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April 2014

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 - Personnel

Rule 4-1: The chief concern of all operating personnel shall be the safety of visitors, guests, and members of the club.

Rule 4-2: All members shall share equal privileges in the Club and use of the Club facilities. All members also have equal responsibilities for the safety and maintenance of the Club facility, Club equipment, and the observance and enforcement of these rules. Every member is responsible to, and for, every other member.

Rule 4-3: All trainmen and engineers must be able to demonstrate thorough knowledge of the basic rules of safe operation to the satisfaction of the Board of Directors or their designated alternates.

NEXT SOLS MEETING

Monday, April 28th at 7:15 P.M. inside the model railroad clubhouse.

Minutes from the March 24, 2014 SOLS Membership Meeting

Meeting called to order at 7:15 pm. Twenty-two members and two guests present. Dale thanked everyone for coming out. This is the last meeting before we open our 2014 season.

The minutes from the March meeting were read and approved. Art so moved and Holly second, and the motion carried.

OLD BUSINESS:

Treasurers Report: Dale read Treasurers report. This report is attached to these minutes. Report was approved.

Track Superintendent's Report: Tony and Marge took a much needed vacation; therefore, there wasn't a lot to report. He did work on about 1,000 feet of mainline track, replaced ten switch ties, and has mowed the grass, getting ready for opening day. Lee did mention that his engine ran the track recently and it is in better shape than ever. Tony did report that the club weed whacker did not start. Dale feels a new one should be purchased.

Electrical Report: Dean and Rocky walked the mainline and found several trouble spots and marked them. Billie helped Rocky check voltage on signals. Rocky announced that he and Billie are leaving for a four week trip to see family.

Roundhouse Report: Art reported that all the Club Engines have been serviced and are ready for opening day.

Construction Report: Lee and an Electrician have put in new plugs complete with their own breakers in the Beanery. Beanery is ready for opening day.

Landscape Report: Elvin said number one project has been moving tables and arranging them for the best use by the public. The new fence is finished thanks to Jerry H. Dale thanked Jerry for working so hard on the fence by himself, and doing such a good job. Also Elvin said that the Train Park is borrowing tables from the City for the first few run days.

Elvin also reported that that he has put in a new block wall by tunnel #1 and has cleaned up the right side. He has been spraying weeds, so we should be in good shape for Opening Day.

Beanery Report: In Jean's absence, Dale report that the Beanery has been cleaned and is ready to go. Dale has suggested a "Bug Bomb" be released in the Beanery.

[Minutes continued] Cindy Dyer from the Medford Rogue Rotary e-mailed Tony and wants a different electrician look at the electrical at the park. Earlier Dale met with an electrician and Cindy, and walked the entire park. Dale told them they could not string wires from any of the Telegraphers poles. The electrician decided that there would be enough power to run their LED lights using the boxes on the exterior of the buildings. If they erect a pole by the Salvation Army fence, that would be acceptable.

Dale is not unhappy with the Insurance Company we now have but, he would like to get an agent that we can walk into their office and talk to them. He is having a local agent look over our policy. The Club Engines and Cars are insured against fire but the private Engines and Cars are not. So Dale is working on a plan whereby members lease their equipment to the club for one dollar and this would insure their equipment against fire. This does not mean that anyone can drive a private train. Dale has asked members interested in this to compile a list of what each owns.

{Editor's Note: Dale fully explained that when a member leases their equipment for one dollar, the Club will not, and cannot take charge of the locomotive. It is still the responsibility of the owner to maintain and operate his own locomotive and/or cars.}

Odds 'n Ends - Don't forget dues are due and payable by April 1, in order to operate a engine, conduct, work in the beanery, or all other jobs... Bruce Kelly is still working on revising SOLS Club rules and regulations... **A new city ordinance forbids smoking in public parks...** Dale thanked John for coming out and doing some painting.

Election of Officers: Rocky, Election Chairman officiated.

Dale Butler was nominated for President. He was voted into office unanimously.

Lee Parrish was nominated for Vice President. A Nomination from the floor was made for David Herzog as vice president. A written vote was taken. Lee Parrish won nomination with 18 votes to David's 7 votes.

Tony Johnson was unanimously elected for Treasurer.

Patricia Butler was unanimously elected for Secretary.

Therefore, your 2014 Elected Board is as follows: Dale Butler, President; Lee Parrish, Vice President; Tony Johnson, Treasurer; and Patricia Butler, Secretary

At 8:05 p.m. David Turner moved we adjourn, George second, Motion Carried.

DUES ARE DUE – By now you should have renewed your membership for 2014. As this newsletter goes to press only about 55% of you have renewed. If you have not renewed your membership by April 1st, you will not be able to operate trains, work in the beanery or work at any other job in the park until you do.

