



The Mountain GAZETTE

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The Legend of the Leprechaun.

Leprechauns are inhabitants of the magical mountain woods who like having **fun**, telling stories and playing tricks on other wee folk.

It is said that a leprechaun is a crossbreed between a child, an adult and a particularly stout sprite breed, some are small, some are big, some have beards (just the males), some wear boots, some wear gray striped overalls, a striped gray shirt, and a striped gray hat. They sometimes smoke a long pipe, sometimes they smoke other things (coal, oil, propane, pine cones, green blocks, just about anything).

Leprechauns live in families with lots of members, which they call clubs. They have their own names and last names, which distinguish which club they belong to. Their lair, is usually a magical plot of ground covered with twisty track and miniature things placed around the grounds. Word spreads quickly among the clubs with the same last name, adventurers might meet a club who already knows their names because they were told days ago by another club. It is rare to see young leprechauns, but they exist. There is usually only one or two young leprechauns to every ten adult leprechauns in these lairs. The older leprechauns are working hard to change this situation.

It is said there lives a Leprechaun King and Queen, and that their magical land is bigger than the rest. Their land is enchanted with lots of sunshine, magical tunnels, mystical villages and the woods are full of fun loving wee folk. There are villages of these leprechauns in almost every major metropolitan area. Leprechauns from these other villages make annual pilgrimages to visit the Leprechaun King and Queen at their lair. Leprechauns like eating and drinking humans and demi-humans' foods, particularly leprechaun wine, the wine seems to bring out the silliness in some of them though. During these visits to see the King and Queen there always seems to be lots of good food at the feast and lots of new stories to tell into the wee hours of the evening. Also at these gatherings of the clans the leprechauns place themselves on the backs of miniature magical trains and take moonlight rides through the enchanted forest.

The only treasure the leprechaun can have is gold (or a small train thing), if an intruder can steal it, the leprechaun will do anything to take it back. The last resource the leprechaun has consists of giving the intruder three wishes, if he will give the gold (or train) back first. When the intruder will have said all three of them, the leprechaun will slyly say that they are so well said that he deserves a fourth. If the intruder pronounces this fourth wish, the other three will be reversed. Be careful what ye' wish for!

Happy Irish Day from the O'Breens, the O'Perrins, the O'Lancots, the O'Coxs, the O'Lievsays, the O'Kelleys (how'd he get in here!), the O'Wrights, The O'Aravons, the O'Days, the O'Redfoxs, the O'Bottorffs and of course the O'Woods.

As you can see this issue is directed towards having Fun!

A full-color version of the printed edition of The Mountain Gazette is now available in addition to the online version. These are in the PDF files attached to the online version of The Mountain Gazette. If you are one of those receiving a black and white hardcopy but are willing to print out your own color hardcopy issue using the PDF files, please let Carol know so she can take your name off of the hardcopy mailing list. We really appreciate you taking the time to do this. They can be found on line in the Previous Issues column. Thanks.

As Train Mountain enters it's **15th year** another semi-local group, the Sacramento Valley Live Steamers will be celebrating their 30th year! Speaking of **Fun**, if you haven't had the pleasure of running on their track and enjoying their hospitality you have missed out. Great location, great track, great **Fun** and most of all great people! Congratulations to all of them for the *first* 30 years!

Carol says we need more photos for the postcards! Pictures of engines are OK, but pictures of scenes at Train Mountain would also be very cool! I know I have seen a couple of the photos of wild animals such as deer and quail some of you have taken. Wild flowers sure make a good subject! Pictures of a train loaded with passengers

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would be good too! If you do submit a photo or two please remember to include as much data about the picture and it's subjects as you can. Things like dates, who is in the picture, whose locomotive, etc. Send them to Train Mountain.

I have another column I'm starting in this issue of The Mountain Gazette, and it's to feature 'My (Your) Favorite Memory of a visit to Train Mountain'. You can email me or snail me with your story. You can also let me know if I have permission to post it to The Mountain Gazette. Remember it's a members only publication. As the editor of The Mountain Gazette I wish to have the right to publish or not publish any submitted stories. These don't have to be lengthy or wordy. A couple of paragraphs is all that it takes to tell the story as witnessed by the Favorite Memory submitted by member and friend from Germany Hubert Wetekamp. **Special Note:** all the stories about Jim Lane and I have already been done so there is no need to re-submit those!

