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Special Run Scheduling: Jan Pollin
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Rules of the Month

Rule 2-4: All engines must run at reduced speeds in congested areas and in areas with close clearance, such as yards, stations, etc.

Rule 2-5: Any engine following another train must keep seventy five (75) feet behind the train ahead or be controlled by block signals.

Rule 2-6: An engine approaching a stopped train on the same track must come to a complete stop no closer than fifty (50) feet from the stopped train, then may approach slowly with caution.

Rule 2-12: All relief engineers shall be thoroughly briefed on the engine they are to operate.

Rule 2-20: Any train carrying the public shall be required to have a conductor.

NEXT SOLS MEETING
Our next meeting will be on Monday, August 26th at 7:15 P.M. inside the model railroad clubhouse. Hope you can make it.

MINUTES FROM THE JULY 29, 2013 MEMBERSHIP MEETING

Meeting opened at 7:15 PM - Seventeen Members present and one guest.

Dale thanked everyone for coming to the meeting and also for all their hard work.

The Minutes were read. Charlie Nix moved to approve and Laura seconded. The motion carried.

OLD BUSINESS:

Financial Report: Anne Sheedy broke her hip; therefore Paul was absent. Dale read the Financial Report. Monies from the July 28 run day were deposited. These deposits included a \$200.00 donation check from a grateful couple who had a party with us earlier in July.

Tony read a letter of thanks from Murrayel and Gus Lindstrom of Mesa, Arizona. They enjoyed having Murrayel's 75th Birthday party here, and commented on how great the park looks and also on how pleasant the volunteers were. She also added she looks forward to celebrating her 80th birthday with the Live Steamers.

Track Super: Tony reported on repairing many sun kinks in the track. He also mentioned plans to replace a few outside rails on switches and adjust the switch points. Since the report is a full page long they are attached to these minutes.

Electric Report: Rocky has been working on the few signal problems. He fixed and now has the Cedar Flats Diamond signals working correctly. Dale asked that the old transformers inside the signal case not be switched off. The Forest Service has donated two huge transformers, and when Dennis comes back after fire season, he will install them.

Roundhouse Report: Art replaced the celluloid on 256. Work train locomotive "Tinkerbelle" needs a new coil.

Construction Super Report: Lee reported that the new tables have been set up and ready for use. He finished the new fence by the rest rooms. Looks really nice and finishes it off.

Beanery Report: It has been a busy summer in the beanery. Last run day they ran out of Hot Dogs. Terri Schroeder said that 164 bags of pop corn, 219 hot dogs, and 60 sausage dogs were sold last that day. The ten cases of water that sold have been replaced.

[Minutes continued] Parking Lot: Carol Stark said the cars on the July 28th run day moved in and out and did not stay long. There were 486 cars parked that day.

NEW BUSINESS: Tony presented a membership application from Bruce and Yonti Kelly. Bruce is the President of the HO Train club. He has been helping Tony with track repairs. Holly moved we accept his application, Charlie second and the motion carried. Welcome Bruce and Yonti.

In the absence of David Herzog, Tony said that David would like the club to purchase a rock mold for \$500.00. Since David was absent the request was tabled until he can better explain the reason for the molds. Also presented for Dave and approved was a small water feature expansion at Butte Creek Mill for the cost of less than \$100.00.

Dale reminded the club of our annual Pot Luck dinner on Saturday, August 31. Tony will send flyers to the other clubs.

Tony has great safety concerns. Many of the Engineers are not obeying signals, or "slow" or "stop" signs. They are going too fast in critical areas, and some are not even looking where they are going. When the tracks are being worked on, it is mandatory that Engineers slow down. These are real concerns and issues. He presented a five page letter and this is attached to these minutes.

Charlie moved we adjourn, and Lee second. We adjourned at 8:05 PM.

HOT JULY DAYS The two public run days last month occurred on very hot days. Usually one of these Sunday run days coincides with the last day of the Jackson County Fair; but this year it did not. Local residents say the hottest week of the year is whenever the county fair is held. This year there were three hot weeks of July weather.

