



The Mountain GAZETTE

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First things first, Happy New Year. Here is hoping that this new year brings you all good things and that it also brings you much happiness.

Speaking of happiness did you know that according to Lee Pirtle the Polar Bear Meet is just about as much fun as you can have with all your clothes on! And 35 or so members of Train Mountain TOTALLY AGREE! If you needed to get out of the house and just goof around with a bunch of wild people then you came to the right place. If you just hadn't ridden a train in a while you also came to the right place. Lastly, if you just needed to cool off for whatever reason, this was certainly the right place for you. Let's see, we had no snow, some snow, some rain, lots of snow, some sunshine, lots of sunshine, and it was cool, cold, really cold and of course the ever popular freezing!

We had a lot more trains this year than last. Several equipped with plows of the Ron Young design (the design that really works) and several of the big diesels had the smaller scale plows that also showed us all a thing or two. Les Dent's Mountain Car plows worked very well. My wooden spreader saw lots of service during the meet and when asked why I haven't made it out of steel yet, I simply replied because we aren't finished designing it yet. By the end of this meet though I think we are really close to having a final configuration. We were able to plow the uphill double track and spread the middle track snow past the center point of the downhill double track for further plowing. The long blade worked very well.

At the Saturday dinner festivities Quentin remarked that it wasn't too many years ago that 35 folks and lots of engines was a regular size meet. Sharon and staff prepared a great meal and afterwards the critique of the meet up to that point seemed to be all positive.

The Polar Bear Two meet is history, however at the present time it is snowing very hard and I know Tom is out plowing to keep the railroad open.

On a more serious note we are already into 2006 and this is of course the Triennial 2006 Meet year. We

have but one regular work week and meet before the final countdown gets going. If at all possible please try and make either the May work week and meet or the Triennial work week. We have lots to do in order to put on the best show we can. Lots of things are already being worked on but there is always that last minute touchup that can make so much difference in the look and the operation of Train Mountain. You folks always come through and we are looking forward to another terrific Triennial Show. Be sure to check Jerry Crane's article in this issue regarding you volunteering for a couple of hours during the 'Big One'. Thanks.

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The flags are flying high at Central Station. We need your state or country flag to join with the rest especially Idaho and Washington!

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FROM THE MANAGER

The latest information

HAPPY NEW YEAR! I hope you had a great holiday season and had good experiences traveling here and there.

It's 2nd Annual Polar Bear Run time! Did we have snow? Did we eat s'mores? Oh Ya!! Yes, it was cold too! Weather was and is amazing to follow this year; a week ago the track was closed and folks were working hard to plow the snow, now the snow is almost gone and it's well above freezing during the day. We are hovering in a temperature range that can give us rain or snow whenever it wants. Lots of good times and good camaraderie though, even with rain, sleet, snow or blue sky. I'm sure Russ has written a great accounting of the fun. Thanks to all those in attendance for a great time and some fun railroading.

Along with all the wet weather comes ground saturation. Richard has been busy digging ditches, pumping out ponds, steaming bays etc to keep us high and dry. We even have water ready to spill out of dam 2 and almost ready in dam 3; this is only the third time I have seen this take place. The ground is so wet that in some places your footprints fill up with water as you walk. So much for high desert!

Tom and Fred Vertel have been busy helping us remove 2 trees from the tracks around the Blue Caboose Campground and west of the motor pool. With all the moisture in the ground and gusting winds on top of that one tree broke off and one tipped over. Looks like 3 more ready to go but they are not a threat to track. The Vertels, with assistance from our editor, have also been busy keeping the track open for would-be train traffic. What does that entail, you ask? Cutting down-fall, removing branches, plowing snow and ice, clearing out switches and the occasional repair. Thanks guys.

The Backshop has been a busy place with Jerry busy on equipment repairs and resurrection of the GP-40 and also working with Ron on building snowplows. Yep, Ron is at it again building the only design of snowplow that I have seen tackle our combination of water, snow and ice and survive the season. Ron and Caroline have also been busy working on buildings that needed some of their TLC. Art and Charlie have been hard at work machining points, track gauges and rebuilding track panels for use in sidings and stubs. Of course Peg has been doing the assembly work on the Gazette and helping out as needed; she seems to always show up when help is needed.

During our Annual Backshop Christmas Party Quentin presented two lifetime memberships to highlight the party. The recipients were most deserving and are a great asset to Train Mountain (drum roll please): Charlie and Peg Schubert. Congratulations to both of them.

