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March 2014

**President: Dale Butler**  
541-582-3912

**Vice President: Tony Johnson**  
541-944-9176

**Secretary: Pat Butler**  
541-582-3912

**Treasurer: Paul Sheedy**  
541-471-3016

**Const. Superintendent: Lee Parrish**  
541-659-2555

**Special Run Scheduling: Jan Pollin**  
541-855-5485

**Rules of the Month**

**Rule 2-9 – No train shall be left unattended (i.e. parked) on mainline track, station track, yard leads, bypass track, reverse loop or transfer table lead except for momentary pit stops.**

**Rule 2-10 – Engineers and conductors are equally responsible for the proper alignment of switches (turnouts). All mainline switches must be returned to normal position (mainline through-traffic) as soon as the train has cleared, except for the mainline switches for the station tracks, which may be left in either through-traffic position.**

**Rule 2-11 – All relief engineers shall be thoroughly briefed on the engine they are to operate.**

**NEXT SOLS MEETING**

**Monday, March 24th at 7:15 P.M. inside the model railroad clubhouse. Last month I made an error in saying that the February meeting was on March 24<sup>th</sup>. Wrong!!! It was Feb. 24<sup>th</sup>. I checked my calendar and yes, the next meeting is Monday, March 24, 2014.**

**Minutes from the Feb, 24, 2014 SOLS Membership Meeting**

Meeting called to order at 7:15pm. Twenty-Two members present + one guest.  
The Minutes were read. No additions or corrections. Lee Parish moved to approve and Rocky second, and motion carried.

**OLD BUSINESS:**

**Treasurers Report:** The Treasurers report is attached to these minutes. The Annual Dues are now due and payable and must be paid by April 1<sup>st</sup> to be eligible to operate a train or act as conductor.

**Track Superintendents Report:** Tony is in the process of marking ties for replacement. He has repaired the damage done by a Garden Railroad backhoe or roller.

**Electrical Report:** Rocky said there was nothing to report at this time.

**Roundhouse Report:** Art has serviced club locomotive SP8182 and its passenger cars and it is ready to roll. He will service the other two club trains as soon as there is a nice day so they will be ready for opening day in April.

**Construction Report:** Lee has been working on the old picnic tables that were donated and he says they are not worth the trouble or expense making them right. He plans to put shelves up for Elvin so he can do more cleaning and organizing.

**Landscape Report:** Even though Elvin had said that road ballast was needed, he managed to get crushed asphalt donated. He says when the weather gets hot the asphalt will become more like pavement. The four loads of asphalt cost the club only the \$125.00 for trucking it in. That's quite a big savings. There are two more loads ordered. Elvin does need some Redwood bark. He also suggested that the club purchase six more plastic picnic tables from Costco. Moving the fence gave our club a lot more room for the public to enjoy their picnics or just sitting in the shade. He also would like to have a concrete pad by the South side of the Beanery.

Dale announced that he has purchased an almost new Yamaha Golf Cart for \$1,500.00 for Elvin to use around the park. His old cart is on its last legs. It has been in continuous use for the last four years.

**Beanery Report:** Dale announced that Terri has resigned from working the Beanery. Jean Foley will replace her. Carol Butler will continue working in the Beanery. Since Robbie and Don have also quit, one more person is needed.

**NEW BUSINESS:** All Live Steamer members working on Run Days will receive a ticket to hand in to the beanery for a free hot dog

**[Minutes continued]** and beverage. This is another small way we want to recognize the value of having you volunteer your time in serving the public.

The membership applications for Don and Sarah Ashby and their two children were handed in. Dale says the Ashby's have a steam engine. Lee moved to accept their application; Art second and the motion carried. Welcome to the Club.

Cindy Dyer, a guest representing the Rotary Club, asked if the Rotary Club, as a whole, could join the train club, but it was explained that for Insurance purposes each person must join on their own. She also mentioned that the members of the Rotary would like to relieve engineers and conductors at the Polar Express. It was also explained that in order to be an engineer or conductor a person must be a paid member in good standing and trained for these positions.

Cindy said that Pacific Power was checking out our park for future power needs. We told her the grounds are near perfect and so beautiful that overhead lines and new poles are unacceptable, and that the park is an old sewer plant. Therefore there are hidden concrete block walls and other leftover debris underground.

The problem with parking during the Polar Express was discussed. E. Don said that he needs more help in the parking lot, which the Rotary Club could help with. It was also suggested that maybe the Fire Department could move their trucks to another station during the run, because there is the fear that with all the people and parking etc., the trucks couldn't get out if there was a fire. A solution needs to be worked out before the next Polar Express. Dale will attend any Rotary meetings that concern the Polar Express.

Do to a family crisis Carol Stark has withdrawn her nomination for Treasurer. Therefore, Rocky, our Election Chairman, said the following people are nominated:

- Dale Butler President
- Lee Parrish Vice-President
- Tony Johnson Treasurer
- Patricia Butler Secretary.

The elections are in March and additional nominations will be entertained from the floor during the meeting. Be sure that if you nominate someone that he or she is willing to accept the nomination.

David Herzog said the renewal for the club website will come due in June.

At 8:05 Holly moved to adjourn. Rocky seconded and the motion carried.

**CHAPTER DUES RENEWALS** It may seem silly to some that in January we bothered to remind members their memberships will expire April 1<sup>st</sup> and for everyone to pay their dues. In reality we have to remind people early, otherwise most people wait until the last few weeks to renew, making it difficult to have everyone's membership ready when the season began.

Being part of a wonderful club like ours is honorable. There are three things all members should try to accomplish: (1) Pay your dues on time. (2) Attend meetings, when possible and (3) do something nice for other people. As a club we more than fulfill item #3.