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

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Russ Wood, editor

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MY FAVORITE MEMORY

What Makes This Place Special

Welcome to the new My Favorite Memory column. Each month I'll feature a couple of 'your' favorite memories of a visit to Train Mountain. The first entries are from my good friend from Germany Hubert Wetekamp.

1. The Douglas - division. I was really impressed, as we came out of the tunnel and ran out into the nature,

nothing more, only forest around you. And then, as we stopped at a siding to help another train, who had some problems, in the distance a complete Daylight-train passing. All that was so impressing to me, that every time I tell about "my" club this is one of the first things I remember and describe.

2. The size of the turntable with the steaming-bays. That's something, which is so big, I never have seen before and think will never see at other layouts. H.W. Germany.

No pictures, just words and memories, thanks Hubert, well done!

RIGHT OF WAY

Constructing the right of way

Those pesky squirrels and raccoons have had their last fling at 'borrowing' stuff from Train Mountain. Dick Wright and crew have come up with the ultimate park bench setup for enjoying the views and vistas of Train Mountain. Weighing in at a modest 1500 or so pounds, these little park bench's 'should' discourage most would-be park bench thieves! I think these are going to be another great addition to the Museum grounds. These will also be added to the list of goodies available from The Company Store. Price \$1450 ea. F.O.B. TM, and no, freight is not included if you buy more than one! Very Cool!



RULES OF THE ROAD

Reviewing the Rules

11. **LEAVE SWITCH THROWS LINED FOR MAIN LINE.** This is particularly important when the next train may have an engineer on his or her first trip on Train Mountain track.

Reviewing this rule is in line with this issue and last issues Operation columns. When taking alternate routes instead of the 'big loop', it is good manners and an **Operating** rule to set the switches back to their 'normal' setting. Train Mountain has placed special signs at all the major junctions that indicate which way is 'normal'. The signs will either say 'leave switch lined left' or 'leave switch lined right'. Which ever way the sign says is the 'normal' setting.

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LEAVE SWITCH LINED RIGHT FOR MAIN LINE

In this months Operation column we give you some additional routes that can be taken. In addition to resetting the switches to their normal position as you pass through these alternate routes remember the **safety rule** of having your conductor flag 210 feet behind your train while your train is stopped making these switching moves.

PROTOTYPE

The growing collection at Train Mountain

We have a new addition to the Train Mountain Museum. It is an operational (almost) Burro Crane. It was used on the U.P and is of a 1931 vintage. Burro Cranes were used for all sorts of jobs on the railroads. They have a capacity of 10 to 20 tons of lift, depending on the model. Some are self propelled like the Train Mountain Burro crane.

Ours is in really great shape. All that it needs is to have a couple of members contact Dave Kelley and volunteer to help him with the restoration. Dave will be overseeing the complete restoration. The crane is supposed to be in working condition. What needs to be done is some TLC and re-assembly. If you would like to help on this project contact Dave via Train Mountain. Dave has lots of heavy equipment operating experience and knows what it takes to put equipment back into working order. In addition he is the local Train Mountain Sheriff (make that security) but please don't call him Deputy Dave! (oop's sorry Dave). Dave was also part of the team that was instrumental in getting our own Ham radio repeater located here on Train Mountain property, and finally Dave is the one that has that great G Gauge railroad running around his house (the one by the front entrance gate at Train Mountain).



TRACKSHOP

What's built and waiting for installation

The TrackShop is now back up to speed, it was quiet for many days. Paul Aragon went in for surgery, seems he had some rare form of elbow ailment caused by bending his elbow too many times (musta' been dat' coffee machine!). Paul is now back to resume his rightful place as 'king of da' shop' and the track panels are once again flowing out of the TrackShop.

