

The Mountain GAZETTE

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February is remember your Valentine Month! If you DON'T remember your Valentine it could be the end of YOUR summer! Therefore February is the start of the summer time! (you like my logic on that one!) Actually it's the start of the 'let's get ready for summer time'! It's time to clean up your equipment, check your equipment for loose parts, broken parts, missing parts, etc.. It's also a good time to double check the lubrication on all the moving parts. For the steamers it's the time to fix that 'leak' you were going to fix at the end of last running season, for the lawn mower guys (myself included) it's time to clean the air cleaners, change the oil filter, lube the chains, etc, etc, etc, (see if it'll start).

February is also the month of the mailing of the 2002 membership packets. They should go out by the end of the month so that you can fill them in and send them right back.

Getting ready for this season also means reviewing your traveling tool box. What needs to be in there so you can have a good visit to Train Mountain. Think about all the things that might need a tweak or two while making the trek through the woods and back. Think also of the kinds of work you might be doing while here for the work weeks. One of the items I didn't mention before is very important to the track gangs and that's knee pads. You know the kind carpet layers and tile folks use. Sure helps the old bones on the ballast rock!

The locals and the employees are all ready for the snow to stop, for our fabled Train Mountain sunshine to return, and to get back to doing the fun stuff! This winter has been another mild one like last year, not much deep snow just a weekly sprinkling to keep us all on our toes while driving. We ALL look forward to seeing you sometime this season. Bring a friend, bring your family, we like it when you are here!

The Train Mountain postcard project is getting up a head of steam! Pardon the pun! Carol Lanctot is getting some real good candidates for postcards. Remember they are to represent what you feel is a high point of your visit to Train Mountain.

Speaking of photos, we've had requests from time to time about using the photos shown in The Mountain Gazette and on the Train Mountain website. The answer is yes you can use them for private, non-commercial use, simply copy the copyright statement and state 'reprinted with permission from Train Mountain Railroad Museum'. For commercial uses please contact Train Mountain directly.

If you have ANY suggestions, or changes, or additional information please mail to:

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Russ Wood, editor

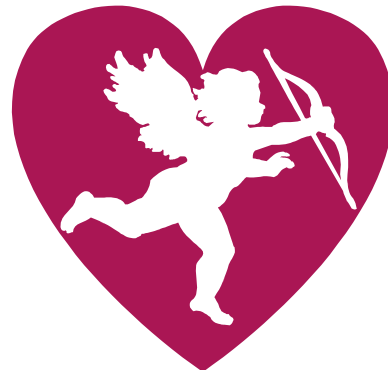


Table of Contents

Right of Way	2
Rules of the Road	2
Prototype	2
Trackshop	3
Current Year	4
Next Work Week	4
Major Project Status	5
Featured Product	5
What Works!	5
The Park Grounds	6
Operations	6

(Continued on page 2)

RIGHT OF WAY

Constructing the right of way

In a previous issue I mentioned some of the cool equipment that Dick Wright and 'did I spell it right' Boyer Lievsay are building in the metal fabrication shop located in the Motor Pool building down by the Blue Caboose campground. Well they are also building more grade crossings and are building them in such a way as to be fully insulated for signaling at the grade crossings. Other current snow bound projects include the two transfer tables for the Klamath and Western steaming bay project. One can also see many smaller projects to help in the running of Train Mountain such as supply racks, small sheds for covering valuable equipment and supplies and just lots of work being done while the grounds are frozen and covered with the little 'white stuff'! For those of you from the big cities we can talk about the 'white stuff' here, it's allowed.



The new portable ballast hopper for the Gators.



The new ballast dump bins mounted on the Gators.



Now is Dick really working or just making sparks to impress the boss? When Dick is not at Train Mountain he is restoring a couple of Cameros and one super hot pickup truck!



The new track plastic dispenser in the new portable size! And in keeping with the times even the dispenser has brakes!

RULES OF THE ROAD

Reviewing the Rules

This issue we will review the rule(s) covering the requirement of a conductor for each train running at Train Mountain.

1. ALL TRAINS MUST HAVE BOTH AN ENGINEER AND A CONDUCTOR. This specifically excludes radio-controlled trains. The minimum age for a conductor is seven, the age of reason.

