



President: Dale Butler
541-582-3912

Vice President: Lee Parrish
541-659-2555

Secretary: Pat Butler
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Treasurer: Tony Johnson
541-944-9176

Const. Superintendent: Lee Parrish
541-659-2555

Special Run Coordinator: Jan Pollin
541-855-4288

Safety Officer: Bruce Kelly
541-237-9991

**Rules of the Month
PASSENGER SAFETY RULES**

Rule 3.13.1 Public passengers will be loaded and unloaded only at the station unless special circumstances dictate otherwise. The exceptions are emergencies and loading/unloading of the wheelchair car.

Rule: 3.13.2 Public passengers' weight should be evenly distributed between the trucks of each car.

Rule 3.13.3 Passengers shall not take food, drink or other refreshments aboard any train.

Rule 3.13.4 All passengers are required to wear shoes; however sandals may be allowed, skates are not allowed.

**NEXT SOLS MEETING
Monday, July 28 at 7:15
p.m. inside the model
railroad clubhouse.**

Minutes from the June 23, 2014 SOLS Membership Meeting

Meeting called to order at 7:15 pm with thirty-three Members present. The Minutes read and approved after one correction, Dean and his wife Mary sanded and painted the running boards--not Dean and "Ann".

TREASURERS REPORT was given by Treasurer, Tony Johnson and is attached to these minutes. However, it is noted that Run Day #5 brought in \$853.98 and Run Day #6 brought in \$1,453.59.

TRACK SUPERINTENDENT: Replaced some switch ties, and with three weeks now between run days Tony has time for to make more repairs.

ROUNDHOUSE REPORT: Art report that the carburetor in Locomotive #255 was repaired and also the starter for #256 was replaced.

CONSTRUCTION REPORT: Lee reported that he helped Dale build the new riding cars and the conductor's car for the handicap car. All the riding cars have now been replaced and there are no more junk cars.

LANDSCAPE REPORT: Elvin said his daughter replaced the torn American flags with two new ones. He added that the parking lot is more organized and the traffic flows better. Thank You Dick, Carol and Elvin. He reminded us that this is a big park and any improvements he makes he does so with an eye to making it easy to care for. He received a discount from Big R for the purchase of the weed sprayer. He got one pallet of "seconds" brown blocks, and as soon as another pallet becomes available he will finish the wall. Our club is not charged a delivery fee of \$90.00, so that is another savings. Cat Country is almost completed. John and Marsha finished painting The No. 2 Car Barn. THANK YOU! There is no advantage at this time to put in more concrete slabs, so ballast or asphalt "chips" will be used. He reminded members to please help out by picking up trash after a party. If members use anything out of the shop, please replace it in its proper place.

BEANERY: Skip said Beanery is doing great.

SAFETY OFFICER: Bruce Kelly handed out the new and revised "Rules of Safety and Operations Manual" to the members. Each member signed for his/her manual. He reminded the Engineers about the track speed. Bruce discussed Radio Communications and the proper use of the radios, and the proper channels to use. He talked about derailments and that a derailment probably requires assistance. At this point Dale said that when putting an engine back on the track it must be picked up with the lift bar by the front or back coupler. He reminded Conductors to "red flag" the rear of

[Minutes continued] of the train during an emergency. Bruce also reminded members to close the metal door to the gas storage locker when removing gas cans. Pull your train far enough forward so that other trains can park when getting off to eat lunch. Also all engineers and conductors need to take a break by getting off their train to eat lunch. The new manuals are very organized and well written. Thank you, Bruce.

Dale reminded members that if they step over any rolling stock and get injured they are not covered by our insurance because our insurance is based on the rule book. He reminded the members that smoking in the park is not allowed by City of Medford, and that talking on cell phone while driving a train is not allowed.

Rick made a motion to have a metal roof installed over the loading area to protect the Engineer and Conductor and passengers from the hot sun when loading the trains. The roof must clear the corner of the flower bed, at a cost of approximately \$3,000.00 to be paid out of the Locomotive Fund. Charlie second motion carried.