DUES CATEGORIES

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 the 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 an existing member as sponsor.

Honorary [Life Member – no fee]

RAILROAD PARK NEWS – Last month we gave you an update on the expansion of a previously unused part of Railroad Park. I'm referring to the Live Steamers area near the park entrance where the informational gazebo is located.

Until we received a playground locomotive from the Medford Parks & Recreation Department in February 2013, this area was previously off limits to the public. After receiving the playground locomotive our club erected a fence around the area to keep the public away from our tracks, and to eventually create a picnic area near the playground

locomotive. This area proved to be extremely popular, even though we only had one picnic table there.

Today, following a plan created by Elvin Sinfield, and with permission from the Parks & Recreation Department, we moved a long section of the park's perimeter fence about 30 feet out towards the parking lot. This fence was then modified to angle towards the rear of the model railroad clubhouse with the goal of making it a second entrance to the building.

To make this all work we needed to erect a new fence separating our mainline leading to Tunnel #1 from the new and expanded picnic area. By the beginning of March Elvin had cut and leveled a stretch of right of way leading to the tunnel. From there he laid decorative concrete blocks to create a wall for the fence line to follow. Jerry Hellinga brought over his front end loader tractor and leveled the fence line, as well as filled some of the low spots where a pedestrian pathway will go.

At this point we weren't positive the new area would be ready in time for opening day, but in a six-day period in mid-March, Elvin and Jerry finished the block wall, dug and filled the fence post holes, and erected about 100 feet of four-foot high fence donated to us from Medford Fencing. We were a little bit short of what we needed, but enough was found after Jerry scrounged around the NRHS chapter's "back lot", and Elvin did likewise in back of our block Car Barn #1. Jerry then acquired the two gates needed to finish the job. Jerry likely spent over forty hours on this project during those six days. The results are well worth the effort. The next area now has room for plenty of picnic tables (with shade too!), and visitors now have a more direct route to visit the model railroad clubhouse. Look for this area to be very popular on public run days!

In addition to the block wall running along the mainline for the fence, after removing ugly rocks, dirt and weeds, Elvin added a retaining wall on the west side of the tunnel portal. The wall continues around the corner, becoming a retaining wall for the summit fill, as well as a barrier for people go in and out of the model railroad clubhouse.

Elvin has begun to excavate dirt from the other side of the portal for another block wall. The slope leading to the tracks at this spot is too steep to easily trim the weeds with a weed trimmer. Also the exposed rocks and dirt is an eyesore. Elvin will excavate much of this slope to be level behind the wall. What an improvement this will be.

Those of you who have worked in the beanery already understood how "touchy and sensitive" the power source is there. Many times just turning on an extra coffee pot or electric fan was enough to trip a circuit breaker. Last month Lee Parrish and an electrician friend of his inspected our beanery to see what could be done to provide a more dependable source of electrical power for all the appliances. They installed new electrical outlets along the counter, plus installed additional circuit breakers with plenty of amps. Now the beanery has access to more power than it probably will ever use. Thank you, Lee.

John Polacek is painting the new 10-foot addition to Car Barn No. 4 that was added on last year, but never painted until now. At press time he has applied primer to unpainted walls, and has also done the same to the decorative "warehouse loading doors" facing the mainline. John says he'll like paint the warehouse doors the dark brown trim, and the same with the fascia boards under the roof line.

One odd thing nearly all of us never noticed is that the west side of the building is painted a dark brown color, while the east side and ends are painted the yellow color Southern Pacific used so often on their buildings. Why the two different colors on the walls? Who knows? No one can recall, but perhaps we used some extra paint we had on hand instead of getting more of the yellow color mixed. I guess it didn't make any difference since you could only see one wall at a time.

Since our last newsletter I've adjusted and added ballast to about 1,000 more feet of mainline track. I also replaced about 8 switch ties on one of the yard switches, with another four more long ties left to replace.

In the miscellaneous department, I've mowed the grass in the park twice already. The first time is always the worse as it was nearly two feet high in spots. Elvin is making another round of weed spraying along the mainline and surrounding areas. There are a lot less weeds showing than in previous years. I have added new photos and informational sheets to our bulletin board next to the beanery. It is now available for the public to learn all about our Live Steamers organization.

PRIVATE TRAIN PARTIES As this goes to press we have booked 41 parties so far. Last year we hosted 122 parties and we expect we'll beat that total this year. With so many parties we'll need volunteer engineers and conductors to operate the trains. We do have a small core group of people who volunteer for most parties, but we'd like others to be available for relief, and for large two-train parties. If you'd like to receive my schedule of upcoming parties and dates, contact me at SPFlimsie@aol.com, or call me at 541-944-9176. Each month I will inform you of the party schedules. You can choose the dates you want.