4. ALL CONDUCTORS TO BE EQUIPPED WITH A RED FLAG. Minimum flag size is 12" x 12".

5. CONDUCTOR TO FLAG TWO MILEPOST LENGTHS (210') BEHIND ANY STOPPED TRAIN. This rule probably prevents more accidents than all of the other rules combined.

14. CONDUCTOR TO USE FLASHLIGHT TO FLAG TWO MILEPOSTS (210') BEHIND ANY STOPPED TRAIN.

Most clubs I have been to only require the conductor on those trains hauling passengers and more specifically those hauling the public. Train Mountain requires a conductor on ALL trains, with NO exceptions. Much of Train Mountain is wide open and you can see long distances ahead, this is very safe and lots of fun to watch the other trains. However, much of Train Mountain is winding through the trees and mountains and visibility is limited to a few hundred feet or so. In the past issues we've also talked a great deal about the need for brakes and the lack of them on most trains. For this reason, Train Mountain requires a conductor, SAFETY!

When a train stops, it's the conductor's job to 'protect' the rear of the train. The conductor needs to get back two mileposts (210') from the rear of the train to 'protect' it from approaching trains. During the day this is done with the red flag and at night with a flashlight. It's also a good idea for the conductor to have a whistle to blow in case the flag is not seen by the approaching train. The whistle is of the police or sports referee type. When the prototype still had conductors they sometimes had whistles on the tail end cars such as an observation or caboose.

PROTOTYPE

The growing collection at Train Mountain

The little wood shanty that used to trail faithfully after every string of freight cars, like many other railroad scenes, has undergone many changes in the past hundred years. The box-like shelters train crews used to build to shield their cooking fires on spare platform cars in the mid 1800s, the converted box cars with sliding doors used around the turn of the century, the cupola-

(Continued on page 3)

topped wooden cabooses popular after World War I, the last cabooses with sleek bay windows of shatterproof glass, automatic oil heater, electric lights and refrigerator, drinking fountain, radio-telephone and specially-designed Pullman-type crew seats all gone, replaced by a flashing light mounted on a coupler.

The origin of the caboose is uncertain. Even its birth date is unknown. The most generally accepted story of its beginning is that a man named Nat Williams, a freight conductor on the Auburn & Syracuse Railroad during the 1830s, made it his custom to sit in the last car of a freight train on a box or barrel and direct the train's operation. As trains and runs grew longer, some railroads provided platform cars for their train crews, and eventually converted box cars for crews to use as shelters. **TWO THEORIES** Even the origin of the word caboose is disputed. Railroad historical authority D. L. Joslyn, a retired SP draftsman, documents its use back to the days of the early sailing vessels, when sailors customarily set up a fireplace or stove on ships' decks. To protect their fires and provide shelter for themselves, seamen erected boxes over their fireplaces. These shelters were known to the Dutch as kabuis, to the Danes as kabys, the Swedes as kabysa, and Germans as kabuse. Another theory holds that the word originated in Texas, Americanized from the Spanish word calabozo., meaning jailhouse. This idea, too, seems to have some merit. In the eastern portion of the U.S., the car at the end of the train was called a "way car," "cabin car," "conductor's van," "accommodation car," "train car," "brakeman's cab," "shanty," or "crummy." Many eastern railroads called them "way cars", with a few referring to them as accommodation cars. Only in the West was the crew car known almost universally as the caboose. **CUPOLAS** The origin of the most distinguishing feature of cabooses, the "lookout" or cupola, has also been the subject of controversy, although a Chicago & North Western freight conductor seems to have settled the question. In 1898, T. B. Watson wrote "During the '60s I was a conductor on the C&NW. One day late in the summer of 1863 I received orders to give my caboose to the conductor of a construction train and take an empty boxcar to use as a caboose. This car happened to have a hole in the roof about two feet square. I stacked the lamp and tool boxes under the perforation end and sat with my head and shoulders above the roof... (Later) I suggested putting a box around the hole with glass in, so I could have a pilot house to sit in and watch the train." Cupolas were first built into cabooses on the Central Pacific-SP's railroad ancestor-about 1875, and were permanent fixtures until 1949, when bay windows first made their appearance on SP cabooses. (The Akron, Canton & Youngstown Railroad is said to have been the first railroad to use the bay window, in 1923.)



