



The Fire Door

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

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<http://www.SouthernCaliforniaLiveSteamers.com>

October 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 day (the first Sunday of the month) or at a regular meeting (the third Sunday of the month). Member support is especially needed on run day! The October run day is **October 4, 2009**, so please come and support the club.

Regular meetings of the club are held on the third regular Sunday of each month in the club house at Wilson Park, Torrance, California beginning at 10:30 AM. The next club meeting will be **October 17, 2009**. **Elections will be held at this meeting.**

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

September 19, 2009 Minutes

The meeting was opened at 10:35 AM by President Tim Brothers. Minutes from August were read by Lynn Fielding and accepted without corrections.

Guests present: Herb Griffith and John Polen.

Old Business

Container Project

Tim Brothers provided an update on the status of the container project.

Safety

Obeying the signal lights was mentioned so that efficient track operations, especially at the station, can be maintained.

New Business

Riding Cars

Specifications for the new riding cars was discussed.

Artwork

The Southern California Live Steamer Club logo painted by Harlan Hiney will be mounted on the outside of the first container.

Elections

The slate of officers for 2009 is:

President	Tim Brothers
Vice President	Rudy Guajardo
Secretary	Lynn Fielding
Treasurer	Kelley Smith

Meeting adjourned at 11:28 AM. There were 24 members and 2 guests present at the meeting.

Run Day – **September 6, 2009**
1,425 Riders

It was a sunny day for the riders to enjoy their train ride.

Run Day – **September 19, 2009**
822 Riders

The weather was pleasant with a light breeze in the early afternoon.

Special Run Day for Daniel Genuth – **September 5, 2009**
167 Rides Given



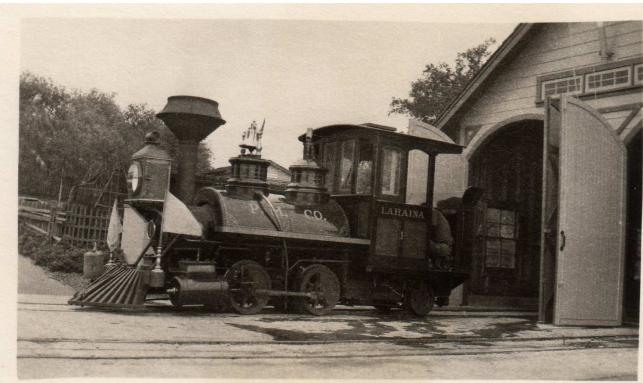
Dues

Annual club membership dues of \$40 are payable in November. Please submit your check payable to the Southern California Live Steamers as soon as possible, but by January 31, 2009.



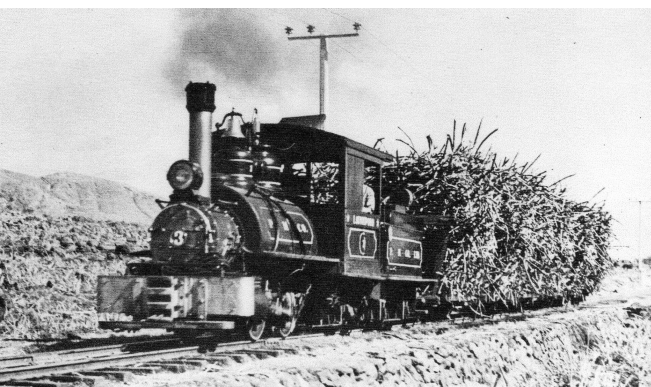
Robert A. Day - An Early Club Member

By Harlan Hiney



Pint sized Baldwin, The "Lahaina" sits by Bob Day's engine house after a Saturday afternoon's run, circa 1957. Photograph taken by Laurence Hiney.

Robert Day was a member of the Southern California Live Steamers beginning about 1950, and owned a one inch scale (4 ¾ inch gauge track) 4-6-4 steamer based on New York Central's first Hudson type delivered by Alco in 1931, the same prototype that inspired Lionel's famous O gauge engine. Bob's Locomotive had Baker Valve Gear, and even the drop front coupler of the prototype. He called his railroad the Santa Monica Coast Lines and the engine carried the number 600. It was painted entirely in maroon, instead of the usual black. By the late 1950's, he renamed his railroad Great Western. He lived at the north end of Brentwood on Tigertail Road on the ridge between Bundy Canyon and Kenter Canyon, and had an estate of several acres. By 1952 Bob became the fourth club member to purchase a full size steam locomotive. Like Ward Kimball and Gerry Best, Bob found his locomotive in the Hawaiian Islands. However, instead of going to Oahu, Bob traveled to the Island of Maui.



"Launiupoko" is pictured hauling sugar cane on Maui, for her owner, Pioneer Mill Company, in the late 1940's. From Kodak Hawaii Limited's photographic collection.

The Pioneer Mill Company in Lahaina, had a 30 inch gauge railroad to bring the sugar cane to the processing mill. It ran from 1882 until 1952 when trucks took over for the locomotives. Bob was fortunate in that the two

engines he purchased were in good running condition. The big engine named "Launiupoko" was an 0-4-2T saddle tank loco with an added 4 wheel tender for fuel and additional water capacity. Built by Baldwin in 1900, she was their construction number 18380, and was an oil burner, at least by the time Bob arrived on the scene. Besides engine No.3, he also got a smaller 0-4-2T wood burning saddle tank loco, No.1 "Lahaina". While No.3 was a black with white stripes and lettering, No.1, a Baldwin of the 1880's, had fancy domes and Bob painted her in dark green, with red wheels and had a new red pilot made. She carried a large oil burning headlight and her bell sat over the sand dome and along with the brass frame was kept highly polished.