Mark Scarbrough was trying to cope but without his 'partner' he seemed to be just wandering aimlessly around the shop. During this time though he did develop a different way of doing the points for all those new steel switches we need at Train Mountain. The new points are manufactured from our new steel rail instead of the angle stock we were using. It also requires many fewer pieces and machining steps to build. For the 100 foot radius switches it also means he can use pre-bent rail to make the points with, and that means an 'always in gauge' set of points. Good job *Lonely* Mark!

TRACK INVENTORY	
March 1, 2002	
Aluminum Panels (plastic)	36
Steel Straight	109
Steel 165' Radius	0
Steel 150' Radius	0
Steel 135' Radius	110
Steel 120' Radius	119
Steel 105' Radius	78
Steel 90' Radius	80
Steel 75' Radius	145
Used Aluminum Panels (wood)	511
Total	1188

SWITCH INVENTORY	
March 1, 2002	
Aluminum 75' Right	45
Aluminum 75' Left (4 on wood)	64
Aluminum 75' Wye (all wood)	16
Aluminum 100' Right	2
Aluminum 100' Left (2 on wood)	5
Aluminum 100' Wye (on wood)	2
Steel 75' Right	14
Steel 75' Left	4
Steel 100' Right	0
Steel 100' Left	0
Aluminum 50' Right	13
Aluminum 50' Left	1
Total	166

CURRENT YEAR

What we accomplished in 2001

This space is available for use. Any member or members that would like to help fill out this space, please join us this summer for some **Fun** in the Sun!

THIS SPACE IS AVAILABLE
NEEDS HELP FROM YOU
PLEASE INQUIRE WITHIN

NEXT WORK WEEK

What do we do next!

I've decided to make a small change to this column and make it more of a list of things that can be accomplished or that need to be accomplished by the Triennial 2003 meet. Some of these are full work week projects, some are one or two day projects. They all need to be done. If you can make it for a work week, terrific, if you can only come up for a day or two, terrific. We can certainly use the help. Remember to plan enough time to have **fun** while you are here!

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Work Week Projects

May 25th--June 2nd, 2002

Serpentine Upgrade - 6,500 plus feet—work crew
Elizabeth River Loop - 2,500 plus feet—work crew
Aspen Grove Loop - 5,000 plus feet—work crew

Other Projects

Siding Extensions - 2 people two days each siding
Minimum siding length is now 140 feet—extend all that are not.

Main Yard Tune up - 2 people two weeks

Cement Plant Sidings and Stubs - 2 people 1 week
Six switches, two sidings, 2 stubs.

6Acre Siding and Yard - 2 people 1 week
Six switches, one siding, four stubs.

North Portal Siding and Yard - 2 people 1 week
Five switches, two sidings, one stub.

Dam Two Wye - 2 people three days
Three switches, one siding, two stubs.

Repaint Steaming Bays Crisp Yard - 2 people 1 week

Paint Blue Mountain Coal Mine - 2 people 1 day

Paint Coal Tipple in Fuel Yard - 2 people 1 day

Blue Mountain Coal Yard Tune Up - 2 people two days

Build and Install new Steaming Bays Klamath and Western

Grade Crossings Upgrades - 2 to 4 people 6 weeks

Replace any wooden tie sections within two track sections of all grade crossings with steel rail on plastic ties sections.

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 get a good spot to park, it will be lot's of fun in the sun!

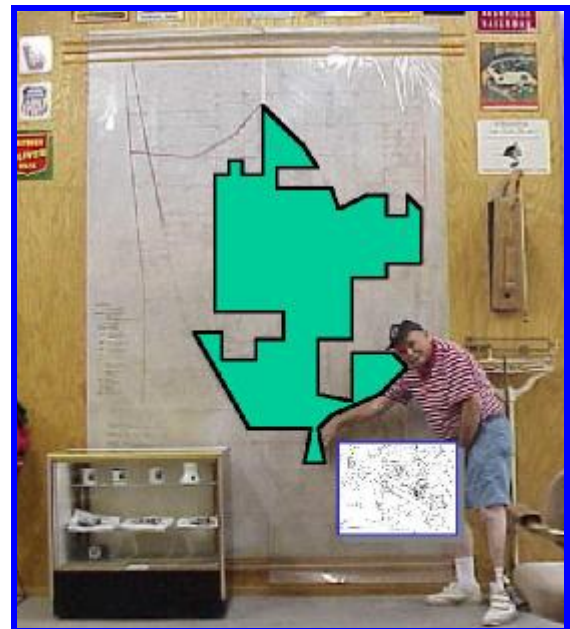
Special Note Number Two: This note comes from the BackShop and is very important to ALL of us. Please remember that the BackShop is the work space of the Train Mountain staff. The trains, tools, and work area all belong to Train Mountain. It is NOT a members facility. Jerry Day and crew will assist you in any way they can, just remember the number one rule of the BackShop—**ALWAYS ASK FIRST!** Plan to come to the meet to have **fun** and to run your trains. Don't plan to come to a meet to 'finish' a project by using the equipment in the BackShop. It's great having this kind of facility available in case of an emergency, let's NOT ABUSE the privilege. **ASK FIRST!**

