



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

**Vice President: Lee Parrish**  
541-659-2555

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

**Treasurer: Tony Johnson**  
541-944-9176

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

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

**Rules of the Month**

**Rule 1-8: Keys to the car barn will be issued only to club members who have equipment stored in the car barn, and to active members who have a specific duty that requires access to the car barn.**

**Rule 1-9: Non-Club members are not to operate any Club equipment including lawn mowers, tractors, or Club locomotives with the following exceptions: A non-Club member may operate Club locomotives only on special occasions such as special runs, when they are an invited guest. Such a person must be closely supervised by an experienced Club engineer.**

**Rule 1-10: For insurance purposes: Engineers and conductors on trains hauling the public MUST be qualified members of SOLS or a recognized live steam train club.**

**NEXT SOLS MEETING**

**Monday, May 26th at 7:15 P.M. inside the model railroad clubhouse.**

**Minutes from the April 28, 2014 SOLS Membership Meeting**

Twenty Seven Members present. The March minutes were read. Mary moved to approve and Charlie second. The Motion carried.

**TREASURERS REPORT:** The Treasurers report was read by Tony and attached to these minutes.

**TRACK SUPERINTENDENTS REPORT:** Continuing to complete adjustment of the entire mainline. Estimate that 80% of the mainline is completed. Forty feet of outside rail, at the uphill climb past Siberg Siding, needs to be transposed. Derailments of Mike Butler's Locomotive was largely due to rain soaked roadbed. Dry weather will help solve this problem.

Tony will begin replacing a large number of ties. This is a simple job, but there are many ties to replace. Anyone who'd like to help is most welcome. Future projects call for replacing all the deck ties on Black Widow Bridge and on the low trestle next to the Garden railroad. Tony fell behind on cutting the grass, because the two lawn mowers were down for repairs. One has been repaired by Mike Butler and the other mower will be repaired soon.

**ELECTRICAL REPORT:** Welcome Home Rockie and Billie

**ROUNDHOUSE REPORT:** Nothing to report at this time, but the season is young!

**CONSTRUCTION REPORT:** Lee reported a brand new drinking fountain has been installed.

**LANDSCAPE REPORT:** Elvin reported that picnic tables have been borrowed from the Medford Parks and Recreation Dept. New recycled gravel-asphalt has been put down in the area by Elvin's trailer and the car barn.

**BEANERY REPORT:** In Jean's absence, Dale gave her report. Jean has asked that members do not put their hands in the pop corn machine and help themselves. This is for sanitary reasons.

Members are asked to have their lunch by 2:30 so the Beanery can be cleaned up and shut down by 3 P.M. Please stay out of the Beanery if there is not a need for you to be in there. It's a small space and the workers need to be able to move around. And please get served from the outside.

**NEW BUSINESS - Insurance:** The List of club cars has been updated and our insurance bill of \$3,900.00 has been paid. Dale and Pat sat with the Insurance Agent and went over our policy item by item. If member wants to insure their trains by

*[Minutes continued]* themselves, the cost will be \$5.93 per \$1000.00 value. This quote is to insure private cars, but not replace them at original cost. The insurance agent and investigators will come to the park in May to check over buildings and equipment, and will make an adjustment on the cost of the premium, if needed. Our little Medical plan will come due in July.

**NEW RULE BOOK:** Bruce Kelly has finished his draft of the Rules and Regulation for the club. Interested members are welcome to read the final draft of Rules and Regulations. The draft will be put on May agenda and voted on. If approved Bruce will have it printed and bound and every member is entitled to a booklet.

**PASSENGER CARS:** There are not enough riding cars to accommodate all the members' engines. Therefore, Dale suggested that straddle cars be made out of the remaining gondola cars, after they are disassembled and checked to make sure the parts can be used for new six-foot straddle cars. The Club does have 2 or 3 new trucks that will be used. One need is for a Conductor's car behind Wheelchair car. A discussion followed.

Lee moved that five riding cars, one Engineer car, and two Conductor cars be built using funds from the Engine account. Jerry Hellinga second, and the motion carried.

