

SOUTHERN OREGON LIVE STEAMERS

P.O. Box 1443 Medford, Oregon, 97501

THE MANIFEST

Volume 13, Issue 2

www.southernoregonlivesteamers.com

February 2013

President Dale Butler

541-582-391

Vice President Tony Johnson

541-944-9176

Secretary Pat Butler

541-582-3912

Treasurer Paul Sheedy

541-471-3016

Const. Superintendent: Steve Bruff

541-261-5741

Special Run Scheduling: Jan Pollin

855-5485

Southern Oregon Live Steamers Business Meeting

January 28, 2013

Minutes from the Monday, January 28, 2013 SOLS Membership Meeting

There were Eighteen Members present and Two Guests. The Meeting opened at 7:15 with the reading of the December minutes. The Minutes were approved as read. Then the Treasurer's Report was read and are attached to these minutes.

OLD BUSINESS: Track Superintendent Tony reported that due to severe weather, work on the tracks has come to a standstill. However, he did report that Thomas and Percy Barn is almost ready for them to be moved into. All that is left is putting the doors on, and that will be done as soon as the weather has improved. Tony e-mailed Skip and told him that the Power Switch is not working.

Steve Bruff is home from the hospital. If you wish you can call him at the number posted to the left. Afternoons are best. For the time being Lee will fill in as Construction Superintendent.

Landscape Report: Elvin said he has never seen the ground so water logged. Picking up leaves is way behind due to the weather. Because of mud holes etc., road base is needed as soon as it dries out a bit.

There was no Beanery or Electrical reports this month.

Election Committee: Rocky is heading the Election Committee. He and three others met and contacted the present board members, and they all have agreed to serve again in their positions. The nominations will be printed in this, and in the March Manifest. The election will be held in March after any additional nominations from the floor are entertained. Before you nominate someone be sure you ask if they are willing to run. [More details about the election process will follow later in this newsletter.]

NEW BUSINESS: The new straddle cars have been painted blue with a red strip and will have upholstered seats. The Conductor's seat is now stationary. The new cars need to be named and/or numbered. The new Conductor's cars are about 6-feet long, instead of previous 8 feet. The Engineer's car for the club locomotives have a similar straddle-type design, instead of using a gondola car. All the cars now have Draw Bars. The Trucks that are useable will be cleaned and greased. Volunteers will be needed when it comes time to put the upholstered seats together.

Dale Edwards took the six gondola cars he said were his. He also wants the Rail Bender and the Nail Gun that he claims are his.

Dale and Mike have built four new sets of passenger car trucks, and more sets are needed. They will cost \$450.00 a pair, compared to \$550.00 a pair, plus shipping for Tom Bee Trucks. Lee Parish moved to have Dale and Mike build 10 sets of Trucks at \$4500.00 Charlie second and the motion carried. These funds will come out of the "Engine Fund". Looking for new ways to help with park cleanup, Dale looked into what it costs the city for a Road Crew to do the job. It would cost \$400.00 for the Road Crew to clean up the leaves, therefore no action was taken.

Rules of the Month

Rule 1-6

Any Club member may request the use of a Club locomotive for a special family birthday or picnic.

Rule 1-7.. Any person who is determined to have caused damage to Club locomotives or property through willful negligence will be responsible for necessary repairs.

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.

NEXT SOLS MEETING

Monday, Feb. 25th at 7:15 P.M. There will be an opportunity to accept nominations for all four chapter officer positions during this meeting.

Cleaning the old steel out of the big round tank and selling it for scrap, and then putting a roof on the tank so it can be used for storage or a work shop, was discussed. Building a permanent roof next to the garage was also discussed so that Tony and Elvin would have a place out of the elements to work.

A letter, written by Bill Meyer of the garden railway club to Quality Fence Company, was read. He is asking them for the donation of the mechanism for an Electric Fence gate. No action was taken.

There will be a Membership Application included with the February Manifest. For INSURANCE PURPOSES. These forms must be filled out, listing each family member and children's date of birth. EACH MEMBER of the club will be issued a numbered Membership card. In case of an Insurance Claim, the Insurance Company will then have a complete list of all members. This is for your benefit and safety.

Elvin asked if he could buy a metal shed at his expense to place next to his trailer where the canvas one now stands. He said that when, and if he ever leaves the park, he will donate it to the club. It was decided that he first marks off where the shed will go and then brought before the club before a vote can be taken.

At 8:15 Charlie moved to adjourn and George second. We then watched a 15-minute video of the park made 20 years ago.