A Santa Fe cupola style caboose



A Southern Pacific bay window style caboose



A Santa Fe extended vision style caboose up on Caboose Ridge

TRACKSHOP

What's built and waiting for installation

After much kidding about Paul Aragon and Mark Scarbrough and crew Dave Kasik and Trevor Redfox, it's time I get serious about our wonderful Trackshop. Train Mountain builds and installs more track each season than most clubs have installed period! Think about it. Last year we probably removed more track than most tracks are big! We can only accomplish this monumental task by the diligent work of the folks at the Trackshop. Lot's of us volunteers spend some time in the shop helping to cut ties or bend rail or whatever, but it's the day in and day out work of the regulars that let us 'grunts' put in close to four miles of new track each year! That's 20,000 feet of track, 40,000 feet of rail, 4,000 rail joiners, 600,000 ties, 1,200,000 tie plates, 2,400,000 screws and several hundreds of gallons of coffee! (Oop's sorry that just slipped out!). Good job guys!

(Continued on page 4)



The infamous dynamic duo, Paul and Evil Mark. Paul runs the Trackshop and we all take orders from him, he is the track boss and does a great job, Mark on the other hand, oh well what can one say about Evil Mark! Paul plays in a couple of local bands and Mark is a collector of real airplanes which he fly's to and from home to come to Train Mountain.

CURRENT YEAR

What we accomplished in 2002

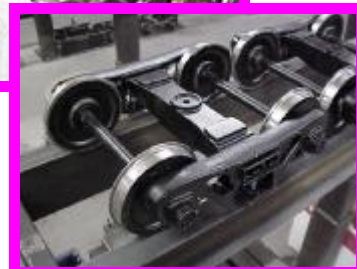
The pace is starting to quicken as we head into the next season of Train Mountain, number 15 if you are keeping score! Jerry Day is busy getting the kinks worked out of machining and building the new freight car trucks needed by Train Mountain. These works of art will go on the over 500 pieces of rolling stock Train Mountain needs for it's future plans. Those 30 flat cars with the track panels on them will be joined by 70 more with the new ball bearing wheeled super trucks. Also on the list are 100 firewood cars, more log cars, more freight cars, and the list goes on. Many of Quentin's cars have the older style, bearings in the sideframe, trucks. The new trucks have the bearings in the wheel itself and allow both wheels to be free rolling on the same axle. The trucks also allow for up to eight springs per side for extra weight carrying capacity. When done the Train Mountain cars should be much easier to pull (100 plus car trains) and much easier to maintain.

These new flat cars will allow the TrackShop to load up to one mile of track panels on the flat cars prior to a work week (5 ten foot panels per car, 100 cars equals 5,000 feet of snap track). During the winter months, the track building season, these cars will be stored in the new Klamath and Western storage area. See how all these projects start to come together! Pretty neat and starts to give you an idea of the amount of planning required to allow us to have fun! Good job Ross and crew, we appreciate it all your hard work and long cold hours!



Then Part A goes with Part B or was it Part C, JERRY!

Here's proof that Sarah and Sonya Cox do all the work and Jerry Day gets the credit!



And there you have it, the new and improved Train Mountain roller bearing truck(s)!

NEXT WORK WEEK

What do we do next!

May 25th--June 2nd, 2002

Aspen Grove Loop - 5,000 plus feet
Elizabeth River Loop - 2,500 plus feet
Serpentine Upgrade - 6,500 plus feet
Siding Extensions - 500 plus feet
Main Yard Tune up
Repaint Steaming Bays Crisp Yard
Blue Mountain Coal Yard Tune Up
Build and Install new Steaming Bays Klamath and Western

And of course there is the always popular, rake pine needles and pine cones fun and games!

?????

Meet	Work Week	Run Days	
2002 First	Sat May 25	Thu May 30	— Sun Jun 2
2002 Second	Sat Jun 29	Thu Jul 4	— Sun Jul 7
2002 Third	Sat Jul 27	Thu Aug 1	— Sun Aug 4
2002 Fourth	Sat Aug 31	Thu Sep 5	— Sun Sep 8
2003 First	Sat May 24	Thu May 29	—Sun Jun 1
2003 Triennial	Sat June 14	Sat Jun 21--Sun, Jun 29	

A special note about the Triennial schedule, there is a work week just before the Triennial June 14—20, for all those last minute, clean up, finish up, set up kinds of things. Come early and a good spot to park, it will be lot's of fun in the sun!