MAJOR PROJECT STATUS

What is ahead for Train Mountain

Remember that thing we discussed last time, that you all agreed would be our little secret, well somebody blabbed! Well that's the bad news, now for the good news. Our head surveyor Bill Shepard will be here this summer for an extended visit to help get the survey done for the line up and around Caboose Ridge. One of the persistent rumors around here is that he also has secret plans for an alternate route up Caboose Ridge! Something about turning right instead of left at the end of Elizabeth River Loop! Let's see that would be out through North Portal through Douglas Loop, out Elizabeth River Loop, turn right up the Ridge Grade, then up Shepards Grade to Caboose Ridge, around Caboose Ridge, then down the Shepards and Ridge Grades, finishing up the Elizabeth, Aspen, and Douglas Loops ending at North Portal again. Sounds wonderful, to bad it's just a rumor, **or is it!**

Included with this issue is the familiar track plan of Train Mountain. It is very much out of date now because of all the great work done by you the members over the last two seasons. Almost none of the dotted lines on the Track Plan are dotted anymore, they all have great running track on them! The plan will be updated this year. What I would like to do though, is show you this photo of the Master Plan that is hanging in the main club house at Central Station. The track plan is almost actual size taken from the Master Plan. As you can see there is *some* space left for track extensions and *should* keep the group going for *some* time. (*Editor's note: the filled in area is not completely accurate and is shown here for the purposes of illustration only.*)



(Continued on page 5)

FEATURED PRODUCT

From the Company Store

Most of our members also belong to other clubs around the country. Inform your club that Train Mountain is in the business of building and selling track panels for your club layouts. Check out this month's TrackShop listing for the inventory that's available. Train Mountain still has lot's of great trackage all mounted on wooden ties and ready to install on your club layout. Train Mountain also has all the accessories for building and laying that track including, tie plates, rail joiners, track gauges, screws, signals, grade crossing signs, you name we've got it!

P.S. Not everything that's on the TrackShop inventory list is for sale, we still need to have a little to lay ourselves this summer!

WHAT WORKS

Ideas that seem to make a difference

Make sure you plan on staying long enough on your next visit to Train Mountain to have some **fun** during the Work Week's. The way Quentin and Ross have the weeks laid out is as follows: The **Work** week starts on a Saturday and ends on Thursday, the **Running** portion of the week is from Friday through Sunday or about 30% of the scheduled meet. You should plan on about the same 30% amount of time for just having **fun**. Notice I didn't say running trains, all though that is certainly a lot of **fun**!

What I am suggesting is that there is lot's to see and do on your visit to Southern Oregon. There are local sites to see and visit (those within say 50 miles or so) and then there are those that are a little farther (say 150 miles) that would make quite a vacation out of any trip to Train Mountain. Some of the local sites have already been mentioned in previous editions of The Mountain Gazette, such as the Collier Logging Museum and of course Crater Lake. Some of the other spots of interest for the Oregon visitor would be to the west is the scenic rugged Oregon coastline and the redwood tree forests that line the coastline. To the south of Chiloquin / Klamath Falls is Tulelake National Wildlife Refuge that is home to thousands of birds and lots of deer and antelope. Further south in California (about 100 miles) is Mt. Shasta that always has a mantle of snow on it's peak. Directly below Mt. Shasta is Shasta Lake and the huge Mt. Shasta Dam. Take a tour of the dam, it is a very enjoyable and an educational tour. Also at Mt. Shasta is the Shasta Caverns, not as big or maybe as famous as the Carlsbad Caverns, but still very fascinating. Speaking of Caverns back over on the coast is the famous Sea Lion Caves, that is fun for young and old alike. To the north is a fascinating museum dedicated to the desert, The High Desert Museum. To the east is the rolling plains of Eastern Oregon and miles of cattle ranch's and grassland. Herds of elk and antelope can be found here.