On the donation front we have Bert Newberry again, who helped out by machining two big jars full of guard-rail spacers for switches. That is one of those tasks that everyone puts on the back burner cause it is sooo boring. Thanks Bert. Bert also borrowed a ten foot flatcar to build one of his inventions on (can't wait to see this one). Chuck Partridge has made a very large donation of a new DR Yard Chipper/Mulcher that can be towed and has a dump bin that I hope we can adapt a nozzle to that will pick up needles from the track and give Frank a lot of help picking up piles of debris that everyone rakes up. Thanks so much Chuck. We also have a sponsor for a new program of sponsorship of electrical charging outlets for engines, Happy Valley Railroad (Denny Ellis) is the first sponsor and will get to place his railroad herald above the outlet and receive preference for use of that spot during meets when he reserves it ahead of time. Thanks, Denny, for conceiving the basic idea and being a five-year sponsor.

We have finally begun displaying flags donated by members to Train Mountain in Central Station; we have determined that the best possible size due to height of ceiling and orientation of the room is 3 foot by 5 foot. So if you're thinking about having your state, country etc. represented in our Hall of Flags, please remember to send us a 3 foot by 5 foot flag, or a flag as close to that size as possible.. It looks really cool when you walk in and see all the flags cascading from the ceiling. We also have a new map up for you to mark where you came from.

Don't forget, ladies, to send us your funny stories for Mountain Tales. 500 words or less, G-rated and funny are the main requirements. OK, you guys can submit stories also, just remember it is supposed to be funny. Send your stories to Train Mountain or email to info@TrainMountain.org. Many thanks to all of the contributors.

Talk to you soon

Ross Perrin, (GM)- tmrrgm@trainmountain.org



STEAM ON THE MOUNTAIN takes you for a ride in the shadow of California's Mount Shasta behind a ninety-year-old classic Baldwin 2-8-2. Bob Brown wrote in the *Narrow Gauge Short Line Gazette*: ***The views of the train are spectacular. I enjoyed this video and learned a lot about how steam locomotives are operated. The vintage Baldwin is a beautiful locomotive, and seeing and hearing her work was delightful.***

Call **800-564-1066** to order. DVD only \$19.95 plus \$4.50 s/h (California residents please add 7.25% sales tax.)

www.steamschool.net

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MOUNTAIN TALES: "Raining Rabbit"

Toni Brooks

This past summer we were able to get a house on our property at Train Mountain, but it was too late in the year to make the move so we decided to spend a couple of weeks there over Thanksgiving and move some furniture and other provisions in. We enjoyed wonderful weather for unloading the trailer and were all set up in no time. The day after Thanksgiving it started snowing. Now, we had been told by those in the know that it would snow a little now and then; well, two feet of the stuff was a little more than we had expected. We had no TV, no computer, and so we were left to entertain ourselves while keeping warm. Ross and Richard did a great job of keeping our access road plowed so we bundled up and went for a walk to our mail box. It was incredibly beautiful that day with a sky that was so blue and bright sun. We got maybe half way to the mail box when we heard a noise from up in a tall tree. Suddenly, to our surprise a RABBIT fell to the ground, went head first into the snow with only his hind feet sticking out. Now, we have heard the saying "raining cats and dogs", but never heard of "raining rabbits". We then noticed a large hawk fly out of the same tree and land in a nearby tree. We figured that we had disturbed his lunch, so we walked on down the road. On our return trip the rabbit feet were still sticking out of the snow, so we thought maybe the hawk could not get it back to his lunch table. Lee clomped through the snow and pulled it out and discovered that the rabbit was headless! No way was I going to have bunny for dinner, so we left it on the side of the road in the open thinking that at least something might be able to make meal out of it. Later we checked on it and it was gone. There were no tracks leading to where we left it, so it's my guess that the hawk came back to finish his meal.

The moral of this story is, watch out for Raining Rabbits when you're out in the woods!

We're looking for your humorous memory of Train Mountain! Please send your submissions for The Mountain Tale to Train Mountain, 36941 South Chiloquin Road, Chiloquin, OR 97624 or email to info@TrainMountain.org.

NEXT WORK WEEK (JUNE MEET 2006)

What do we do next!

This will be the LAST work week before the 2006 Triennial work week! We are now down to just one more work week until the 'Big One 2006' edition!. Take another look at this list and you can see that it can get done, but it's going to take your help! But please remember to plan enough time to have some **fun** while you are here!

