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Const. Superintendent: Lee Parrish  
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**Rules of the Month**  
**Rule 5-4:** Children under the age of 12 years may operate locomotives while accompanied by an adult (the owner or another adult who is familiar with and qualified to operate said locomotive.) The adult must sit behind the child and have full access to and can easily reach the controls in case of emergency.

**Rule 5-5:** Children under 12 years of age may operate trains in the previous mentioned manner with passengers who are live steam club members or family members.

**Rule 5-6:** Children under 12 may operate non-steam locomotives (such as small electric or gas powered engines with simple controls without an adult supervisor.

**Rule 5-7:** Engineers under age 16 years may be restricted from operating during periods of heavy traffic such as on public run days, birthday party runs, major holidays, etc.

**NEXT SOLS MEETING**

Our next meeting will be on Monday, July 29<sup>th</sup> at 7:15 P.M. inside the model railroad clubhouse. Hope you can make it.

**MINUTES FROM THE JUNE 24, 2013 MEMBERSHIP MEETING**  
 Meeting opened at 7:15 PM - Nineteen Members Present

The Minutes read and approved after the following correction: (As usual Elvin had a correction.) The cost for the beautification blocks and shrubs will cost between \$500.00 and \$800.00; not \$300.00 to \$500.00 as previously recorded.

**OLD BUSINESS:**

**Treasurers Report:**

In the absence of Paul the report is approximate and attached to these minutes. For the June 23 run day: 600 riders on Thomas and only 2,157 on the main line due to a rainy day forecast.

**Track Superintendent Report:** Spent 6 hours leveling and resetting diamond across Siburg Siding. 40 ties replaced on mainline and mainline yard. Eliminated a nasty sun kink on the reverse loop that popped up just before the June 9<sup>th</sup> run day. At the same time ties were replaced and were tightened in that section. Realigned two mainline switches and fixed two areas where sun kinks were about to form. This month Tony plans to relieve the stress on sections where new sun kinks may form.

Thirty feet of worn outside rail on the curve behind Car Barn #4 needs to be replaced with new rail. Plans to level and add new ballast to the first curve where trains start their mainline run. A box of 5,500 track screws have been ordered and received.

Paul Sheedy spent many hours staining and or painting the wood deck walkways on two trestles, plus stained the walkways across the tracks over at the passenger unloading area. Loren S. painted all the picnic tables and benches.

**Electrical Report:** Rocky was on vacation, however Skip worked on the crossing gate, and the Wig Wag is in working order.

**Roundhouse Report:** Art reported that he changed the oil in locomotive #8182 and also in #255. "Tinkerbelle" might need a new battery. Art will check on that. Dale said if a battery is needed he has one.

**Construction Superintendent Report:** Lee had nothing to report.

**Landscape Report:** (Hope I got it right this time!) Security Light has been installed. Elvin has put more fill dirt around the new concrete slabs. Forty+ plants were donated by Flower Land, and also George S. donated a tree to the park.

**Beanery Report:** The June 23<sup>rd</sup> Run Day was challenging because Robby and Don were out sick, but George helped out. Terri Schroeder is very happy with the new freezer for the Beanery.

**[Minutes continued] NEW BUSINESS:** Loren is planning a new video at no cost to the club, featuring all the clubs, and scenes of the entire park. Dale said we were short of help on the June 23<sup>rd</sup> run day.

Birthday runs were discussed. The Birthday runs will be limited to no more than 2 runs in a day and all Saturday runs must be over by 4:00 P.M. No runs on Sundays. Some of the volunteers are tired and these people are needed on our Run Day Sundays. George suggested paying \$1.00 off membership dues for volunteers working Special Runs. This will be considered at the next meeting.

The Labor Day weekend Pot Luck Dinner was discussed. We will buy 100 pieces of chicken from Albertsons this year: half will be baked and half will be fried.

Loren has volunteered to make a new "Train Rides" sign for the corner. Elvin would like to have an irrigation system put in on the West side of the park.

A pool company would like to donate 120 cubic yards of dirt to the park. It was decided that would be fine as long as it does not make a mess like the "G" scalers have made. However Dale did mention that he and Elvin would make the garden railway club clean it up when they are finished with their layout. Picnic tables or "large cable spools" would be nice to have for our little playground. It was left up to Tony and Lee to decide what to do.

George moved we adjourn at 8:00 P.M.

**JUNE RUN DAYS** The two public "Run Days" last month were more balanced with regards to ridership than the previous two months. The hot 93 degree temperature on the June 5<sup>th</sup> run day had a small effect on ridership as some of the public came and left early before it got too hot. Hot days like this are often a blessing to food sales at our beanery, and this day was no exception.

The heat did produce a few minor sun kinks of the very small variety; none of which slowed train traffic at all. Mechanical woes and derailment were none existent. However, we were missing some of our regular train crews and that pushed our members to go longer before taking a break.

The June 23 run day was a day full of questions. The ever changing weather forecasts for rain naturally caused us to wonder if the park would even open. The day before I received phone calls from members asking me if we had discussed whether or not we had made a decision on how to address the situation. We had not.

