



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

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**Secretary:** Pat Butler  
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**Treasurer:** Tony Johnson  
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**Special Run Coordinator:** Jan Pollin  
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**Rules of the Month  
Station Master**

**Rule 7-1:** Any member of SOLS who demonstrates that he/she has the knowledge, judgment, and ability to supervise passengers and scale railroad trains competently and safely will be qualified as Station Master.

**Rule 7-2:** The Station Master shall have a [two-way] radio in his/her possession at all times while acting at station Master.

**Rule 7-4:** He/she shall discreetly refuse passage to oversize passengers who obviously cannot fit or sit comfortably and safely on passenger hauling car seats.

**Rule 7-6:** He/she shall work in close cooperation with other operating personnel to keep passenger hauling trains moving without congestion on the mainline.

**NEXT SOLS MEETING**

**Monday, June 23 at 7:15 p.m. inside the model railroad clubhouse.**

**Minutes from the May 26, 2014 SOLS Membership Meeting**

Meeting called to order at 7:15 pm. Twenty-six members and one guest present. The minutes from the September meeting were read and approved.

**TREASURERS REPORT:** That report is attached to these minutes. The Passenger Count should be noted. Run Day #3 [May 11]: Mainline trains were 1,743; Thomas trains were 372. Run Day #4 [May 25] Mainline was 2,138, Thomas was 456. Last year's count to date was 11,301; 2014 count to date was 8601--a difference of 2700.

**TRACK SUPERINTENDENTS REPORT:** Wally has been helping Tony replace ties. In some cases the old Port Orford cedar ties required merely "flipping" them over to produce solid tracks. Tony did mention that there are about 1,000 train loads of passengers passing over our railroad tracks a month.

**ELECTRICAL REPORT:** On Run Day May 26, Billie and Rocky replaced light bulbs on about six lights. Some that were replaced were the original bulbs from long ago. One day during the week they came down and worked on the lights, but could not figure out why there was no power to the signals. Tony and Wally were replacing ties near the pedestrian crossing. Making an effort to stop the crossing bells from ringing, they turned off the power to the signals. Rocky and Billie searched and searched, finally deciding to go home and that's when Tony confessed.

**ROUNDHOUSE REPORT:** Midway through the May 25 Run Day, a small repair was made to #256 and it ran the rest of the day.

**CONSTRUCTION REPORT:** Lee had nothing to report at this time.

**LANDSCAPE REPORT:** Elvin asked for Landscaping suggestions. At a cost of approximately \$260.00, he also asked for more blocks. For a cost of approximately \$300.00 he also asked for a weed sprayer that can be pulled behind the lawnmower or the golf cart. This unit would spray a larger area. He also mentioned that weed killer costs about \$109.00, an item he also needs. He was given the okay for these purchases.

**BEANERY REPORT:** It was just reported that Run Day, May 26, was a busy day in the Beanery.

Dale announced that Bruce Kelly will be in charge of Safety. This will involve making sure each train has a Red Flag before it leaves the station and making sure that the speed limit is observed. There will be no smoking while driving or conducting a train as it is illegal to smoke in a City Park. And definitely no talking on cell phones while driving or conducting.

*[Minutes continued]* It was noted at this time that the speed limit at the pedestrian crossing is now 4 MPH. The Insurance Company is happy with us for all our safety rules and regulations. The new Rule Book for Engineers and Conductors is ready to be printed. Dick Stark moved to have Rule Book printed and Art second and Motion carried.

Dale thanked David Herzog for helping to repair the water leak by the tool shed. Dale also thanked Ann and Dean Koeper for painting and sanding the running boards on the riding cars. He also thanked all Engineers for observing the new speed limit at the Pedestrian Crossing.

David Herzog was given the “go-ahead” to purchase yellow paint and white tape to put down on the pedestrian crosswalk and over by the handicap loading area. Dale will donate \$50.00 for the hand oil pump that has been sitting next to the fuel locker for decades.

