail.



Lynn

Lynn L. Fielding
SCLS Newsletter Editor
P.O. Box 11322
Torrance, CA 90510
(310) 533 - 8627
lfielding@elcamino.edu

Steamers, keep on chugging along!

Southern California Live Steamers
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Torrance, CA 90510 - 1322

ADDRESS CORRECTION REQUESTED



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