

SOUTHERN OREGON LIVE STEAMERS

P.O. Box 1443 Medford, Oregon, 97501

THE MANIFEST

Volume 13, Issue 3

www.southernoregonlivesteamers.com

March 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

February 25, 2013

There were twenty members present. The Meeting opened at 7:15 with the reading of the January minutes. The Minutes were approved as read. In the absence of Paul Sheedy, the Treasurer's Report was read by Dale Butler and are attached to these minutes.

OLD BUSINESS: Track Superintendent reports 120 feet of curved track was replaced and next he will construct panels coming out of the new car barn. Twenty-six tons of ¾ Minus Road Base was delivered. Elvin is cutting new ties. Electricity has been installed in Thomas Car Barn and the doors have been installed. Thomas and Percy have been moved into their new home.

Electrical Report: The only thing wrong with the electric switch was that the battery was dead because there wasn't enough winter sunlight for the solar panel to keep the battery charged. A battery charger fixed that.

Construction Report: Lee Perrish is now the Construction Superintendent. New locks, with the key number the same as existing locks, have been ordered.

Landscape Report: No new projects at this time. Elvin wants to keep the maintenance as simple as possible. He will submit a budget at the next meeting. He has cleared the vines off the fence.

The estimates for the new metal canopy for the work and storage areas are as follows: \$1,300.00 for a 12 x 31 structure, and \$2,400.00 for a 24 x 31 structure. A similar type canopy [12 x 21] in front of Elvin's trailer is \$800.00.

George S. moved to order the 12 x 21 and 12 x 31 canopies for \$1300.00 each. Charlie second, and motion carried. Elvin will order the canopies and pay for them with club check, then Elvin will reimburse the club for his canopy, which he will donate to the club in the event that he leaves.

Beanery Report: Terri reported that she and Robby will do an inventory of shirts, hats , buttons, etc., and will begin ordering stock for the Summer Season.

Roundhouse Report: Art has the new club Golf Cart almost finished. The Brothers, that were contacted to remove the metal out of the round tank still want the metal, but it is still too wet inside the tank. A new roof for the tank will be expensive so this matter will be discussed at a future date.

NEW BUSINESS:

David H. wants to purchase two Japanese maple trees from an Oregon grower for \$300.00. But after a suggestion from Dale about having more trees shedding leaves, Dave will look into trees that do not shed a lot of leaves.

Election Committee: Rocky reported that those running for office for the 2013-2014 season are Dale Butler for President, Tony Johnson for Vice-President, Patricia Butler for Secretary, Paul Sheedy for Treasurer. Elections will be held at the March meeting, where any additional nominations from the floor will be entertained. Be sure you ask the nominee if he or she is willing to run for office before you nominate them.

Rules of the Month

Rule 2-9: No train shall be left unattended [i.e. parked] on mainline track, station track, yard leads, bypass track, reverse loop or transfer table lead, except for momentary pit stops.

Rule 2-10: Engineers and conductors are equally responsible for the proper alignment of switches (turnouts). All mainline switches must be returned to normal position (mainline through-traffic) as soon as the train has cleared, except for the mainline switches for the station tracks, which may be left in either through-traffic position.

NEXT SOLS MEETING

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

[Minutes continued] Now that the new cars are finished Tony moved that we sell the old gondola car bodies for \$50.00 and the couplers for \$10.00. Art second and the motion carried.

Terri S. suggested we put one of the old gondola cars by the gazebo for "photo shoots" Good idea, Terri.

It was decided that if membership is not paid by the end of April, the Manifest will no longer be sent to that person.

The current \$15.00 fee for an Associate Membership is for an individual membership only. Therefore it was suggested that if the membership is for husband and wife, then the applicant can buy two memberships @ \$15.00 each, or buy a regular family membership for \$35.00.

