

SOUTHERN OREGON LIVE STEAMERS

P.O. Box 1443 Medford, Oregon, 97501

THE MANIFEST

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Southern Oregon Live Steamers Business Meeting

March 25, 2013

Minutes from the Monday, March 25, 2013 SOLS Membership Meeting Meeting called to order at 7:15—Twenty Four members present

Dale welcomed everyone for coming out to the meeting. The Minutes were read, and approved after George moved to approve, and Lee Second with the following corrections --

The metal roofs which were installed were size 12x31 for club, at a basic price \$1495.00 plus one foot higher @ \$80.00 For total cost of \$1575.00. And 22X21 at a cost of \$1735.00 for Elvin's, which he paid for out of his own pocket.

Paul read the Financial Report, which is attached to these minutes.

Dale announced that an Executive Emergency meeting was held on March 23. It was decided that funds from the Engine Fund will be borrowed, until the general fund can be built back up; then such funds will be "paid" back into the Engine Fund. Insurance is likely to go up because the club made more money last season.

OLD BUSINESS:

Track Superintendent's Report Tony reported that he is repairing tracks and switches and getting everything ready for opening day. Elvin has cut some more ties so we should be in good shape. There will be strings of riding cars put together, with the Engineers name on them. Engineers will use the same string of cars during each run day.

Electrical Report: So far the signals are working and all the lights are working.

Roundhouse Report: Art reported that new golf cart is up and running, and he is working on painting the shell of club locomotive #255. The cab will be light grey and the body two tone blue. Dale will pick up the paint.

Construction Report: Lee Reported that work on the two Car Barns are complete, and the fence around the little Engine is almost finished. We cannot let kids in to play on the new playground engine until the railroad ties are in place. If the gate is closed, this means that the engine and surrounding area is not ready for the kids to play in.

Landscape Report: Elvin does not plan to have any major changes made this year. The only thing he would like to do is beautify the hillside coming out of Tunnel #1 with block. The cost will be around \$900.00, but nothing can be done at this time. Gordon Nunnally, his friend from the SOC chapter, has been trimming bushes and doing general clean up. The water might be turned on in the next week. The metal is being hauled out of the old sewage settling tank.

Beanery Report: Terri was happy to report that the beanery is almost stocked for the season. She and George spent several hours cleaning and getting it ready to open. We have enough Tee-Shirts and buttons ,etc. to get us open.

David Herzog said that the trees he would like to see bought for the park

NEXT SOLS MEETING

Monday, April 29th at 7:15 P.M. Hope to see everyone there.

[Minutes continued]

need to be purchased within the next two weeks. A discussion followed and Rick moved to buy the trees at a cost of \$300.00. David H. second. A vote taken: 2 in favor, therefore the Motion failed.

NEW BUSINESS:

Dale thanked all the volunteers who helped put the cushions on the riding cars, but ten more need to be upholstered. A work party is scheduled for Saturday March 30, to tie up loose ends.

Election of Officers: With Rocky acting as the Election Official, he called for any additional nominations from the floor for President. None were offered, so Dale Butler was unanimously elected President. The nominations for Vice-President were called for. Tony Johnson was nominated as in-coming V.P. Rick C. nominated David Herzog, and Stephanie H. second. A written ballot was taken and Billie counted the votes. Tony won and remains Vice-President. Patricia Butler will remain Secretary with a unanimous vote, and Paul Sheedy was unanimously elected to server another term as Treasurer.

David Herzog would like to have an Open House on Sunday, June 2. The open house is only to present to the public what SOLS is about. There will be no train rides and the public will not be allowed into any of our buildings. A few locomotives will be on display. Must have owners permission to display an Engine. SOLS members will be on hand to answer questions and provided information sheets. The Open House will be held from 2:00 to 4:00 P.M. Terri moved for the Open House to be held that day, and Rick C. second. The Motion carried.

The hosting a Regional Live Steam Event was discussed. There are a few problems with this. There is no overnight parking, no bathroom facilities to accommodate so many people, and there is no space to load and unload big trailers with motor homes. And then where would all those motor homes park? While we'd love to host such an event, the park's physical limitations are against us. Dave H. will contact the event planners and state what they would be up against if they choose to hold an event here.