"Launiupoko" leaves Bob Days's Lahaina depot for several trips around the loop. Southern California Live Steamer member Stan Chovil looks out through door of caboose, on a crisp day in February 1958. Richard Jackson took this photograph.

Besides his two steamers, he had a yellow caboose Number 100, with a wooden body, built by club member A.R. "Buzz" Sutch. There were also two riding car gondolas, Number. 20 and Number 22. These cars were built on 4 wheel cane car bodies. Bob had about a quarter mile of track in the form of a circle, about 200 feet across that went through a cut, so riders could not see from one side to the other. There was a wye at the south end that branched into two tracks that dead ended in a two stall engine house. Midway on the eastern track, which was nearest to his house was a siding that served a section car, water tank and oil tank.



Bob Day on tender of his one inch scale Hudson No.600 of his Great Western Railroad at Los Angeles Live Steamer club track in Griffith Park, circa 1959. Bob's youngest son sits in Gondola, while his two older boys stand behind the train. Photograph taken by Richard Jackson.

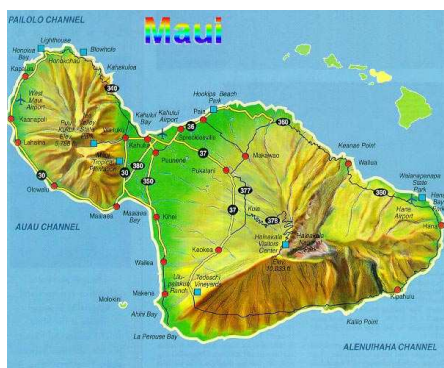
In early 1958, a small depot was completed sitting just east of the oil tank, and appropriately name "Lahaina", as Bob's engines still carried the initials P.M. RR, representing Pioneer Mill Railroad.. Just south of his engine house was a collection of old fire trucks waiting to be restored. Like Ward Kimball, Bob Day also liked vintage fire engines. Ward was a band leader of the "Fire House Five Plus Two" where as Bob was a former Los Angeles City Fire Commissioner. Bob's private run days hold special memories for Harlan Hiney, since he had the privilege to attend three of these special events from 1957 to 1960. The last time was on Saturday, February 13, 1960, with the adults partaking of Michelob and pretzels, while enjoying the sights and sounds of these Baldwin steamers.



Bob Day on tender of his one inch scale Hudson No.600 of his Great Western Railroad at Los Angeles Live Steamer club track in Griffith Park, circa 1959. Bob's youngest son sits in Gondola, while his two older boys stand behind the train. Photograph taken by Richard Jackson.

Sadly this story does not have a happy ending as on Monday November 6, 1961, a disastrous brush fire that started at Mulholland Drive above Stone Canyon, swept through Bel Air, crossed Sepulveda Canyon, then raced across Bundy Canyon and up to Tigertail Road. While the Lahaina Depot and water tank were spared, Bob's home was not and his locomotives, locked in the engine house did not stand a chance. They were so severely damaged that Bob never had them rebuilt. But a few years later, A.W. McKelvey brought some 3 foot gauge steamers back to the island of Maui, and now the Lahaina, Kaanapali and Pacific Railroad give tourist rides from a depot in the real town of Lahaina.

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Sugar Cane Train – Lahaina, Maui

Another piece of Hawaiian history has recently set with the Maui sun. The Pioneer Mill in Lahaina harvested their last crop of sugar cane in September and shut down mill production after 139 years on the island of Maui. Mill operations were started by James Campbell around 1860 and has had its share of ups and downs over the years as well as several different owners. Amfac Corporation, who developed the popular Kaanapali resort complex just north of Lahaina, currently owns the mill.

In 1969 A.W. "Mac" McKelvy got together with the Makai Corporation and created the Sugar Cane Train. The line has operated passenger service from Lahaina to Puukoolii (just north of Kaanapali) daily for over 30 years. Since 1970, over five million tourists to Maui have ridden the train making it one of West Maui's most popular attractions. With a blast of its steam whistle, the locomotive chugs along a six mile long stretch of track at a leisurely pace, as its passengers are entertained Hawaiian style by narrators on the train.



17 Kaka'alaneo Drive
Lahaina, Maui, HI 96761
Phone: (808) 661-0080
Fax: (808) 661-3444.

Information courtesy of: www.sugarcanetrain.com/.



Of Interest:
2010 Election of Officers

The election of Southern California Live Steamers officers for 2009 will take place at the October Business Meeting which will be held on October 17, 2009.



Invites you to:

TRICK or TREAT on the Hallows Eve Ghost Train



When:
Saturday October 31, 2009

Where:
Southern California Live Steamers,
Wilson Park, Torrance

Time:
11am—2pm



Come in costume, get a treat bag and trick or treat for goodies on the train.
\$1.00 donation requested.
(for safety reasons, personal treat bags will not be allowed)



Upcoming Club Events

Run Day
Business Meeting
and Mini Run Day

October 4, 2009
October 17, 2009

Run Day
Business Meeting
and Mini Run Day

November 1, 2009
November 21, 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

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Steamers, keep on chugging along!

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ADDRESS CORRECTION REQUESTED



Happy Halloween!