Before opening day volunteers will be needed to finish the upholstery on the new Banana Cars and also to change the draw bars. Engineers will use the same set of cars each run day. Club locomotive No. 256 needs to be serviced, and the oil changed in the club locomotives SP8182 and Tinker Bell. Paul S. will assign numbers all the new passenger cars.

Dale Butler asked that engineers be patient with the new cars as they have not been tested in service yet.

An outdoor LED light for the parking lot is being installed by the City. They also plan a complete restoration to their Gazebo outside our gate. A portable Handicap toilet will be delivered and the company will clean it every week. Art will paint club locomotive No. 256 with a grey cab and a two-tone blue body.

Charlie moved we adjourn, Art second We adjourned at 8:15 P.M.

CHAPTER DUES DUE BY APRIL 1 Your yearly chapter dues for the period April 1, 2013-March 31, 2014 must be paid by April 1 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 for an individual, and \$15.00 more for a spouse. For more than two people the dues are \$35 for a family membership. Mail your renewals to the cls 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 accompanied your last 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 was 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.

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. **Important!** If you wish to run for any of the four positions, find a member to submit your name for nomination at the March 25th meeting. All additional nominations will placed on the ballot and the vote will be taken immediately after the nomination process is closed.

RAILROAD PARK NEWS It won't be long until we open the park for our 33rd year of continuous operation, but there remains many projects left unfinished. With the expectation of warm and drier weather conditions we're asking you to help us get our area of the park ready for the public. In addition to completing regular maintenance projects (picking up leaves, moving the miniature buildings from storage, cleaning the station beanery, etc.), we'll need help getting our rolling stock ready for passenger service. Please contact Dale if you would like to help us getting our park ready for opening day.

Our club now has an extensive number of "straddle-type" passenger cars in our fleet. During the off season Dale and Mike Butler made many new six-foot long passenger cars by utilizing the frames and a few of the trucks from the old gondola cars that have been out of service for a long time. The boys also built ten sets of new trucks with funds authorized by the membership. All the old cars will also receive upholstered seating.



[Top, Left] You get a good idea of how our new six-foot long cars look when compared to one of our older 8-foot long cars. Depending on the size of the passengers our older cars could hold up to 6-7 people. The new cars will hold four passengers. One of these cars is shown between other cars in the photo at top, right. Notice that the new cars already are equipped with padded seats—a much welcome treat.



The above photo shows a string of new six-foot cars. The leading car is one of several new engineer's riding cars that will be coupled to our club locomotives—replacing the gondola-type cars now in use. The middle car is one of the new six-foot cars. The trailing car (better shown in the other two photos) is one of several new "Conductor's Cars". The conductor's chair is permanently mounted. No more sliding the chair back and forth. The seating area in front is also padded for our passengers. The cars also have a "cup holder" and a red flag holder for the conductor. Notice there is now seating for two passengers to sit behind the engineer.

Preliminary testing during birthday parties show the new conductor cars should work well. Dale tried to balance the need for foot room for the conductor, and the seating capacity of the area in front of the conductor. Notice that the cup holder and the conductor's foot area is not padded so that passengers will not press up against the conductor—something that often happens with the old cars. An additional benefit is that using these new cars will reduce the total loaded train weight by a few hundred pounds for easier pulling.

In other park news I replaced the 120 feet of worn, outside curve rail that runs past the old garden railway location. I was going to install brand new rail in its place, but after inspecting the paralleling guard rail, I used that instead as it is in good condition. The guard rail is no longer needed on this curve.

I then took the worn, curved rail and re-used it for the approaches to the new Thomas and Percy car barn. There is twenty years of life left in those rails on account they will see very limited use. As I write this (March 1) I am waiting for Art to build the last switch I need to approach the remaining two car barn tracks. In the meantime I will replace other old mainline rail with new rail, and then use the worn rail for the approach to the new car barn.

Elvin has cut another batch of track ties at his workshop. After cutting a few more he will take them to the same people that have pressure-treated our ties in the past. With no large track projected planned in the future (I know, I said that before.) these ties should supply our needs for several years.