Meet	Work Week	Train Meet
June 2006	Sat May 27-Thurs June 1	Fri June 2- Sun June 4
Triennial	Wed June 21-Sun June 25	Mon June 26- Sun July 2
August 2006	Sat, July 29-Thurs Aug 3	Fri Aug 4- Sun Aug 6
Sept 2006	Sat Sept 2-Thurs Sept 7	Fri Sept 8- Sun Sept 10
Operations	2nd Annual Operations Meet	Fri Oct 6- Mon Oct 9

Possible May Work Week Projects

May 27th - June 1st, 2006

Main Line Tune up - Several Crews, all work week

Main Yard Tune up - 2 people (currently underway by Art and Charlie-Bill)

Six Acre Siding - 2 people 1 week

Lay track and ballast.

Grade Crossings Upgrade - 2 to 4 people 2 days each

Replace any wooden tie sections within two track sections of all grade crossings with steel rail on plastic ties (this is an ongoing project)

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

You do know that you are welcome anytime to come to Train Mountain and volunteer to help, you don't have to wait for a meet, just come on up and check in with Ross to see what needs to be done.

TRIENNIAL VOLUNTEER REPORT

Volunteers Needed - Please!

Because of a great response from our members, we now have chairpersons for all of our volunteer committees. This is only part of the volunteer support we will need during the triennial. Each of the committees will have assigned duties that will require day to day volunteer help from those attending the meet. Some of the committees will require only the services of the chairperson and maybe a small group of volunteers that will work with him or her during the whole meet. The Boiler Test Committee is this type of committee. The other type of committee will need persons to work three hour shifts during each day to accomplish their task.

So how do we get these volunteers? Here is how it will work. Every morning at 8:00 am throughout the work days and meet we will hold a short volunteer meeting at Central Station. At this meeting we will go over all the tasks that need to be accomplished that day and each chairperson will be there with a sign up list for that day. So what kind of thing can a person sign up for? During the work days preceding the meet we will have a lot of tasks that need to be accomplished before we start the meet, like erecting canopies, cleaning up areas and switch tune-up. During the meet we will need volunteers to complete three hour shifts doing the following:

Arrival/Check-in: Man a booth at the main gate to greet the new arrivals, hand out their arrival package

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and direct them to their next destination.

Unloading: Help those arriving with the unloading equipment and direct them to their assigned storage track. Move their trailers to the lower parking area using the tractor.

Train Inspection: Man a booth coming out of the central station area where all trains will stop to make sure they have all required safety equipment before they enter the main line.

Shuttle Vans: Drive the vans that will make a circuit around Train Mountain picking up and dropping off attendees. You do not have to have a commercial license to do this, just a good driving record. There will be more about this in an upcoming Gazette article.

Yard Masters: Help those coming into one of the train yards to find their way through the yard or to find a parking location.

Communications: Man the central radio station and pass on requests for assistance to the appropriate persons.

As you can see, there are a lot of opportunities to help out. I hope to see you at the 8 am meetings. One side note: we still need a campground host for the Six Acre campground. If you are planning on staying there and would like to be host, please let me know.

Jerry Crane



Tom and Russ trying to keep the track open prior to the Polar Bear Meet. Tom is plowing and Russ is spreading (careful that's not what I meant!)



Yes Virginia, we had some snow to plow. Barely visible in this show is Les' engines and a very large hunk of snow is directly in front of them!



Ever notice when the boss comes out to play the sun is ALWAYS shining, now that's having some pull in the right places. Sunday the weather was very beautiful.

PHOTO ALBUM
Polar Bear Two!

Lee Pirtle's engine with the tried and true Ron Young plow, it really works.



Les Dent engines with the scale plow and as you can see it also works well. The main difference is in the width of the final cut.



The usual suspects critiquing the Polar Bear meet. Verdict, it was fun and they will ALL be back!



Time for chili and s'mores at the fire pit. The heat from fire was welcome!



This unique custom-built home, situated above Lakeshore Drive which is a short-cut to the Medford area, is near shopping but has a rural feel and is only 25 miles from Train Mountain.

This home includes a stone fireplace with a barbecue in the dining area and gas fireplaces in the living room and master bedroom. There are three bedrooms, two baths and a dressing room. The upstairs bath has a circular tile shower, Jacuzzi tub and bidet.

Great views of Klamath Lake from every north-facing window and the deck. In summer, enjoy your meals on the cool shaded patio, just outside the kitchen door.

This property could sell quickly,
so call for more information now!
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