The forecast the night before was for showers during the night and an 80% chance of rain around the time we'd open the park gates. Well, it didn't rain that night and the skies were overcast, but it didn't appear that rain would be a problem we'd have to deal with. As it turned out it didn't rain at all that day, and only sprinkled a bit the next evening. So much for the dire forecast, however the threat of rain did affect attendance in a different way.

When we opened the gates at 11:00 A.M., about 90 people were waiting outside. We began operating with our five big capacity trains. After just one trip by those five large trains, the number of people waiting at the loading platform was down to a single line. After two trips I took my train out of service and took an early lunch. Others trains followed as I went back in service. It remained slow, but steady until (1) the sun came out around 1:00 P.M., and (2) the "after church crowd" came to the park. Then the parking lots quickly filled to near capacity and we ran every train we had crews for.

Our situation was made worse by having two of our regular people in the beanery call in sick. George Schroeder volunteered to leave his Stationmaster post to help his wife Terri in the beanery. George made popcorn inside the beanery, took orders and collected the money while Terri performed cooking miracles. Loren Snyder took George's job at Stationmaster, doing a great job loading and dispatching the trains. A little later another member went home sick and that's we knew we were in for a rough day. With at least six of our regulars missing we faced the prospect of cutting back train service.

In the beanery Terri temporarily eliminated chicken nuggets from the menu to work on preparing only hot dogs, sausage dogs, and chili dogs. We parked one of our large capacity trains for most of the day, and the train crews now operating trains were going to have to try to squeeze in breaks when they could. Fortunately most crewmembers ate before the huge crowd arrived after 1:00 P.M.

As it turned out we didn't have any extra help to relieve crews for breaks or to do other duties. They were taken care of by anyone available who saw there was a need. The poor crew on the Thomas train (Boyd Butler and Jodi Thornton) not only had difficulties taking a quick break; they also set a record by carrying 600 kiddies with one Thomas train in four hours. At the end of the day the mainline trains handled 2,157 passengers. This was a fantastic effort by everyone.

Every Run Day we somehow manage to rise to the occasion, but we can't expect our members to work like this every time. In the past many of you out there have offered to help, or asked how you could help. Here's how. While our special parties are a wonderful source of revenue and easy to operate, our fourteen public run days are what the City of Medford judges us by. We are committed to The City to operate on these public run days, and if we start to fall behind, it could lead to more problems later. We must have your cooperation.

If you'd like to be part of our operating train crews, come on out on a public run day. If you like a little slower pace, volunteer for one or more of our special parties. If you've never been a conductor on our trains – we'll train you. It isn't difficult and it's fun. If you'd like to operate one of our club locomotives, we'll train you after you prove yourself as a conductor. If you can't make it for one of our run days, but you can help with any of our special parties, it will benefit the club by giving others a break from having to be at the park.

Several times a month I e-mail a monthly schedule of parties for the month to our train crews. This way they know what's ahead and can plan what they'd like to do. This benefits me as I line up train crews for each party. If you'd like to be on this e-mail list you can reach me at [SPFlimsie@aol.com](mailto:SPFlimsie@aol.com). I will add your name and hopefully you can help us out. If you don't have e-mail, call me (Tony) at 541-944-9176 and I'll mail you a hard copy of the schedule. We need more support from our membership if we're going to remain the greatest attraction in southern Oregon.

**CHANGES AT RAILROAD PARK** Knowing we have run out of sensible places to add additional trackage inside our park, we are concentrating on changes in appearance, new novelties, and improving on what we already have. An example of this is the many fine miniature structures built by Dave Herzog and placed around the park last year, and certainly all the landscape improvements from Elvin Sinfield.

Loren Snyder activated the brain cells inside his head and has put some of his ideas in use. [The rumor is that Loren does use his brain for things other than Railroad Park.] His first idea was to add to the area we've more or less called "Bear Country". This is the area at the south end of the Mountain Division that has the silhouettes of bears roasting marshmallows and walking around the trees. Last month Loren cut out another silhouette of a mama bear and placed it in a new location with those of two baby bears. He also built, painted a planted a sign that says "Bear Hollow". This may seem minor, but it gives the area a name and place to the riding public. Loren says he will add more to this area later.

Another of his ideas is to cut out wood silhouettes of chimpanzees and hang them from various trees that encircle our kiddies' Thomas & Friends" train loop. (Maybe he should add on photos of the faces of the SOLS board members too!) He also will place a special "No Hunting" sign with a painted silhouette of a bear chasing a hunter that he made decades ago. Great idea! Loren also saw a need for additional seating around the beanery and fixed it. Until this year the small 10-foot wide area in front of the telegraph club's Medford shack was nothing but small weeds and dirt. Elvin removed the weeds and dirt and leveled the area with gravel. Loren then built a simple wood bench that extends the full width of the shack. We now have more seating capacity for the public, which they used often on the last run day.

Tired of looking at the somewhat shabby appearance of our picnic tables, Loren jumped in and painted all the tables and all the benches in and around the depot. We thought perhaps we'd have to first do some minor repairs, but after two days of work and a fresh coat of paint, the imperfections disappeared.