(Continued on page 5)

MAJOR PROJECT STATUS

What is ahead for TM

Well you see it was 4:30 and I was making my regular trip over to the Backshop (if you have to ask why 4:30, either you don't know me or you don't know the 4:30 Backshop ritual). Anyhow, as I was saying I was in the Backshop at 4:30 and NO Ross Perrin or NO Jerry Day. Now if ya' can keep a secret I'll tell ya' what I did! I thought I would poke around and see what I could see. Soooooo! I find this little room down by Ross's office and it's NOT locked. It's full of all kinds of really neat stuff like aerial photos, plot maps and all kinds of drawings of train stuff. Take a look at one of the cool drawings I found, but remember it's our little secret OK! Shhhhhhhh!



FEATURED PRODUCT

From the Company Store

The history of 1 1/2 inch scale couplers is on display in the BackShop at Train Mountain. These were the pieces that were examined and used to help Train Mountain design their own coupler. Train Mountain uses these on all their cars. As a result they also have some for sale along with the couplers they replaced with the new Train Mountain coupler. Both of these are available through the Company Store.



The 'Mercer' style on the left and the Train Mountain coupler on the right.

WHAT WORKS

Ideas that seem to make a difference

What works is planning ahead. It's now time to make your reservations at the accommodations of your choice. There are a few to choose from but don't delay as they do fill up fast on Work Weeks and for the meets. It's also not to early to reserve a spot for the Triennial in 2003, al-

though not all of these establishments will take them this early, some will!

Chiloquin

Agency Lake Resort	(541)	783-2489
Melita's Motel	(541)	783-2401
River's Bend Motel	(541)	783-2271
Sportsman Motel	(541)	783-2867
Spring Creek Ranch Motel	(541)	783-2775

Ft. Klamath

Aspen Inn Motel	(541)	381-2321
Crater Lake Resort-Cabins/RV	(541)	381-2207
Crystalwood Lodge	(541)	381-2322
Sun Pass Ranch	(541)	381-2259
Wilson's Cottage & Camp	(541)	381-2321

Crater Lake

Crater Lake Lodge	(541)	830-8700
Mazama Village Motor Inn	(541)	830-8700

Klamath Falls

A-1 Budget Motel	(541)	884-8104
Best Western Klamath Inn	(541)	882-1200
Best Western Olympic Inn	(541)	882-9665
Boarding House Bed & Break	(541)	883-8584
Cimarron Motor Inn	(800)	742-2648
Econo Lodge	(541)	884-7735
Golden West Motel	(541)	882-1758
High Chaparral Motel	(541)	882-4675
Hill View Motel	(541)	883-7771
Holiday Inn Express Hotel	(541)	884-9999
KOA Klamath Falls	(541)	884-4644
LaVista Motel	(541)	882-8844
The Lodge (Running Y)	(888)	850-0275
Maverick Motel	(800)	404-6690
Motel 6	(541)	884-2110
Olympic Lodge	(541)	883-8800
Oregon Motel 8	(541)	883-3431
Quality Inn Klamath	(541)	882-4666
Red Lion Inn	(800)	RED-LION
Shilo Suites Hotel	(541)	885-7980
Super 8 Motel	(541)	884-8880
Thompson's Bed & Breakfast	(541)	882-7938
The Townhouse Motel	(541)	882-0924

Others

Rocky Point Resort	(541)	356-2287
Whispering Pines Motel		
Diamond Lake Jct	(541)	365-2259
Holiday Village Motel & Trailer Park		
Beaver Marsh	(541)	365-2394
Chemult Motel		
Chemult	(541)	365-2228
Crater Lake Motel & RV Park		
Chemult	(541)	365-2241
Dawson House Lodge		
Chemult	(888)	281-8375
Featherbed Inn		
Chemult	(541)	365-2235

P.S. All of these can be found on the Train Mountain website along with how many units and approximate costs. Next month I will list the camping facilities nearby Train Mountain.

(Continued on page 6)

THE PARK GROUNDS

Its not just trains!

Sometimes pictures speak louder than words!



OPERATION

More than round and round!