By the time you read this, Lee Parrish should be working on the new ten-foot extension to the front of Car Barn No. 4. Lee says it will be the same height and design as the rest of the barn, but it will have an entrance door on one side, and the two new swinging doors will be more securely locked from the inside, just like those on Car Barn No. 1. Inside this car barn will be four complete trains (locomotive and cars) ready to roll for run days and special parties. No longer will there be a need to make these trains up in front of the station.

The Medford Parks Department contacted SOLS member Dick Stark with an offer of donating a children's mock up of a steam locomotive that previously stood at another city park for many years. They wanted to know if the railroad park wanted it inside or outside. After a brief discussion at the February 25th meeting we thought it would be a great addition to our soon to be developed area around the gazebo. Sometime this year we will erect a fence to separate this grassy area from our train tracks. The train would fit in nicely with our plans for a separate picnic grounds we would rent out on Run Days. Dick took several photos of the locomotive undergoing restoration prior to delivery.



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[LEFT] Don Day is enjoying oiling his Virginia & Truckee 4-4-0 on a steaming bay.

[RIGHT] Oak Grove & Laurie RR 2-4-0 No. 2 on steaming bay. Owner not identified.





As of March 3, 2013 the 10 foot extension to car barn #2 has been framed in and the stringers will be added for the roof in a few days if the weather holds out. The current doors and front will be moved to the front end of the new walls and a side door added to lock the "train doors" from the inside like in the engine house.



Bonus Photos!

"Winter Projects"

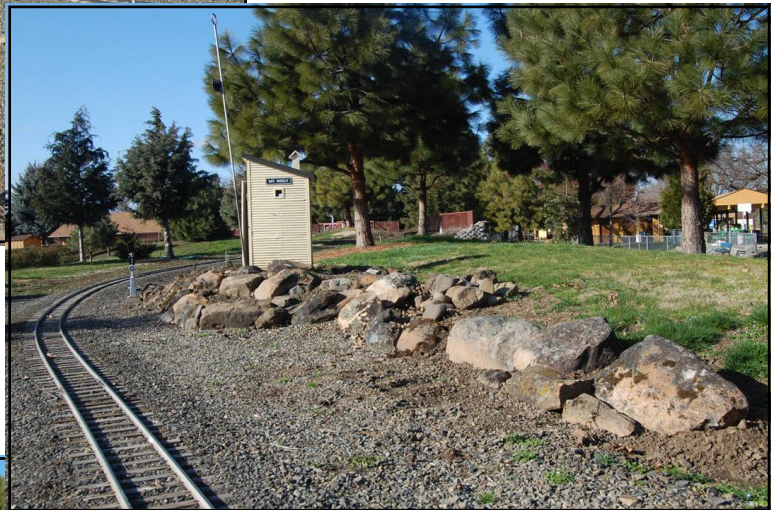


Thomas and Percy's new home (car barn #4) is completed. The two tracks on the right side of the photos are connected directly to the Thomas Loop. Tony and Art are completing the final switch to join the left side tracks to the current yard for the #3 car barn. Tony has recycled some of the older worn rail for use here since trains will only be stored here and new rail can be used in better more needed projects on the main line.





Here is "Butte Creek Mill" waiting for stairs for the loading dock and a small water way that will flow into and out of the building into an "invisible pond" with a solar powered pump. The bottom photo of "the Mill" shows rock work for the "dry creek bed" representing Butte Creek in Eagle Point. Soon next to the mill will be new landscaping featuring ever greens and flower bushes/ ground covers.



Above: new rock formations at "Mt. Neely" to edge the lawn and complete a "mountain top" look.



Left: one of the new cement brick landscape walls Elvin has constructed to assist in strengthening the soil over tunnel #2. Elvin will also construct a wall next to tunnel #3 along the small access road between the two tunnel portals.