Freddie Williams of Medford was voted into club membership.

Skip Foley read his letter addressed to the Board of Directors of Southern Oregon Live Steamers, addressing his concern about David Herzog. The letter voices his concern about David's foul language on Run Day No. 5; insulting the beanery volunteers, doing things in the park without club approval, usurping club authority with Rotary Club, his editorializing on the web site (which the club paid for), and alienating some active club members. Skip suggested that David Herzog should be voted out of the club.

The SOLS Bi-Laws state, under No. 4: Membership Procedures: Notice of such proposed removal must be given to the member sought to be removed at least ten (10) days prior to the meeting at which the question is to be voted. A certified letter to the last known address of the member to be voted upon postmarked at least ten (10) days prior to the meeting at which the question is to be voted upon shall be deemed sufficient notice. (A letter will be composed and attached to these minutes.) A vote by written ballots will be taken by the membership at the July 28th meeting.

The Meeting adjourned at 9 P. M.

NEW SAFETY RULES BOOK Safety Officer Bruce Kelly has done an outstanding job of organizing and printing a new Members Rule Book in a style that used by railroad companies today. Officially known as RULES OF SAFETY AND OPERATIONS MANUAL this 4" x 10.75" size rule book easily fits in a back pocket. Not only does the 34-page book list all SOLS rules, it also lists speed limits, radio frequencies, hand signals, whistle & horn signals, light signals, railroad signage, our track layout plan (both Google earth photo and drawing in foldout form), and a timetable listing station names, distances, and estimated running time around the mainline.

This is a comprehensive Rule Book that all members will be proud to have. Over many months Bruce and The Board looked at our old rules for changes, additions, and clarifications. Bruce also reviewed the rules of other clubs for new ideas. Several drafts were made until we all agreed on the contents. Together, with SOLS member Dan Wilkinson using his bookbinding business skills, this is a first class "SOLS Time Table". Thank you, Bruce for the many, many hours of research, editing, and printing to create a great product.

JUNE RUN DAYS Our two public Run Days last month were a bit of a disappointment.

We are still looking for one of our regular days when so many trains are running that we look like some kind of railroad "people mover". The weather for our June 8 Run Day was 89 degrees and partly cloudy. Like all run days it started off with a fairly large crowd, but our waiting line never reached the length of 100 or more people we're familiar with. At the end of the day the mainline trains carried 1,732 passengers, and the Thomas train carries 344. It happened to be the same weekend for graduations, so that may be the reason for low attendance.

The second June run day was one we expected to be a blockbuster. The forecast was for 90 degrees, but that high would not arrive until after the park closed at 3:00 pm. When we opened the gate there was a very large crowd waiting, and we had nine trains ready to go. The first two hours were very busy, but the last two hours were slow. The passenger count was: Mainline 1,804, and Thomas 489, for a total ridership of 2,293. After six run days we are down 3,681 passengers from the same number of runs last year. Our club is not alone with low attendance. Speaking with two other Oregon Live Steamers clubs they say they, too, are experiencing low attendance figures. We know we'll rebound some with eight more public runs days to go.

OTHER RAILROAD PARK NEWS The most obvious change at the Railroad Park is the addition of a 41-foot long carport extending past the end of our loading platform to the water tank. This open area of station trackage was always subject to the hot sun heating the car seats past the "bun warmer" stage. People wearing shorts, and especially small children required to sit down while riding, often found the seats a bit too hot... but not anymore.

After expressing our idea of exactly where we wanted a carport, Elvin Sinfield measured the area and found we needed to by the biggest the company had: a 24-ft. x 41-ft. structure that covered four tracks and the steam locomotive water tank area. At the June 23 Membership Meeting we approved using approximately \$3,500.00 from the Locomotive Fund to acquire the structure.