CHAPTER DUES DUE BY APRIL 1 Your yearly chapter dues for the period April 1, 2013-March31, 2014 must be paid by April 1. Unlike in the past when some members had previously paid for more than one year, I believe this year every membership needs to be renewed. To know when your membership expires, look at your mailing label. Most, if not all of you will have labels with the date "**Apr2013**" at the bottom. If that is your date you need to renew your membership by April 1, 2013 if you wish to continue in SOLS activities.

Annual Dues are \$25 for single person, or \$35 for a family. For residents living 50 or more miles from Railroad Park, the dues are \$15.00. Mail your renewals to the club's post office box: SOLS, P.O. Box 1443, Medford, OR. 97501.

IMPORTANT! When you pay your dues this year, you must also fill out and send in the new "MEMBERSHIP APPLICATION" which accompanies this newsletter. The purpose of this is to update all our membership records for insurance purposes. If you recall, last year we obtained a supplementary insurance policy at very little cost. It provides secondary coverage in case any of our members gets injured at the railroad park.

Please complete this new application. Be sure you add the name of your spouse, and the names and dates of birth of any children that are covered under your \$35 annual family membership. It will cost you nothing to have this extra insurance coverage, and we will have this information on record in case it is needed. This form will also be required for any new members that join our club from now on.

Upon receiving your dues renewal and the new Membership Application, you will receive in the mail a new SOLS membership card for you, and any other person covered by your dues. Each card will have your name, and a membership number on the card.

ELECTION OF OFFICERS As stated in our by-laws the nomination of officers shall be made at the February membership meeting. The elected officers shall consist of a President, Vice President, a Secretary and a Treasurer. Elections shall be held at the March membership meeting. A simple majority of the members present and eligible to vote is required to elect the officers. Elected officers shall take office on the April meeting following the election and serve through March of the following year, or until replaced.

There are two appointed officers: Construction Superintendent and the Track Superintendent. They will be appointed by a majority vote of the Board, and shall be a full Board member with all rights, duties and privileges thereof. Their terms of office is from the time of appointment until the next March 31st or until replaced.

As mentioned earlier, Dale Butler asked Rocky to head a nomination committee to find out if any, or all the current officers are willing to serve again in their current positions. At the January 28th meeting he reported to the membership that each of the four current chapter officers have agreed to run again. They are: Dale Butler as president, Tony Johnson as vice-president, Pat Butler as secretary, and Paul Sheedy as treasurer.

Additional nominations will be accepted at the February 25th membership meeting. If you wish to run for

any position, you first need to find someone to submit your name at the February meeting. Anyone nominating a member **must first** get permission from the person being nominated. The names of all the candidates will be published in the next newsletter.

In addition, prior to the actual vote at the March membership meeting, any last minute nominations will be accepted from the floor. Again, be sure you have permission from the person you nominate.

PARK NEWS (what little there is) This has been one of the crummiest winters in many, many years. Winter rains have stretched out to the point where nothing has had a chance to dry out. The dirt roads are dotted with muddy potholes,, the grass and leaves are soaked, and for several weeks, sub-freezing temperatures kept the ground frozen. There were several occasions when the temperature outside was warm enough to do track projects, but the ballast piles and ground were frozen solid. As I type this newsletter the weather forecast is for daytime temperatures in the fifties, and 32 degrees and above at night.

The Board has authorized bringing in 12-tons of additional rock to be spread on the dirt roadway, and in front of the Pump House. The ground outside the pump house is a mess. A fresh layer of rock will be greatly appreciated. Perhaps now we can catch up on our work. We only have two months until Opening day.

Lee Parish has built the two doors for the new "Thomas & Friends" car barn. As of this writing they are at the park, but haven't been installed on account of the lousy weather. Two of the tracks to the new car barn are laid down and connected to the Thomas loop. In late December, Art Turner built one switch, and will soon build one more. These two switches will connect the other two new car barn tracks with the inside loop mainline track next to the container car barn (Car Barn No. 3).

As soon as the new doors are bolted to the "Thomas & Friends" car barn, Lee will begin work on adding ten additional feet to the front of Car Barn No. 4. Lee will add a side door to this extension to allow us to better secure the swing front doors from the inside. It will be the same set up as that at the big Car Barn No. 1. The doors will have a heavy sliding bar that locks the doors from the inside.

Dale and Mike Butler are going full speed ahead in building new passenger cars and rebuilding club locomotive No. 255. Running continually at the park for over twenty years, old No. 255 needed a complete overhaul. The boys inspected the gear sets, and installed one new set as the other was in good shape. The locomotive received new chains, a new battery, new brushes, and a lot of cosmetic work. It will also receive one of the new engineer riding cars to replace the gondola car. The final step will be a new paint job from Art Turner.