At 8:15 George moved to adjourn Laura Second. The Motion carried.

ARE YOUR DUES PAID UP? If you have not yet renewed your membership by April 1, 2013, you can no longer participate in any Southern Oregon Live Steamers activities. Opening Day is Sunday, April 14th, and if you pay in person on that day, you will be allowed to participate with the "Run Day" activities. No exceptions.

PARK NEWS Even after experiencing a long and lousy weather winter, the railroad park is looking good. Although the tracks are not yet as good as I'd like it to be, we have already operated trains for eight special parties in February and March. The first party on March 31st required three trains to handle the estimated 200 people. No track problems were reported from these parties. Another benefit from hosting the special parties before opening day is checking our passenger cars. For a yet unknown reason, two of the new conductors cars derailed several times, and often at the same location. We know a wheel slipped laterally on one car and it will be tack-welded in place. Dale took the cars to his shop for repairs. All other cars are good to go.

During the last several weeks I replaced forty feet of outside rail inside Tunnel #2. After about seven years of having approximately 1,000 trains a month over these rails during the season, the wear pattern was evenly distributed. A few other places around the park also received new rail, or the rail was transposed. Tie replacement numbers this year may be the lowest since I've been with the club. Elvin recently cut about 800 new ties, had them pressure treated, and they are stored at the park for use when needed.

The new Thomas and Friends car barn is finished, along with all the yard tracks to reach it. Dale and Lee also finished the 10-foot extension to Car Barn #4. They did a great job as it blends in well with the older part of the structure. Entrance to Car Barn #4 is through the side door now, and you remove the board locking the two car barn track doors to open. By opening day this car barn will be used exclusively to store four of our longest trains, complete with locomotives attached. Signs above the outside doors will tell which track each train is to be stored on. They will be ready to run as needed.

By moving all this equipment to Car Barn No. 4, this opens space in the other barns for other members to store their complete set of trains. As mentioned in the minutes, each regular engineer will have his own SOLS cars saved for him. A name tag will be placed on the cars so there will be no mistake on which locomotive they are assigned to. The exception, of course, is if a SOLS members already has his own cars.

As this newsletter goes to press, all but three of the club's "straddle cars" The transformation of the open area next to the gazebo is moving along well. Last month the City of Medford delivered the restored "playground locomotive" to our park. We located it nearer to our mainline so everyone riding our trains would see it,

although they'd have to pass it anyway to reach our station. To create a safe place for the public to use the area, a new fence, and a new gate was put in place by Dale, Lee, and Paul. The fence will keep the public at least six feet away from our passing trains.

To help insure a safe environment we placed two full-size railroad ties underneath the length of the locomotive. Under the "table" outside the locomotive cab we placed a composite plastic block to prevent it from being driven into the soil. You cannot be too careful when it comes to small children. The exposed water line Elvin fixed last year will be filled in and leveled. Future plans call for having several picnic tables placed in the area. Dave Herzog had a great idea of placing picnic tables behind the cab of the locomotive, curving along the fence line. This would be like a train, plus people using the tables would be next to the train action. We would purchase two large portable canopies to provide shade.

The city's Parks Department turned on the water on March 28th. We were informed they we probably had a leak or broken line somewhere as water use was showing even after all out faucets were shut off. No leaks were found that day, but the next morning a small lake appeared next to the faucet by the new Thomas car barn. The break must have occurred when a heavy truck of new ballast was being delivered in January. After shutting off the main water line Elvin found the break just under the top soil. He repaired the line in a few hours and water service to the park was restored.

The two, heavy metal roof canopy structures are in place, It took only a few hours for the company to erect them. Now Elvin's trailer has a better place to keep his vehicles and other items under cover. [Elvin paid for this canopy out of his own pocket.] The longer 12• x 31• foot metal canopy now completely covers the front of the SOLS storage garage, and the two table jigs I use to make track panels. It also extends out far enough to provide cover for the golf carts, riding lawn mover, and a push mower.