On July 1st the contractor arrived about 90 minutes late. The reason: it was a 104 degree day and the crew stopped for an hour to swim in the Rogue River. [We don't blame them for that.] At the end of the day the new carport was up and ready for us to use. The building protects our handicap/wheelchair train spur, the station departure track, and a bypass track on the other side of the water tank. The support beam along the handicap spur was about five feet too long for Elvin's curved wall, but Elvin will realign that small portion of this wall to conform.

I came out the next day for pictures of the carport, and to film Jerry Cooper's new steam locomotive. The difference in temperature (94 degrees outside, and about 75 under the carport) is what we hoped for, plus no longer will the sun bake the seats before the passengers sit down. Another plus will be to keep active trains from getting wet on those few rainy days. I'm sure you'll agree this is a great investment for everyone.

During this rare period where we have three weeks between public run days, we hope to catch up with regular maintenance projects. Unfortunately it also the hottest time of the year with temperatures in the 90s and 100s. Art Turner is using the time to lubricate and inspect all the club's rolling stock and locomotives. He reports all the equipment is holding up very well.

As for track maintenance it never ends. I find that my off season work is paying off well as derailments are very low. I am finding certain areas of the mainline where heavy train

traffic has pounded a few mainline track joints down, creating an up and down effect. At the same time hot temperatures did create some minor sun-kink problems, but they have been addressed. At the same time I continue to replace mainline ties where needed.

One problem was discovered July 1 when Jerry Cooper derailed the pony truck of his new locomotive when he tried to negotiate one of the switches leading to Car Barn No. 1. With several of us guiding Jerry, he carefully backed his engine and the pony truck re-railed itself on the switch frog. As he slowly went forward again I heard a "click" as the pony truck tried to pick the frog. After successfully running through the switch I told Jerry what the problem was, and that I would fix it the following day. Well, it was more than that.

Instead of my plan to realign one of the switch frog guard rails I found there were six long switch ties underneath were "ties in name only". Although they looked decent when looking down at them, they were dried out inside and rotten underneath. As I write this I have, and will replace about 60% of the switch ties, and will also replace many of the shorter ties leading to the switch. Just like a real railroad, the yard tracks and spurs seem to get less attention until something goes wrong.

Last month Elvin ordered, and received another shipment of concrete blocks for his retaining wall projects. He extended and finished the retaining wall near Cat County. Now he is working on the new retaining wall behind the station beanery that will level the ground paralleling the old mainline, which is a bypass track now.

One amusing incident with Elvin occurred July 1 when Jerry Cooper and I were watching Elvin using the roto-tiller "garden tractor" to plow dirt near the Steve Bruff Silver Mine complex. Suddenly we heard the tractor screech loudly as the starting mechanism got caught. I said to Elvin, "You sure are making a lot of noise!" Elvin replied, "That is my tractor sound system!"

Thank you to John and Marcia Polacek finishing the last bit of painting on the car barns. Elvin wants to publicly thank local merchant Big "R" in White City for discounting the price of a new weed sprayer mounted on wheels. Elvin says they are wonderful people to deal with and recommends shopping for hardware and other supplies from them when possible. I know I've found items there I could not find elsewhere.

WELCOME ABOARD At our June 23rd SOLS members voted unanimously to accept the membership application of Freddie Williams of Medford. Freddie is retired from the military and looks forward to helping Elvin and myself. Welcome to the club, Freddie!

NEW MIKADO AT RAILROAD PARK Years of hard work are paying off for SOLS member Jerry Cooper. Known to us for using his 4-6-2 "Pacific" type locomotive during most public run days, Jerry fulfilled his dream of having a larger, more powerful steam locomotive to run. It is a great looking 2-8-2 "Mikado" type locomotive. Check the photo section for images of his test on July 1st. Hopefully he'll have it at our next run day.

OLD ARCHIVES DISCOVERED Last month inside the Pump House I found an large cardboard box inside our filing cabinet. I knew the box was there for many years, but never needed to sort through the contents. As your new treasurer I decided it was long overdue to toss out old files, payments, and other records that go as far back as when the Medford Railroad Park was proposed in 1978. I kept anything historical for our archives and, except for records for the last several years, I disposed of the rest.