Our July 14th run day got slammed with a 98-degree sunny day. Whenever hot temperatures happen the usual routine is for the public to come to the park during the first two hours, and then begin to go home as it gets hotter. This is exactly what happened. During those busy first two hours we had just enough train crews to keep all the trains running until the waiting line got shorter. All seemed well until several sun kinks popped during up the last hour. One of them was nearly bad enough to shut down the railroad for the rest of the afternoon.

The first occurred around 2:00 PM on the outer loop next to the Southern Oregon Chapter's motorcar station. What was unusual about this one was it was large... and it was at the end of a 150-foot long stretch of tangent track! (Sun kinks usually pop up on curves.) It was about 15 feet long and the rails got as much as 9 inches off center. By the time I arrived with my work tools an unknown train had already derailed, and re-railed, and departed on its way. The derailed train hit the ties; damaging 55 feet of rails, ties and ballast. This was the biggest mess I've seen in all my years with this club. As I finished making temporary repairs I found two very minor sun kinks around the next curve that didn't pose an operational or safety hazard, so I just tamped the ballast around them.

As I was doing this Skip Foley called over the radio and said there was a new sun kink just past the Rollie Wilburn trestle on the uphill track. The track here not only was pushed outward through heat expansion, but the track also pushed upwards and ended up sitting on top of the ballast. With Skip and Dennis Brigante assisting we repaired the damage well enough for safe passage by the few remaining trains still running that day.

Two weeks later it was a 91-degree day for running trains. Like the previous run day most of the public came while the temperature was a bit cooler, but more people came in later than during the last run day. A sun kink ready to pop was taken care of 30 minutes before opening the gates for the July 28th Run Day. Part of a downhill curve was under a lot of tension so I relieved the stress, added additional ballast, and tamped into place. Later on, one of Holly's cars derailed three times in a row on this section, so Skip Foley and I reexamined the elevation of the curve and adjusted where necessary. There were no derailment incidents there after that.

The two run days had other differences between them. Between the two run days Dale Butler delivered the two new picnic tables authorized by The Board. Since these tables are of lighter construction than the rest of our tables, we traded these for the heavy tables SOLS members use in front of the station. As part of our overall plan those heavier tables were relocated next to our new playground locomotive. The public used those tables all day long for picnicking and watching their children play “engineer” on the colorful playground locomotive.

During the July 28 Run Day the train riding public enjoyed themselves when their train pulled around the curve to Bear Hollow and saw a new resident to the area. What they saw made them point and laugh out loud. It was a huge (I mean “huge”) stuffed bear sitting on a reclining chair in front of a television set.

Dave and Laura Turner picked up this free stuff bear with the idea of adding it to our “Bear Hollow”. Together they delivered the bear (with a hat), an old reclining chair, and a non-working television set positioned on a stand. When I saw it I said to Dave, “Maybe we should put out a sign saying ‘Black Bear Diner’”, referring to the large restaurant chain in California and Oregon. Dave said how about “Black Bear Recliner?” So that’s what I did. Nailed to the tree next to the bear a sign reads “Black Bear Diner” with the word “Diner” crossed out and “Recliner” below it. I know it’s a bit hokey, but the public loves it.

Not to be outdone with crazy ideas, Loren Synder is installing a little electric motor connected to a movable metal rod that will move the bear’s right arm up and down; waving to passing trains. He will try to have it working in time for our August 11th Run Day. Loren also installed a new sign in area west of Bear Hollow. It says “Cat Country” and only Loren knows what will go there... at least for now. Loren asked me to thank Jan Pollin for helping him. She has spent a lot of time cutting the wood letters for the new animal silhouette signs he’s creating. Jan is not seeking praise from Loren. She only wants him to unlock the ankle chains so she can escape from her wood cutting shop.

At the other end of our layout Dave Herzog added additional “moss rock” around his Butte Creek Mill complex. He then transported and spread four cubic yards of dirt around the mill and between the rocks. As soon as he can locate some river rock he will line the creek bed in front of the mill. Dave turned on the water feature of the mill that day and it worked flawlessly. A small stream of water is pumped underground to the top of flume, where it flows under the mill and past the mill wheel to be collected underground and reused again. Dave soon will add some small plants and other features to complete this popular display

RAILROAD PARK PROJECTS Elvin Sinfield must have had ancestors that built the “Great Wall of China” and the “Great Pyramids” in Egypt. We’ve reported to you before about all the retaining walls Elvin has constructed around our Mountain Division, and now he’s working on the biggest retaining wall around our layout. It is located at the far end where the mainline climbs after crossing under the Rollie Wilburn trestle.