**RAILROAD PARK NEWS** The winter weather has relaxed its hold a bit. The daily high temperatures between twenty and forty degrees have given way to highs into the fifties. However, January and February are normally the rainy months of the year, but not this year. We can work in cold weather, but landscaping, track maintenance and repairs in wet weather is not worth the small rewards. Hopefully there won't be a large negative effect on our work on account of a lot of rain.

The most notable change to our area of Railroad Park is the expansion of the picnic-playground area near the park entrance. Last year Elvin put forth the idea of moving part of the park boundary fence out towards the park lot, stopping even with the front of the public restroom. This would (hopefully) end some of the homeless from using that section as a public toilet, plus it would expand our playground picnic area to include two more shade trees.

As an added bonus a connecting fence with our vehicle access gate by Black Widow Bridge could be erected and run parallel with our mainline between the bridge and the east portal of Tunnel No. 1. This would give the public a more direct entrance to the model railroad clubhouse via their rear door, while keeping the public from trespassing on our tracks.

The City of Medford agreed with our plan provided that we hire a professional fence company to relocate the outer fence, which we did. At the end of February the fence company set fence posts in concrete and latter attached the fence. The small vacant area behind the public restroom is now more open space for us, plus the large area on our side of the new fence. The fence company also donated about 200 feet of used four-foot high chain link fence for the new fence line to guide visitors to the model railroad clubhouse, plus keep the public away from our tracks.

As of this writing Elvin already started to excavate the slope between Black Widow Bridge and Tunnel No. 1. Paralleling the track will be a short two-block high block wall, backfilled and leveled with fresh dirt for added safety and beauty.

At the same time Elvin came up with an idea to beautify the “lumpy grass” area behind the park gazebo inside our front gate. Overlooked by just about everyone, this area has an upright water faucet connection about 15 feet behind the rear of the restrooms. Elvin put down a one-block high wall curving away from the playground locomotive and towards the rear of the restroom. With David Turner’s help they covered the area with about 10 cubic yards of redwood bark. This should keep children from playing near the water faucet, and it looks so much better.

There’s not much to report in track maintenance news. I’m continuing my plan to adjust and repair the entire mainline. Right now I’m nearly at the halfway mark at Summit Siding. I also inspect all the ties and mark them for replacement later. As usually happens there are areas that need many ties replaced (especially shaded areas that hold moisture), and other areas with nary a bad tie at all.

One unpleasant job for me was to repair the pedestrian crossing that leads to the garden railway. In their zeal to resurface and compress their pathway around their layout, they mistakenly assumed our aluminum rails could support their backhoe and roller. It didn’t! The wet roadbed at one end compressed down, and both rails were bent severely. Normally this is easy to repair, but covering the crossing are six sections of rubber mats for people to walk on. Five hours later, and after learning a few new swear words, it was fixed. The garden railway reimbursed us for the cost of the rails.

The forecast of heavy rains for the third week of February caused Elvin to ask The Board and members for permission to purchased twenty cubic yards of gravel for the vehicle roadway between our track, the pump house, and the reverse loop. He found a great opportunity for get more for less after talking with a local supplier. Instead of using our normal three quarter-inch minus rock, the supplier offered to supply loads of recycled

asphalt/concrete at no cost other than to pay for his services. Elvin ordered 40 cubic yards of the material, which the driver spread on the road as he unloaded.

As luck would have it, a few days later the garden railroad used their heavy duty roller to compress the new road for further strength. This included the extra material the driver spread on the road leading to the cell phone tower and to the garden railway's vehicle entrance. This roadbed should harden up with warmer weather. Elvin is going to order two more truckloads for use elsewhere.

I suspect one of Elvin's many assets is overlooked by most people. Sure they notice the new block walls, trees, flowers and the waterfall, but beautification is also measured by the unneeded junk you get rid of. When Elvin first joined our club about four years ago, one of his first jobs was to cut thousands of new wood ties for the club. He set up shop in the pump house "garage" to cut the ties. At the same time he totally reorganized the materials stored inside, plus got rid of two old refrigerators and other surplus junk from all around our area.

In addition to selling scrap metal and hauling away trash, Elvin build new storage racks to keep all the wood ties, garden hoses and other items protected and properly sorted. We no longer have a junkyard around the back side of the sewage tank. Part of the now clean area is now used for vehicle parking. To keep the cleanup program rolling, Lee Parrish is going to build wooden storage racks for the back of block Car Barn No. 1. Elvin wants to clean out and organize the east side of the barn using the new storage racks.

**THANK YOU FOR YOUR SERVICE** As mentioned briefly in the minutes, Terri Schroeder announced she will no longer be in charge of our beanery operations. Terri took over about five years ago, streamlined the operation, expanded the menu, and always had a big smile on her face. Helping Terri were Don and Robby Miller. They too, are stepping down after helping all these years. It is an understatement saying "Thank You" for all you've done. Terri says she will continue to help as a conductor on run days.

Stepping in to take over operations is Jean Foley. She recently inventoried our beanery supplies and it won't be long until she buys the hot dogs and other items for the beginning of the 2014 season. Helping Jean with the transition will be Carol Butler, who has helped in the beanery for many years. President Dale is looking for one of you to help Jean and Carol keep pace with what will likely be another busy season. Contact Dale if you can help, whether its for two, three, or all four hours during the fourteen run days. It will be the fastest and most rewarding couple of hours you've spent.



Our newest change is the addition of a large parcel of open grass area between the public restrooms and the model railroad clubhouse. At left is the relocated fence, which used to connect to the rear of the building. At right, looking down from the top of Tunnel No. 1 is the back door of the model railroad club. The fresh dirt is where Elvin is leveling the slope next to our track. He will lay a short wall as a border for the dirt, and a four-foot high chain link fence will keep the public inside the new area.