Car Barn No. 4

John Polacek has volunteered to paint the part of this Car Barn No. 4 that was added on during the winter of 2012. We never got around to painting the 10-foot long edition until now. In the upper photo you see the light colored area John has applied primer. He is doing the same to the fascia, the miniature doors, and the extension on the other side.



Notice that the car barn was painted different colors on each side. John will correct that error.

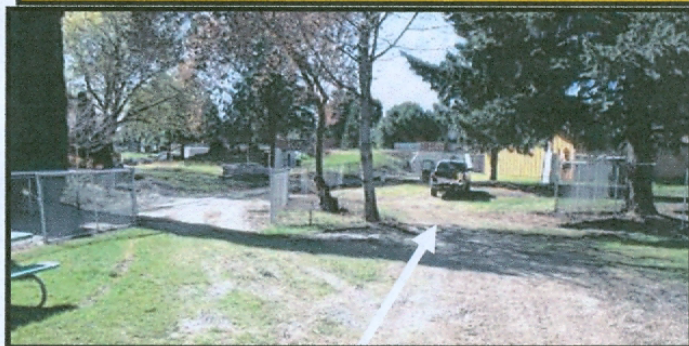


New Live Steamers Picnic Grounds
 These six images will give you a general idea of the new addition to our area of Railroad Park. A 100-foot long fence now parallels our mainline from Black Widow Junction to the north portal of Tunnel No. 1. A block wall is used to level off the existing slope for a new pathway to the rear door of the model railroad clubhouse.

The two new gates are now installed. One of them allows access between the beanery and clubhouse for SOLS/RVMRR club members. This gate will be kept closed during run days and private parties.



Jerry Hellinga is about to install the new gate allowing model railroad club members access between their parking area and the rear door.



The arrow points to a part of the new picnic area where Jerry's truck is parked. We will add picnic tables, especially where there are shade trees.



MT photo by Scott DeMuesy

Don Day, member of Southern Oregon Live Steamers, 'conducts' a train used by visitors to the Medford Railroad Park.

Trains rolling at Medford park

By CHUCK RUSSELL
Mail Tribune Staff Writer

In moments of confession, Dale Edwards will say two things about the people involved in the development of Medford Railroad Park:

One, they may very well have received, at one time or another, an electric train for Christmas.

Two, they never quite got over it.

Such are the ways of America's historical and cultural love affair with the iron horse.

Exactly how far the electric train syndrome can lead is on display for public amusement this weekend at the park.

Railroad buffs have an opportunity to ride one of four, possibly five, scale model trains owned by members of three Rogue Valley groups of railway enthusiasts.

Edwards, who owns two of the models, says the rides are free and available to all.

"Adults enjoy it just as much as the kids do," Edwards said, "if not more so."

Railroad park isn't all that easy to find, but for those who persevere, the rides should be worth the search. The model locomotives are about knee-high and seven feet long, with similar-sized riding cars on behind. They're constructed exactly to scale, one-eighth full size.

The park is two blocks beyond the Big Y Shopping Center on Table Rock Road, then right on Berrydale just past Fire Station No. 4.

The trains are rolling on 1,500 feet of newly laid track that will eventually stretch out to 1½ miles in length. They started running at around 10 a.m. Saturday and probably the same time today.

The activity at the park this weekend represents a milestone in its development. It marks the first time rolling stock is actually rolling.

The development plan came into being as a long-range project two years ago. The idea was to take 6.4 acres of land made available by the city of Medford and turn it into a sort of railway Mecca.

It's a city park and much of the work there is being done as a labor of love by volunteers.

The groups involved in the project are the Southern Oregon Chapter of the National Railway Historical Society, the Southern Oregon Live Steamers and the Rogue Valley Model Railroad Club.

The way those groups envision things happening, the park one day will have a station building, along with locomotives and train cars of all sizes, plus all the necessary

creature comforts for visitors. The total project could take around 10 years to complete.

Roland Wilburn, vice president of the historical society chapter, says the Live Steamers are actually sponsoring this weekend's event. It's worth pointing out, though, that the 100 members of the three groups often belong to more than one of them.

Wilburn says they hope to make the public aware of what's going on at the park.

"It's pretty hard to get anybody interested until something is running out there," Wilburn says. "We'll try to have something running every weekend as long as the weather stays nice."

The groups have a donation box discreetly stationed at the park. Further development of the park depends on funds, and Wilburn says help along that line would be appreciated. Also, he says, the groups are always looking for new members and interested patrons to share in the park's development.

As Edwards says, it's an interesting sort of pastime.

"Just like some people going out boating or fishing, this is strictly a hobby," he says. "These are big toys for big boys."