Among the few historical discoveries are:

- ◇ The initial proposal to the City of Medford to create the Medford Railroad Park.
- ◇ An outline for the charter meeting of July 19, 1978.
- ◇ The minutes of that first Charter meeting on July 19, 1978.

I copied these historical documents into my computer for safe keeping. The following page is the original park proposal, complete with strikethrough wording. In a few cases I corrected some minor spelling errors, but the document is essentially original.

2-18-78

Southern Oregon Live Steamers

Proposal to Park Commission – City of Medford

I. **Organize S.O.L.S. with officers, charter (non-profit) immediately.**

II. **Lay out program for development of railroad program time and procedure.**
2 years. A: ~~The end of the second year~~ In 2 years from date of acquisition of control of property to have ~~track~~ running track down consisting of 1 or more loops capable of giving an adequate ride of about ¼ mile or a half mile of a two loop cross over ride.

5 years B: At the end of five years to have completed a two tracked mainline around the perimeter of the property, a waiting station to load and discharge passengers, construction of a water tower, signal light and track controls (train), round house, coaling and fuel towers, car barn and general landscaping. Prescribe path and walkways through area to control flow of people in train area.

10 years C: Continue expansion of track laying, scale roadside structures to enhance the effects of the railroad diorama. Institute park benches and picnic table facilities for public.

III. The purpose of the train attraction is for [siding] the public, children and grown ups alike and to encourage other people interested in steam locomotives and trains to participate in the club activities. Also we propose to show what a steam locomotive looks like and sounds like in operation and to preserved the nostalgia of railroading.

IV. **Requirements**

- A. ~~Acree~~ Land of about 5 to 6 acres of a level terrain to accommodate the rail road and jurisdiction there of.
- B. Water, sewer, and light for utilities.
- C. Toilets and fountains.
- D. sprinkler system.
- E. 8 to 10 ft. fence (chain link) around the area to prevent vandalism.
- F. Financial assistance to accomplish with volunteer labor the improvements necessary to accomplish the proposed project.
- G. Insurance coverage for adequate coverage in case of accidents or lawsuits.

H. submit plans for layout to park.

Thirty-six years have passed since that proposal was drafted. Could any of the founding members even come close to dreaming how our park looks today? Also back then there were only two clubs planned to make up the park, although another document found several years ago also suggests the Model Railroad Club was also thought of.

I'll finish up this newsletter by including the Minutes from the very first official meeting (Charter Meeting) of the Southern Oregon Live Steamers. It was held in the home of Dale Edwards, who is in his nineties today and probably still remembers that first special meeting.

CHARTER MEETING

Southern Oregon Live Steamers

July 19, 1978

7:30 PM

Dale Edwards home

DISCUSSED: The group felt that lease from City of Medford should incorporate fact that in case of dissolution of club, all inventory does not revert to city.

STRUCTURE OF CLUB

PRES: George Burrell

VICE PRES: Dan Metzger

SEC. TRES: Doug Grey

DIRECTORS: Dale Edwards,
Paul Gulirich, George Price

Train Master, Dispatchers and Superintendent will be appointed at a later date.

Fee Motion by George Price at \$5.00, Doug Grey seconded.

Motion: Name be Southern Oregon Live Steamers, Passed

Motion: 1 meeting a month as required for general meeting and board. Board to meet same time, but a little earlier. Board will meet at 7:00PM, general meeting 7:30PM.

Meetings to be 2nd Friday of each month.

Membership cards will be available in approx. 2 months.

Motion made the minutes be sent to general members along with news letter and agenda of upcoming meetings.

George Burrell read letter from City as to what city would provide, and what was expected of club.

Discussed, National Historical Society, Live Steamers, and Model Railroaders all meet at same time.

Received: \$5.00 dues from: Dale Edwards and Dwight Kenner

Next meeting July 26, 7:30PM at Rollie Wilburn's, 3415 Hollywood Way.

Mention, Sec. needs all names and addresses.

Secretary-Treasurer
Doug Grey