March is Irish month but it also means that we are getting closer and closer to the first **official** meet of 2002 at Train Mountain May 25th - June 2nd. Notice I said official, that's because we already have some great un-official mini-meets scheduled. For example the gang from Kitsap Live Steamers is coming for their annual **play** and work week (they bring so many people and so much equipment you can't really call their annual visit a mini-meet!). They get lot's of work done and also have lot's of **fun** at the same time. There are also a couple of smaller groups coming for their own mini versions of a work week. The pace is picking up. In this column I make reference to making sure your schedule for Train Mountain includes time for **FUN**! If you have any questions about how to do that, please contact any of the Kitsap Live Steamers, they have it wired!

THE PARK GROUNDS

Its not just trains!

So what does one do for recovery from eye surgery. If you are Debra Cox our Head Gardener, you go outside and start gardening. Upon returning home from Canada where she underwent eye surgery, Debra grabbed her tools and started working on the grounds at Train Mountain. The snow is still on the grounds in lots of spots but that doesn't mean no gardening is getting done. It looks like it will be another bright and colorful year for the grounds! Thanks Debra.

OPERATION

More than round and round!

Well is my face **red**! If you had trouble following my directions last month, it's all my fault. Seems I don't know what to call things so that 'railroad' folk know what I'm talking about. I called the Central Station **Double Crossover** a diamond. I apologize for the confusion. Further more if you are coming off of the turn table you by pass that area all together. Also the 4Way is called the **Grand Junction** on the track plan so you think I'd know that one too! Oh Well, it's been a long winter and I've started running trains again at Train Mountain so I should start getting better now! Let's just decide to call it the **Double Crossover** and we will all know where I meant, not what I said, or something like that.

As previewed in last month's Operation column this month will be on some additional routes that you can take while running trains at Train Mountain. The routes covered this month are those that take you for rides varying from 40 minutes to 1 1/2 hours. Not complete rides but long enough to give any visitor a great ride at Train Mountain.

1. Keep right at the **Double Crossover** at Central Station, keep right at Klamath and Western, traverse upper Klamath and Western, exit Klamath and Western just past Freihube siding, through Blue Caboose campground, heading down the Serpentine. Keep left at South

Portal, head up the Outside Mainline, cross over Ellingson Bridge, pass Little Falls, pass under Crisp and Perrin bridges, circle around Six Acre campground, pass the BackShop, head back into Central Station. Approx - 50 minutes.

2. Keep right at the **Double Crossover** at Central Station, keep right at Klamath and Western, traverse upper Klamath and Western, exit Klamath and Western just past Freihube siding, through Blue Caboose campground, heading half way down the Serpentine. Keep right at Dogwalk exit at Youngstown, exit Dogwalk at the new Dogwalk Junction just past the midpoint siding. Take right track to South Portal, head up the Outside Mainline, cross over Ellingson Bridge, pass Little Falls, pass under Crisp and Perrin bridges, circle around Six Acre campground, pass the BackShop, head back into Central Station. Approx - 40 minutes.
3. Keep right at the **Double Crossover** at Central Station, keep left at Klamath and Western, Keep right at the **Grand Junction** crossing track #1, heading down the Outside Mainline. Keep left at Hairpin, keep right at Motor Pool, head down the bottom half of the Serpentine past Youngstown, keep right after water siding. Keep left at South Portal, head up the Outside Mainline, cross over Ellingson Bridge, pass Little Falls, pass under Crisp and Perrin bridges, circle around Six Acre campground, pass the BackShop, head back into Central Station. Approx - 40 minutes.
4. Keep right at the **Double Crossover** at Central Station, keep left at Klamath and Western, Keep right at the **Grand Junction** crossing track #1, heading down the Outside Mainline. Keep left at Hairpin, keep right at Motor Pool, . Keep right at Dogwalk exit at Youngstown, exit Dogwalk at the new Dogwalk Junction just past the midpoint siding. Take right track to South Portal. Keep left at South Portal, head up the Outside Mainline, cross over Ellingson Bridge, pass Little Falls, pass under Crisp and Perrin bridges, circle around Six Acre campground, pass the BackShop, head back into Central Station. Approx - 40 minutes.