The problem of babies riding on the train was again discussed. Babies in slings are the most dangerous. All babies must be at least one year old and must be able to sit on the seat with his legs on either side of straddle seat in the middle.

Red flags were discussed. No train can leave the station without a red flag. No talking on the cell phone while conducting or driving a train. Safety is always an issue and these were some of the important reminders we all must observe.

We received a membership application from Mike and Julie Baker from Dayton Oregon. They have their own train and want to come and help out with the Polar Express by bringing their own locomotive and passenger cars. Charlie moved we accept their application and Rick second. The Motion carried. Welcome to our club.

At 8:05 p.m. Lee moved we adjourn. Rick second and the Motion carried.

**DONATIONS AND THANKS** – I am several months behind in acknowledging several donations and the time spent by other volunteers with several projects. First, a cash donation of \$25.00 was sent to our club from Dave Martin of San Bruno, CA. Dave is an old friend I've know for many years. I'm hoping he'll get up this way soon to visit our park.

A cash donation of \$100.00 towards the purchase of two pallets of block stones was made by SOLS member E. Don Pettit. Don also belongs to the Rogue Valley Model Railroad Club. I need to acknowledge all the many hours of help Bruce Kelly and Jerry Hellinga gave to the new picnic area and pathway between the model railroad clubhouse and our playground locomotive. This was a joint project of the Rogue Valley Model Railroad club and the Southern Oregon Live Steamers.

Beside the model railroad club paying for half the cost of moving the exterior fence, Bruce Kelly and Jerry Hellinga did the majority of work installing the 4-ft high interior fence, moving a majority of the dirt with Jerry's tractor, and providing fuel, the new gates, and miscellaneous for the interior fence. The project would remain unfinished without their support.

Earlier this month SOLS member Sellar Nugent donated an assortment of items for both our club, and the Southern Oregon Chapter-NRHS; now to be known as the Southern Oregon Railway Historical Society. Among Sellar's donations are a series of 40+ photos of our club he took in August 1987. The park had been open for six years, but it sure was an empty place back then. I have scanned the photos for future use. I have included a few of them in this newsletter.

**OUR 33<sup>RD</sup> YEAR BEGINS** Our first run day for 2014 began on what was probably the best weather we could have asked for. April 13<sup>th</sup> was sunny and a warm 78 degrees. It was (as usual) the same weekend as Medford's Pear Blossom Festival. When we opened the gate there was a small crowd of around 35 people waiting, instead of the usual 100-200.

With the five largest trains ready to go, and more guests arriving by the minute, we soon had more trains than was necessary. Two of the trains pulled out and parked on the ready tracks for use as needed. It was a good opportunity for me to take photos all around the park. A special treat was having an antique tractor club with their collection of antique tractors and farm machinery on display over at the Southern Oregon Railway Historical Society museum area.

At the end of the day our passenger count was down 253 riders from opening day last year. Total sales at the beanery were also low, but not as much. It was a relaxing day for all of us.

Our second run day was on April 27<sup>th</sup>. This day was one we were looking forwards to because the second run day last year was our busiest day ever. Last year we gave rides to 3,611 passengers in four hours – or an average of 903 riders per hour. It was also 89 degrees that day last year. History didn't repeat itself this year as rain and showers were forecast for the entire day. The public decided to stay indoors... and it didn't rain while the park was open. In the end we gave rides to a little less than half the number as the same date last year. Sales at the beanery also suffered. We're confident the public will come in large numbers next time.

**OUT OF TOWN VISITORS** Earlier last month we approved a request from live steam members of the 7.5" gauge Grand Island Railroad of Dayton, Oregon to bring their train and operate it on our layout. First to arrive were Mike and Julie Baker of Dayton. As members of the Grand Island Railroad they offer train rides to visitors at Heiser's Pumpkin Patch during the Halloween season. Mike and Julie are also members of the Pacific Northwest Live Steamers at Molalla, Oregon.