The new wall will contain the steep slope created where the tracks cross the trestle over the two mainlines below. It’s always been a particularly ugly slope covered only by tall weeds that are difficult to reach. Elvin’s wall will be a terrace structure with dirt areas planted with low maintenance shrubbery. The wall will not be limited to just the steep slope. The wall will gradually slope upgrade as the tracks go downgrade to the signal at milepost 4.63. The entire side of this 150-foot long terrain has always had nothing but weeds, rocks, very little grass, and lots of gopher mounds, but this will change over time.

As stated in the minutes, Lee Parrish constructed a wooden fence at the restroom end of the depot to block off the dirt area between our picnic table area and the chain link fence. Lee will construct a similar fence for the same reason on the other side of the depot. This area has a steep slope that Elvin later will add enough dirt to beautify.

In Track Repair news, the biggest project was replacing all the remaining original ties in the 150-foot long tangent section of the outer loop that parallels the motorcar track. Four years ago an

inspection revealed the original Port Orford cedar ties (most older than the park itself and only 14 inches wide) had dried out to the point where as many as eight screws per tie could no longer hold the rails tight. SOLS member Wally May said to me, "Why don't we do what real railroads do? Replace every fourth tie,"...and that's what we did.

We replaced every fourth tie (or more than that if other ties could no longer hold a rail) with new standard 16-inch wide ties. Because this is a long straight stretch of track the solution worked. The following year I replaced every fourth tie again. Well after the July 14th sun kink-derailment damage, it was time to replace all remaining original ties. With the help of new SOLS member Bruce Kelly, over a four-day period we installed approximately 250 new ties, and re-ballasted and leveled the line. You'll notice a much smoother ride now.

In the main yard about 25 long switch ties were installed under several yard switches, plus about 30 or 40 standard length ties. The entire downhill curve approaching the signal bridge was found to be leaning to the inside. Bruce Kelly and I leveled the entire curve with fresh ballast and tamped into place.

Before the August 11 Run Day we hope to replace the outside rails on two switches, plus make adjustments to the switch points. Another project I hope to finish in the near future is to raise a 25-foot low section of a mainline curve by a few inches so it matches the level rest of the line.

WELCOME ABOARD At the July 29 membership meeting we accepted the application of Bruce and Yonti Kelly to our club. Bruce is familiar to many of us as he is also the president of the Rogue Valley Model Railroad club at Railroad Park. We are already blessed by Bruce helping with track repairs. I'm trying to convince him that track repairs are fun! In the future he hopes to operate our passenger trains too. Welcome aboard to the two of you.

ANNUAL LABOR DAY WEEKEND POTLUCK PICNIC ON SATURDAY, AUG 31st Next month all five Railroad Park clubs will get together on Saturday, August 31st at 6:00 P.M. for our annual Railroad Park Labor Day potluck picnic at our Live Steamer's beanery and picnic grounds.

First off, we ask each person or family coming to the picnic to bring a main dish, side dish, salad item, dessert item or snack to the picnic. Be sure you bring enough for not only yourself, but for several other people to enjoy. We want all of you to bring your food item to the beanery around 5:30 P.M., but no later than 5:50 P.M. so your food item will be placed on the food tables in time for serving at 6:00 P.M. The beanery will be open for anyone needing an electrical outlet to keep their hot food dish hot.

Soft drinks and bottled water will be provided by the Live Steamers. We have some plastic silverware and paper plates available, but you may want to bring your own. The Live Steamers will provide 100 pieces of fried chicken for the picnic. It would be nice if one or two of the other clubs could bring along a baked ham, pizza, or some other hot food item to insure we will have plenty to eat. This is also the best time to get acquainted with members of the other clubs at Railroad Park. They will want to show off their displays to all.