Now pay attention we are going to do some turning around stuff here!

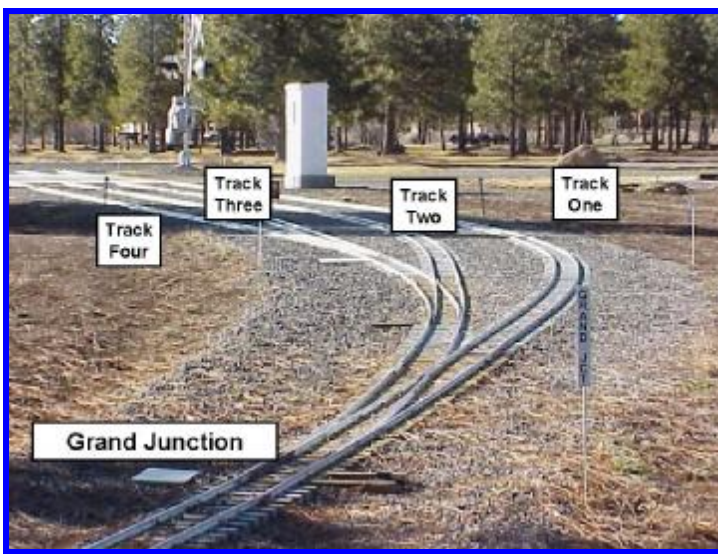
5. Keep right at the **Double Crossover** at Central Station, keep right at Klamath and Western, traverse upper Klamath and Western, exit Klamath and Western just past Freihube siding, through Blue Caboose campground, heading down the Serpentine. Keep left at North Midway Junction, go around South Meadow, go around Firewood Loop, keep right at East Midway Junction, head up the Serpentine. Pass Youngstown, pass Blue Caboose Yard, through the long tunnel under Main Yard, keep left at tunnel exit, keep left at Klamath and Western, keep left at **Grand Junction** track #4, return to Central Station. Approx - 1 hour.
6. Keep right at the **Double Crossover** at Central Station,