Not being one to travel light, Mike not only brought along his U.S. Army diesel locomotive and riding car, he also brought along an 8-car U.S. Army military train. It is a beauty. (I included photos at the end of this newsletter.) Arriving later that same day were Gary Holmes and Mike Morris of Portland and Dayton, OR. They are also members of the same two clubs as the Baker's. They brought along a smaller U.S. Navy/SP&S military train.

Two years ago Mike brought his train to our park, so he was amazed to find so many changes since his first visit. It was an extra bonus for us as their arrival on Saturday, April 26 coincided with two birthday parties here that day. The party guests took lots of pictures of the two trains while enjoying their own party trains.

To show their appreciation, Mike and Julie also filled applications to become members of SOLS. Their memberships were approved at our April 28<sup>th</sup> membership meeting.

**RAILROAD PARK NEWS** We finished building the new and expanded picnic area in between our playground locomotive and the rear entrance to the model railroad clubhouse. The new fences and gates are in, and Elvin is almost done with the parallel block wall on both sides of the entrance to Tunnel No. 1. In addition Elvin used our rototiller to get rid of the “rocky knob” located near the Summit Siding switch. The rock and weed hill leading to the summit is leveled, sculptured, and looking 100% better than the eyesore it was before.

Not far from this area Elvin is adding a low block wall to the edge of the small hillside that parallels the Black Widow Bypass. This will give a nice finished look to this area between Tunnels No. 1 and No. 3.

In Trackwork News, I adjusted and realigned about 80% of the mainline prior to Opening Day. The rest of the mainline is in very good shape, but I will inspect this area closely in the near future for any needed work. The big surprise, at least to me, is the number of ties needing replacement between SP caboose and Black Widow Bridge. There is quite a bit of rot where the rail is spiked or screwed to the wood. (I suspect most of these are untreated ties.) Replacing these ties is already underway. It'll take about 200 ties to finish the job.

Spring allergies must have hit our two riding lawn mowers. After 6 or 7 years of very hard service our Cub Cadet lawn mower is not as dependable as it was. Pulleys are getting bent, and belts are failing, however Mike Butler is more than capable of making it reliable again. Our backup lawnmower is normally capable of doing the job, but water somehow got into the starter and I couldn't get it to run. Mike quickly fixed the problem and added a shutoff valve to the lines to prevent this from repeating. I successfully used the backup mower several times around the park last month. If you have a little extra time, we'd like you to help us maintain the grass at the park by using our riding lawn mowers. We cut the grass once every two weeks; usually a few days ahead of a run day.

As mentioned in the April minutes, we voted to build new passenger, conductor, and riding cars from the few surplus cars still stored in our area. Unknown at this point in time is how many of the surplus cars are good enough to be rebuilt as new cars. Even having only two or three more cars will give our club more added passenger carrying capacity, which we sure could use. There aren't enough cars to supply the needs of all the private locomotives on run day.

Elvin ordered 25 tons of the same type of recycled asphalt concrete mix he brought in for vehicle road use at the beginning of the year. Not only is it less expensive, it doesn't disburse as freely when vehicles go over it. It will become even more stable when exposed to the hot summer heat. Elvin directed one truck load to be spread over the low-lying parking area next to Car Barn No. 1. This area is only spot where water floods from winter rains. The new surface will greatly eliminate that possibility. The other load was spread over the dirt roadway that runs inside the reverse loop and alongside Elvin's trailer. It shouldn't be a muddy mess anymore.

It should be no surprise to any of you that our original mission is to give free train rides to the public on fourteen Sundays each year. Nearly every one of these public run days challenges our ability to give rides on our Thomas and mainline trains. The beanery staff fills orders like a drive-up at a fast food restaurant. We encourage you to come out and help run trains, or help where you can during one or more of our public run days.

During the off season, Medford's Parks & Rec. Dept. moved all their picnic benches from outside our fence and stored them near our propane spur. We needed a few additional tables for our expanded picnic area, so we “borrowed and relocated” three of these tables to our new area. The City agreed it was a good idea.