As editor of The Mountain Gazette and as a member for these past six years I've had the chance to hear the pluses and minuses of an endeavor as large as Train Mountain. The size and scope of Train Mountain is sometimes overwhelming. Simply going for a train ride is sometimes overwhelming. The thought of going for a 3 or 4 HOUR train ride turns some potential members off, it's just too big! The fact that there can be 50 or 60 trains running and on a 2 or 3 hour ride you might only see 5 or 6 of them turns off some potential members. One of my volunteer roles as a local is to act as an un-official guide or host to the many weekly visitors to Train Mountain. I give rides almost every week to visitors from all over the world who come to marvel at Train Mountain. Some of these visitors are just casual admirers of Train Mountain while others are die hard live steam fans! For the live steam fans it's a no brainer, they get the whole treatment. The casual fans just can't go for a three hour ride and still be fans! To answer some of these comments and visitors and to add a little to your next visit, this month's Operation column will be directed towards Routes. The many routes of Train Mountain, with the primary focus on **rides of less than 40 minutes!** You may need to reference your track plan for some of these routes. Many of these you already know and use while others might just be hidden in plain sight!

1. Depart Central Station, keep left at the diamond, swing left just past Crisp Yard and return to Central Station. A good **5 minute** loop to check everything out and to

pull your train around into the passenger loading area at Central Station.

2. Depart Central Station, enter the main at the diamond, keep left at the entrance to Klamath and Western, stay left at the 4Way crossing take track #4 (they are numbered from right to left, or top to bottom on the track plan) and return to Central Station, about **10 minutes**. This is also how you get from Central Station to the Fueling Depot.
3. Depart Central Station, enter the main at the diamond, keep left at the entrance to Klamath and Western, take track #2 at the 4Way crossing and circle around 6Acre Campground. This will let you cross one of the many bridges at Train Mountain, circle around the Backshop and Main Yard, return to Central Station, about **15 minutes**.
4. Depart Central Station, enter the main at the diamond, keep right at the entrance to Klamath and Western, complete the Klamath and Western, exit Klamath and Western just past Rob-Net Alley and enter Train Mountain, stay left at the 4Way crossing take track #4 and return to Central Station, about **25 minutes**. One timber tunnel, 1 bridge.
5. Depart Central Station, enter the main at the diamond, keep right at the entrance to Klamath and Western, exit Klamath and Western at Blue Mountain Coal, head up the hill towards the long 300 foot tunnel under Main Yard, left at tunnel exit, left at entrance to K&W, stay left at the 4Way crossing take track #4 and return to Central Station, about **35 minutes**. One long tunnel.
6. Depart Central Station, enter the main at the diamond, keep left at the entrance to Klamath and Western, keep to your right and take track #1 at the 4Way crossing, stay to your left at Hairpin, stay to your left at Motor Pool, head uphill past Blue Caboose Campground, head up the hill towards the long 300 foot tunnel under Main Yard, left at tunnel exit, left at entrance to K&W, stay left at the 4Way crossing take track #4 and return to Central Station, about **35 minutes**. One long tunnel.
7. Depart Central Station, enter the main at the diamond, keep right at the entrance to Klamath and Western, traverse Klamath and Western until Freihube Siding, exit Klamath and Western at Blue Caboose Campground, right at Motor Pool, right at Hairpin, uphill to 6 Acre Campground, around Backshop, return to Central Station, about **40 minutes**.

For numbers 5 and 6 if you go right at the end of the long tunnel subtract about 4 minutes from your ride. For numbers 2, 4, 5, 6 if you take track #2 at the 4Way crossing instead of track #4 you add about 8 minutes to your trip.

In subsequent issues I'll cover some of the 1 hour rides that are available by using some of the other routes of Train Mountain, enjoy!

Store Front/Office Space For Lease

119 East Chocktoot Street
Chiloquin, OR 97624

950 square feet (19' x 50') of first class retail or office space with 14' ceilings, a 36 square foot skylight, insulated windows, two roof mounted electric heating/air conditioning units, Uniclick laminated floors, ADA handicapped equipped rest room and lockable equipment closet. The long walls are wired with telephone, cable and computer outlets every eight feet. High speed Internet access to the building is scheduled to be available by 2003.



This is first class business space and the building is the first building to be renovated as part of the renewal of the Chiloquin Old Town Business District. Rent is \$800 per month with a one-year lease. Owner pays taxes, property insurance and sidewalk snow removal. Tenant pays utilities (including \$29.50 per month to the City of Chiloquin for water and sewer) and janitorial.

To see this and other buildings still undergoing renovation in the Chiloquin Old Town Business District, call Sharon Breen at Crater Lake Realty in Chiloquin: cell phone, 541-891-2040; office 541-783-2759

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