As mentioned earlier, all of the trucks under the passenger cars have been inspected. Many of them reflect the years of continual use carry thousands of passengers. Dale said some of the flanges were thin enough to cut paper, and some of the frames had been patched up many years ago. The best plan is for Dale and Mike to build new trucks from scratch. They estimate the cost at about \$450.00 for a set of two, which is more than \$100.00 less that if we purchased commercial trucks from Tom Bee and paid for the shipping. And, our trucks will be of better quality. Therefore, the membership authorized the building of ten sets of trucks. These new sets, plus the cleaning and repairs to any of the other trucks, will give us at least ten years of not having to face this problem again.

In the past we have occasionally discussed may ideas of what to do with the old sewage treatment tank in front of the station. Some of the ideas were to convert it into a roundhouse, or turn it into a fully equipped machine shop. There are some merits to these ideas, but there would be some big hurdles to overcome.

First of all, there is approximately four-to six feet of decomposed granite covering the tank floor. Any plan to install a hydraulic lift or turntable would require removing the granite and jack hammering through the concrete floor. Then there is the thought of how many members would use a complete machine shop inside the tank. Likely it would see little use as such, plus the possibility exists where members don't use the equipment in the correct manner.

At our last meeting the best idea is to remove more of the steel lining in the tank, level the floor, and place

a single, large beam across the top and build a roof outward to the tops of the wall. We would use this covered area for building new track by moving in the two track jigs. The area would also be an excellent place to store our cut ties and other lumber items, plus there's plenty of room to store our lawn mowers, golf carts, and other equipment out of the elements. No final decision has been made until we investigate further, but it's a plan that offers big awards for not a lot of work and little money.

Two other ideas involve the track construction area situated in front of the garage. One idea is to install one of those portable, metal carports over the track building area. The other idea is to building a permanent wood roof over the area. Currently the two, track-making jigs are under a plastic pipe canopy, covered with plastic tarps. The rail bender is outside this area, covered with a small tarp. Every year we have to replace those tarps on account of the weather-related conditions. If we build a roof about ten feet longer, and a little wider than it is now, there would be more room to work under, plus provide additional covered shelter for small equipment.

Always on the lookout to better develop under utilized land around our layout, Dave Herzog and others have thought about the grassy area on the other side of the gazebo. This triangular-shaped parcel of land currently serves as a gateway for lawn movers and other vehicles to access the area behind the beanery, or to reach the SOLS tracks and land are the far south end of the park.

One idea is to extend a fence parallel to the tracks from the pedestrian pathway to where vehicles cross the mainline near Black Widow Junction. If we relocate the existing gate at the pedestrian pathway and connect it to the new fence by the vehicle crossing, it could be used as an additional picnic area during Run Days and special parties. We could copy the very successful garden railway club program of renting this area to groups during Run Days. They would be next to the pedestrian gate, and would have a view of passing trains not available now.

We would need a few more picnic benches, and install one or two portable canopies. Vehicle access to the back of the park would still be possible because of the locked gate. IF no party is scheduled to use the area, we would open it up to the general public.

One last update about the new gold cart Art has been working on. He says it is fully operational and only needs a paint job to finish it. He plans on adding a yellow, rotating beacon to the roof, and who knows what else? This second cart will be very, very useful. The other golf cart has put in thousands of miles of hard use by Elvin and others. It's a great investment for so little money.



Bill McCredie and locomotive in October 1983.

More SOLS Blasts From the Past



Leo Onderkos and his 4-6-2 with passenger train.



Two trains on curve near present day Fraser Station

Southern Oregon Live Steamers
P.O. Box 1443
Medford, OR 97501-0107

MEMBERSHIP APPLICATION

*Existing members please note:
An annual renewal application is required
each year in order to be covered by
club insurance*

DATE OF APPLICATION _____

APPLICATION (please indicate)

- ☐ New Application
☐ Annual Renewal

CATAGORY (please indicate)

- ☐ Regular [individual]--\$25 annual--16 years or older
☐ Associate [individual]--\$15 annual--16 years of age or older and
living 50 miles or more from club
☐ Family--\$35 annual--Family membership is for member and spouse
plus children through 15 years of age
☐ Student--No fee--15 years or younger with a member as sponsor
☐ Honorary

NAMES

Member _____
Spouse (family) _____
Child (family) _____ Date of Birth _____
Child (family) _____ Date of Birth _____
Child (family) _____ Date of Birth _____
Child (family) _____ Date of Birth _____
Sponsor (For Student) _____

MANAFEST (Newsletter)

- ☐ Please send by e-mail
☐ Please send by U.S. Postal

For Office Use:

Membership Card Number(s) _____
Membership Paid by ☐ CASH ☐ CHECK No. _____