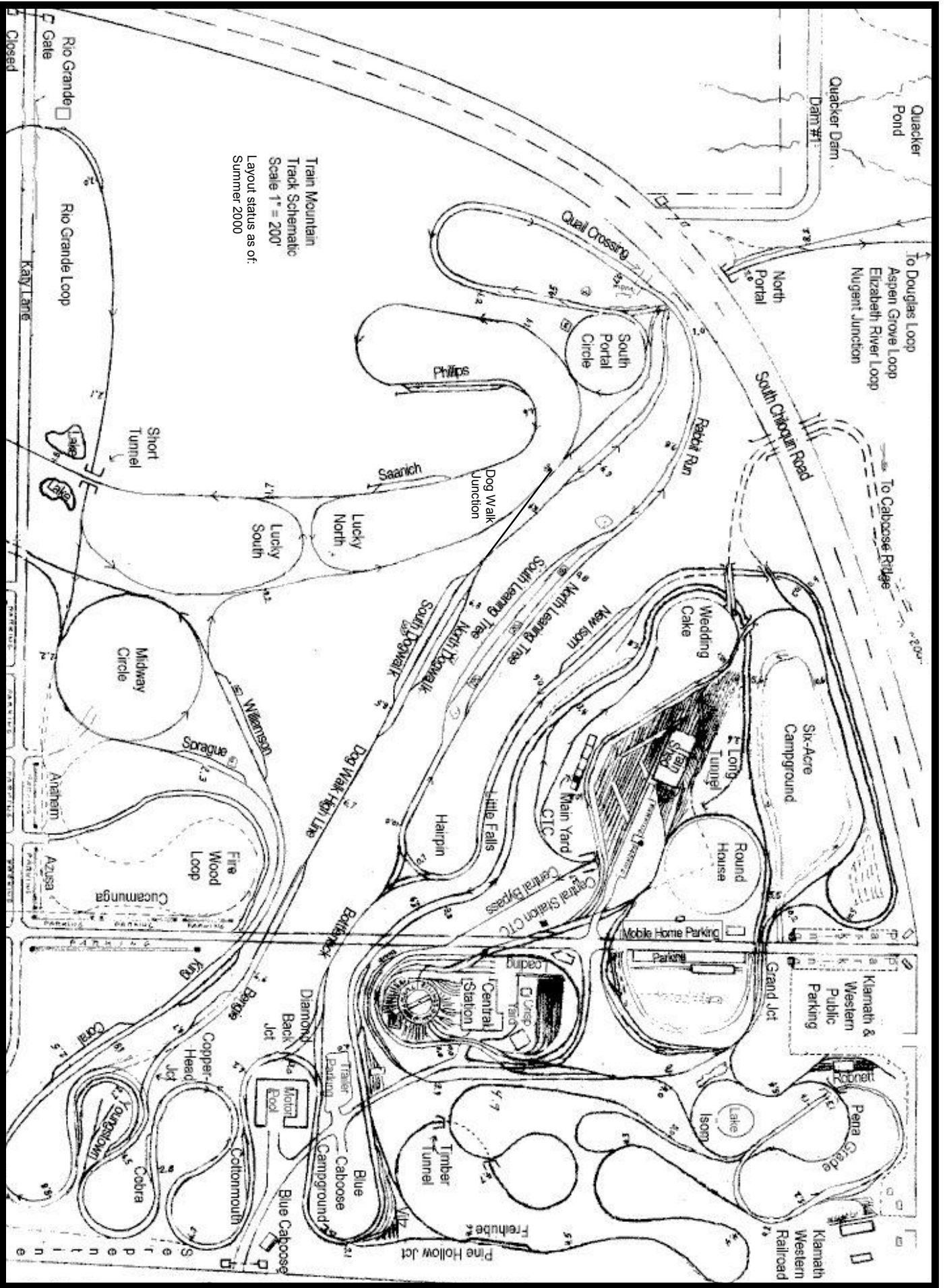
keep right at Klamath and Western, traverse upper Klamath and Western, exit Klamath and Western just past Freihube siding, through Blue Caboose campground, heading half way down the Serpentine. Keep right at Dogwalk exit at Youngstown, exit Dogwalk at the new Dogwalk Junction just past the midpoint siding. Keep left at junction to Rio Grande Division just before South Portal, traverse Rio Grande Division, go around South Meadow, go around Firewood Loop, keep right at East Midway Junction, head up the Serpentine. Pass Youngstown, pass Blue Caboose Yard, through the long tunnel under Main Yard, keep left at tunnel exit, keep left at Klamath and Western, keep left at **Grand Junction** track #4, return to Central Station. Approx - 1 1/4 hours

Having fun yet! Sure beats just going around and around doesn't it! There are many, many more routes that you can take, try looking at the track plan and putting in the routes around Lucky North or Lucky South into your trip, or traversing Rio Grande Loop and keeping to the left just before Midway, or skipping Midway Circle and South Meadow by keeping to the right at the South Midway Junction and just doing the Firewood Loop or

Special Note: While doing all of these moves certain assumptions are being made. They are as follows: Only those switches that need to be thrown are being mentioned, all switches are being returned to their 'normal' setting, and that all 'normal' Train Mountain 'keep left - keep right' signs are being obeyed (exceptions are as noted). Please review this months Rules of the Road column. For safety reasons make sure your conductor remembers to flag the rear of your train and to return all switches to their normal settings.

Next month: The many Junctions of Train Mountain, selecting your route! I'll try and have photo's to include with each junction covered (snow permitting).





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