We will offer trains rides to everyone attending. It's a special treat running trains after the sun goes down. The lights on the signals really stand out, the lights of the locomotives light up the landscape, and the outdoor temperature is always mild. The sounds from our waterfall outside Tunnel #3 will resonate in the calm air. It'll be a fun experience.

To sum it all up, please invite your family and friends for a few hours of fun riding trains and eating lots of great food. The more people who show up, the greater variety of food there will be to select from. Watch out for Laura Turner's million calorie cookies!

Again, be sure you have your food item place on our food tables no later than 5:50 P.M. If you arrive late your food item may not be seen by the hungry crowd until too late. We will begin serving food at 6:00 P.M.

THANK YOU's I don't wish to overlook all those SOLS members who have stepped up to help when it's not a scheduled "run day". With over 100 special party trains already scheduled, or already run, many members have helped keep the party guests entertained and informed these last few months. Thank you's go to: Art & Mary Turner, Jan Pollin, Mary Worthing, Carol Robinson, Dale & Laura Turner, Dave Herzog, Rick Colclasure, John Refsnider, Loren Snyder, Skip Foley, Dick & Carol Stark, Terri Schroeder, and Paul Sheedy.

Working to keep the park operable and looking great are Elvin Sinfield, Lee Parrish, "Rocky" his and wife Billie Rocky, Phil Babcock, Dean Koeper, John Polacek, Dennis Brigante, and new member Bruce Kelly.

Behind the scenes kudos go to Dale & Pat Butler for putting up with our lunacy. Mike Butler for using his mechanical knowledge and workshop to keep our equipment in working order. Paul Sheedy for keeping all of us aware of our fiscal responsibilities... and paying our bills.

IMPORTANT SAFETY LESSON At the end of July membership meeting I talked about complacency and neglect for safety to members working near the tracks. This was brought home to me while I was on the ground repairing the large July 14th sun kink next to the motorcar station. I'll try to keep this brief.

(First) As I heard trains approaching from around the curve near Cedar Flats, I observed several engineers looking everywhere but straight ahead down the track. I know most of us have run our trains so many times around the Live Steamers layout that we sometimes get complacent and not pay enough attention to the track ahead of us. On this day one engineer never looked ahead as he came around the curve because he was too busy waving at the motorcar passengers that paralleled his train. He didn't turn his head in my direction until he was about thirty feet from me. That's about 120 or more feet of not doing his job.

As engineers you should be so familiar with our tracks that anything out of the ordinary should make you want to approach cautiously. From 100 feet away I could see the big sun kink ahead, but apparently others did not... and that's after me warning about the danger twice on the radio! The sun kink was that obvious. Just because you may have passed a clear signal, that signal won't tell you if there is a track problem ahead, or a person is working on the ground next to the track. Your job is to watch the track ahead of you. The safety of your passengers and others is in your hands.

(Second) When some of these engineers saw me on the ground repairing tracks they made no attempt to slow down until I jumped up and motioned them to do so. In some cases I was very animated! It should be common sense to all engineers that whenever they see a person working on the tracks, signals, or anything else near the mainline, you want to begin to slow down to at least half track speed until you are instructed visually, or via the radio, to approach and pass.

(Third) If the person on the ground does not acknowledge your train's presence, sound your horn or whistle to get his attention. If you still are not acknowledged by that person, be prepared to stop before reaching him. Don't assume it is okay to pass without authority.

(Fourth) I have over two miles of track to maintain. I can't see everything so I depend on anyone seeing a potential problem to advise me (Tony Johnson) or others of the problem by radio or in person. Help me and others out, and think about their safety.



These images were taken on July 23rd. At that time Elvin was into his fourth day of positioning the blocks for the new retaining wall. This design of this wall will also feature “planter box” areas for low maintenance shrubs and flowers. This is a great improvement to our layout.



Our newest resident bear at Bear Hollow is this large, overstuffed brown bear from Dave & Laura Turner. Resting on an old recliner, the old bear has brought out cheers and laughter from our passengers.

The sign on the tree reads:

**BLACK BEAR
DINER
RECLINER**