THOUGHTS ABOUT THIS SEASON After last year's enormous success I can't help but wonder what this year will be like. One sure thing is that our Medford Railroad Park can't grow any larger. We have to do the best we with what he have now. The main limiting factor is public parking. In the four or five years since we were granted permission to park cars inside the Fire District's Training Center, the number of visitors has skyrocketed. Without that parking privilege it would hurt the other clubs much more than it would hurt us.

The raw passenger count numbers would seem to indicate we'll set another record, but only one or two public run days with adverse weather conditions will have a immediate effect. Compare the last three years of carrying passengers on just the fourteen public run days. For 2010—22,300 passengers. For 2011—30,431 passengers, and in 2012—37,335 passengers! We are able to meet this demand by having plenty of train crews on hand to run plenty of trains. A normal run day usually requires a minimum of six mainline trains, and one Thomas train. Add to that the number of relief crews needed, plus the smaller private trains that want to run, and you now understand how we need to fully utilize our resources.

Private parties is an excellent source of revenue, while at the same time it doesn't require as much in the way of equipment and personnel. Six years ago we hosted 32 private parties between April and October. Last year we host 129 parties between March and October. We expect to beat last year's record of 129 parties. And you can add to this the revenue the gals generate by having our beanery available to serve food and sell souvenirs. It is this additional revenue from private parties that has allowed us to build new locomotives and cars, landscape our grounds, expand our storage capacity, and replace old equipment.

Terri Schroeder and her staff don't believe in keeping things as they are. The sales from hot dogs, sausage dogs, beverages, T-shirts, buttons and so on was wonderful last year, but they are willing to try other new items. She purchased a "dry cooker" or "fryer" [I don't remember what she called it] for cooking chicken nuggets and corn dogs. The profit margin from these items is very good and worth a try. And Terri stated, it is also a fat-free process that cooks fast and is a healthy alternative. If it works we keep it. If not, the beanery brains will try something else while keeping the chow line moving.

Because we do operate private parties during part of the off season, we again have brought in portable toilets. This year Dale order a large "handicap-equipped" porta-potty from the same company we used last year. It is quite large. Great for the handicap, and for mothers helping their small children. Our club is paying for that ourselves. It is up to the other clubs whether or not they want to have one in their areas. Another benefit is our private party patrons had a place to go because the City's public restrooms were closed for the winter. It is also an alternative if people feel uneasy when there are homeless people outside the gate using the public picnic tables. It's going to be an exciting year, don't you think?

now have upholstered padded seats. Now this padding won't be mistaken for sitting on a reclining chair, but it is better than sitting directly on the hard wood. It also has the benefit of helping people from sliding around.



Our newest "locomotive" is this playground engine that was donated by the City of Medford Parks & Recreation Dept. Watch this turn into a "kid magnet" for our club. We've already had to chase kids out because the area is not yet ready.



By accepting the playground locomotive we are transforming a previously unused strip of SOLS land into a future SOLS picnic grounds, which could be rented out for private parties on run days, or open to everyone when not reserved in advance.



[Above, left] The entrance to our new picnic grounds will be through the existing metal gates. [Above, right] Another gate is being installed at the rear of the area for SOLS maintenance vehicle access to the rest of the park. This gate will be kept locked on run days. [Photo, left] Lee Parish is about ready to attach the poles to the top of the new fence. [Photo below] The club's new 12' x 21' metal canopy is here. It protects our mowers, golf carts, track building jigs, wood ties and more.





[LEFT] One of several new water falls in the garden railroad layout nearing completion. [ABOVE] The huge arch bridge has been moved to a different location over the new pond (lake) no longer being used for trains. A swing draw bridge will replace this bridge in its former location to allow trains to move over this water feature.

[RIGHT] A 1/2" scale model of the former Medford Traction depot and shops featured on a new section of the Garden Railroad Layout. The mountains constructed behind this structure are nearly 4 feet tall and will grow by nearly 2 more feet by opening day. The rock work is made from a concrete mixture and constructed the same way smaller indoor scales build mountains and cliffs with plaster of paris.