For at least a dozen years there was an old park bench sitting outside the pump house. No one sat on it as, (1) usually it had stuff placed on it, and (2) it didn't look like it would hold a person. Loren took the bench home, substituted all the wood with new, and painted the metal parts with a new coat of black paint. For little money we now have a new bench under the beanery roof. In fact, the day Loren brought it to the park he said, "it would be great if birthday parties would use it as a spot for the birthday boy or girl to open presents on. Sure enough the party that day later used it exactly for that reason.

Elvin continues to add more blocks to the retaining and decorative walls around the layout. One area I personally like is the approach to the Rollie Wilburn trestle. Two years ago both sides of the tracks was nothing but weeds and dirt. One side now has decorative ivy and the other side has a small block wall filled with beautiful flowers and shrubs. And if you haven't been to the park lately, the steep slope outside Tunnels #1 and #2 where he planted ground cover over two years ago is now in full bloom with little yellow flowers. We've got a botanical garden in our park.

After Elvin builds a wall he backfills it with dirt to level the area around it. As this goes to press Dave Herzog told Elvin that through our SOLS website a contractor recently contacted us with this offer. The contractor is digging for a swimming pool and may have up to 120 cu. yards of clean dirt to give to us if we can use all or part of it. We are looking for places where using this dirt will be beneficial to the park.

Not to be overlooked by any means is what Paul Sheedy has done. He has painted and/or stained all the wood decking on our trestles, and the wood crossing walkway over in our passenger unloading area. Obviously this helps preserve the wood from rotting away, but it also is a visual improvement. One of our members even asked me when the unloading walkway went in. I told him it was two years ago, but now it has been stained. Thank you, Paul.

Art Turner continues to keep abreast of routine maintenance of our four club locomotives, the two maintenance golf carts, and anything else we ask him to do. We're afraid to ask him for new ideas. If anyone could make a garbage can fly around the park, Art could figure a way to do it.

**TRACK REPORT** One thing I have as your vice president and track maintainer is job security. There will never be a day when there is nothing to do. A majority of the time the jobs are small and can be completed quickly, while some are much larger and take several days or weeks. Then there are those projects I wish would just go away by themselves, such as taking care of the mainline diamond across Siburg siding.

When we opened the new alignment a little less than two years ago, naturally there would be some settling (or curing) of the tracks after thousands of trains have passed over it. I've stayed on top of this with minor elevation changes and ballasting. But when it comes to diamonds the fix is usually a bigger job. Because two tracks cross the diamond at grade, the diamond must be perfectly level, and perfect in alignment. The Siburg siding diamond had gradually settled a bit to the south on the Siburg track, but was still level on the mainline. However, our club's constant train traffic also shifted the entire diamond slightly clockwise. Not by much, but enough to make trains bounce a little to the side.

I picked one day of no train interruptions and spent 6+ hours on leveling and resetting the diamond. After I was finished I looked at the diamond and personally thought that although it was now perfectly level and in perfect alignment, it didn't look much different. But after operating my work train across the diamond several times in both directions, and after the following run day, you could feel and hear it was right on. Sometimes it isn't so important on how things look as much as how things work out.



Here are a few ideas that Loren Snyder put to reality last month. The area we've more or less called "Bear Country" now will be called "Bear Hollow". Loren added this sign so everyone now has the same name for the location.



The large bear in the upper photo is a new one created by Loren to go along with the two bear cubs. The view at left shows all the bears as they look now. We expect Loren will add more to this area later on.



If you had seen this bench before over at the Pump House, you wouldn't know it's the same bench today. Loren replaced all the wood and painted it green, with the metal ends and feet painted black.



The second park bench Loren Snyder built is this straight forward design that fills the empty space that before was nothing but dirt and small weeds. Because its location is in front of the train unloading area, the public will use it to watch our trains pull in.



The small area at the north end of the Rollie Wilburn trestle is looking beautiful now with many new flowers and shrubs planted next to the monument for Rollie.

**Southern Oregon Chapter Medco #4 Fundraising Campaign**

Restoration on Medco #4, the last Willamette geared locomotive in Oregon, is 80% complete. We need another \$50,000 to complete the restoration.



Near Butte Falls, 1954

In order to keep the project going we need to raise at least \$20,000 this year. One of our members will match all private donations received by November 1, 2013.

**EVERY DOLLAR DONATED WILL RESULT IN 2 DOLLARS TO THE PROJECT**

Also one of our members has offered \$1,000 if 50 individuals donate \$20 or more before November 1, 2013.

Please make your tax deductible donation by check to "SOC NRHS" and send to the address below or donate on line at [soc-nrhs.org](http://soc-nrhs.org)



Medford, Oregon, 2012

Southern Oregon Chapter – NRHS  
P.O. Box 622  
Medford, OR 97501

Thank you, Allen Dobney, Chapter President

Our friends at the Southern Oregon Chapter, NRHS have asked me to put in a little plug for their latest fundraising effort to raise enough money to finishing restoring old Medco No. 4 to full operation. Help them if you can.