Seller Nugent presented Tony Johnson with a well deserved award for his service to the Park.

**Polar Express Negotiations:** The Rotary Club will change the name of the event, but it has not yet been confirmed. With Dale Butler in discussions with the Rotary Club, he says that at this time the event remain as before: two nights, Friday and Saturday, four hours each night. We will insist that instead of a “ticket” count, our club will keep a “head” count with our tally counters.

David Herzog wanted to place cement-type decorative rocks at the entrance to one of the tunnels, making it look like a canyon. After a short discussion the members decided against it at this time.

Stephen Taylor was voted in as the club’s newest member. Welcome Aboard!!!

At 8:20 p.m. Rocky moved we adjourn the meeting and Art second. The Motion carried.

**May Run Days** – Our two public run days last month were better all around than our first two run days in April, however, we haven’t yet experienced one of those days when it seems like the entire Rogue Valley is at the park. Despite perfect 73 degree weather, attendance on May 11 was about 500 riders less than that of the same day last year. On the Memorial Day weekend (May 25 run day), more visitors enjoyed the 82 degree day. At the end of the first four run days our ridership is down 2,700 from the same time last year.

Sales at the beanery were outstanding on May 25, and so were the donations. In fact, all five Railroad Park clubs reported doing very well that day. We’re confident we’ll be seeing bigger crowds the rest of the year.

Speaking about that May 25<sup>th</sup> run day, we did have one mishap I want to talk about. About midway through the day Mike Butler’s Union Pacific locomotive blew a hydraulic line, spilling about 15 gallons of hydraulic fluid as his train was approaching the summit. We halted all train movements while Mike’s passengers walked the short distance to the station. Mike next backed his train downgrade and took the Sidburg Siding Bypass to clear the main.

My train was the first train out of the station and all seemed well until I approached the summit. What had happened is Mike’s locomotive pee’d slippery hydraulic fluid all over

my rails. My locomotive's wheels spun freely and very quickly my loaded train of 30 passengers slowed to a crawl. With about 20 feet left to go to reach dry rails at the summit I jumped off and helped push my train to the summit. If anyone had a camera, they missed a golden opportunity to photograph a 70-year old, balding fat man pushing a loaded train up to the summit. From now on Mike's locomotive needs to wear a diaper!

**Lots of Special Parties This Year** – Hosting parties for birthdays, churches, family reunions, school groups and more is a thrill for all of us who help operate the trains, the beanery, and act as crowd control and tour guides. Last month we hosted 24 parties, and as I write this, we have 24 more parties this month. We have 15 school parties in May and June.

By far our club's favorite has to be the annual party for Down syndrome children and their families. Their party was held on Saturday, May 31<sup>st</sup>, with 150-160 people enjoying an afternoon of fun. They always ask for two trains, plus a wheelchair train. That requires 3 engineers, 3 conductors, one person at the beanery, and at least one person for crowd control. Art also provided his train for additional fun.

As usual I had plenty of help as Dick & Carol Stark, Art & Mary Turner, Jan Pollin, Carol Robertson, Mary Wooding, Rick Colclasure, Julie Lyons, Loren Snyder, Paul Sheedy and myself were there. After a few minutes the trains were operating almost without stop. The Down syndrome volunteers had three barbecues cooking burgers and hot dogs, and under the beanery roof food tables loaded with snacks, beverages and desserts.

At about midway through the party we saw something new at our station: dancing! With two people singing to recorded music, some of the guests danced to the music to the delight of everyone. That party will remain special to us for a long time. I encourage all of you to volunteer on at least one train party this year. The pace is easier, and you get to interact more with the public than you could during a public run day. Call me (Tony Johnson) if you wish to receive each week's schedule via e-mail or phone.

**Railroad Park News** This is the time of year when our area of the park looks beautiful. The trees and most of the shrubbery are in bloom, and the grass is in the best of shape. Our the trackside attractions get more attention as the passengers no longer need to concentrate more on keeping warm.

Dave Herzog's Butte Creek Mill is turning a lot of heads now that it is nearing completion. The water from the holding pond flows down the flume into the mill, where it then exits to the riverbed below. From there the water flows to a hidden holding tank where a pump lifts the water to flow out of a waterfall and back to the holding pond.

After adding a few more small trees, Dave added additional live ground cover, and installed a hose system to keep it all well watered. On the ground just to the west of the mill is a large slab of concrete left over from when the area was part of a sewage treatment plant. It's too large to remove with a shovel so Dave is covering the area with an additional to the mill. It looks much better now.

Elvin is using our garden tractor to dig fresh ground in several areas where it was nothing but weeds and rocks. It probably doesn't mean much to most of you, but it does to a few of us. If you look at photos of our park just five years ago, you'll quickly appreciate all the effort Elvin (with some help from others) has done to make our park beautiful. Look around other Live Steamer club parks and quite often they concentrate

solely on the train ride and not much else. Our little park depends on repeat business, and we're getting it because it's more than a place to ride trains. In a year or two, look for our expanded picnic grounds to be fully utilized.

Loren Snyder plans to add additional displays in our Bear Hollow and Cat County areas. Recently he put up a "No Hunting!" sign in Bear Hollow. He says later there will be a cut-out of a bear with a shotgun chasing a hunter. If you haven't noticed already, Elvin has dotted the wall approach to Tunnel No. 1 with miniature animals and other displays.

Our large Cub Cadet riding lawn mower has been the best mower we've ever owned. We've used it for about ten years now to cut grass and weeds over some very rough terrain. It's had more than its share of mechanical woes the last couple of years, but thanks to Mike Butler's skills, he has replaced, repaired, and rebuilt the mower to where it is still very dependable. Last year Mike donated another riding mower from his business as a back up to the Cub Cadet. I've used it several times this year and it is quite capable of doing the job.

All of the club's passenger "straddle cars" have had their running boards refreshed with paint and a new application of good quality sand to help keep feet firmly in place. Dean and Mary Koeper have only a few more cars left to refurbish. Not only are the running boards better equipped for keeping feet from sliding while the train is running, it looks better too!

Our tracks are holding up quite well under the pressure of running around 1,000 trains a month during the season. Right now Wally May and I are replacing about 150 or so original Port Orford cedar ties at three mainline locations on our layout. These ties are over thirty years old, but they still have enough service life left in them to be flipped over and used in yard and siding tracks later. After these are replaced there will be very few of the original ties left on the mainline. Most of these are in the station "house track", where they'll last many more years.

**Welcome Aboard** – At our May 26<sup>th</sup> Membership Meeting the membership unanimously approved the application of Steve Taylor, of Medford. Steve has expressed a desire to help with track and landscape maintenance. That is music to my ears. Welcome Steve!

**Odds and Ends** – There are a couple of points I want to make here. First, when operating trains on Run Days, the Stationmaster is in charge of releasing trains. Until the Stationmaster tells the train conductor they are cleared to depart, the engineer must wait. The Stationmaster has a better view of the passengers in his charge than the train crew does.

Additionally it is the Stationmaster that calls for a crew to operate the wheelchair train; not anyone else unless directed by the Stationmaster. We want to avoid having a wheelchair out on the platform before the train crew is ready to load. There is a lot of activity on the loading platform. We want to avoid confrontations.

The station grounds and layout are available for picnics and gatherings to all Live Steamer members. However, you first must contact either Jan Pollin or Tony Johnson to find out if the area is free from any paid train parties. When a party has paid to have a train party at our station area, they have reserved the park for three hours, which includes 30 minutes before and after to set-up and clean up. It is their park and no one else may use the area during that time.

We wish to acknowledge a very generous cash donation from the Vince Moscaritolo family. He added the donation when renewing their membership. Thank you, Vince.