



The Mountain GAZETTE

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The winter seems to be just dragging on and on. We no sooner get the snow to melt and here it comes again. The only good news is that it stays for a shorter and shorter period of time each time it does snow.

Speaking of good news, the latest family to join the ranks of locals are the Florida transplants of Steve and Pam Panzik . Their daughter Crystal moved here a couple of years back but now its mom and pop's turn to join in the fun. How do they like it so far? Pam says its really cold here!

More good news. The local club formerly known as the Over The Hill Livesteamers is now officially the Klamath & Western Railroad, Inc. They have adopted new bylaws and the new officers are getting the group ready for their busy open-every-summer-Sunday schedule. Also this year they will be open on the holiday Mondays of Memorial Day and Labor Day. Check their website for details. Their website can be reached via the link on the Train Mountain website.

The first meet is rapidly approaching and the fever is starting to grow. Of course I can't tell if its cabin fever or meet fever but what ever it is, its growin'!

The weather is still not allowing much outside work so some of us have been getting our equipment ready for the great season ahead. I want to take this opportunity to remind you all to make your inspections and tuning a before-you-leave-home project priority. Trying to do it after you get here takes all the fun out of it and besides we don't have that much room for all of you to 'finish' your projects here. Top priority projects should be safety cables, free running wheels and trucks, good working couplers, safe and sane riding cars and or engineer cars, check out your lighting systems, and lastly make sure that you have read and comply with the Train Mountain Rules of the Road.

Linda would like me to thank the ladies for sending in their special projects for Central Station but she says there are still some left outstanding. If you are one of the participants please send in your project or make sure to bring it to the first meet in June. The

other news is that Linda says the Quilt Show scheduled in Chiloquin for July 1st and 2nd is shaping up to be a good one.

The registrations are pouring in for the 2006 Triennial and from early indications this year will be another record for Train Mountain. A little drum roll and the magic numbers as of March 15 are:

Registrants	613
Trains	213
Vendors	21

Wow and it's just March. Good job all! Check out the number of vendors 21, great news! In addition to making your registrations here make sure you are also making your sleeping arrangements as well. Spaces fill up quick around here with such a big crowd.

This just in from our fearless leader Jerry Crane: We still have one more position to fill. Unfortunately, Chris Stieh who was going to be the Six Acre Campground Host can not make it to the Triennial. If you are planning on staying in the Six Acre Campground and would like to be the host please let me know— Jerry.

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Table of Contents	
From The Manager	2
Mountain Tales	2
Next Work Week	3
Triennial Volunteer Report	3

(Continued on page 2)

FROM THE MANAGER
The latest information

It's March and the Groundhog was apparently right, we are still in winter mode here. The ground is sloppy at best and temperatures hitting highs just above freezing so we get snow, sun, thaw, snow, over and over. Oh ya, windy too! I'm being optimistic though and looking forward to an early spring.

The weather has provided some breaks and we have been able to assess some of the winter damage. Track crews will have to work hard on tamping track and aligning rails. The frost issues are interesting, to say the least; because of the short periods of freezing and wind, the ground moved around a lot since we last talked. I found another tree down but no track damage from it. We also have areas where the excessive water runoff has washed dirt onto the track and eroded some areas. Speaking of water, all the dams are running, I just checked them and even #4 is running! This is the first time I have seen water in that overflow pipe. Fortunately, Tom had been out checking the track one day last week and discovered a clog in the overflow pipe for dam three and was able to clear it before we had a washout situation. After Tom alerted us to the clog, Richard went out and checked all the drains and corrected some issues with them. This is a problem we have not had in the past mainly because we have not had this amount of runoff.

Thank you to John & Sheila Corns for an Alabama flag, Ed & Joan Dawson for a New Hampshire flag and Nick Edwards for a Texas flag. The Hall of Flags just keeps growing! Remember the best size for our room is 3' by 5'. And thanks to Pop Wood for the great idea.

As you know, I am not too fast on the pick up as they say, but this even had me grinning. We have automatic security lighting in the Hall of Flags as a safety precaution but also for security reasons; well, I normally arrive at the office around 6:30 and as I drive up the hill from my place I can see through the back door and the security lights have been on several days of the week, which gets me wondering what triggered them. So, I go through the office and into the big room to check it out, then stand there and scratch my head for a while. It only took a half dozen times or so before I finally figured out the heater fans were blowing the flags around which in turn triggered the security light motion detectors. I know you all had this figured out as soon as I mentioned the Hall of Flags, but it sure kept me guessing for a while. Yes, this was a funny story that probably qualified for "Mountain Tales" but it is your job to submit those.

By the way thank you to Jim Whelan for this month's funny "Mountain Tale". Don't forget, we are accepting your stories all the time for future publication. Carol

does proofread and edit the stories so you can send them to us without fear of not being perfect.

We had a nice visit with Nick Edwards of The Wimberley, Southern & Blanco Railroad recently and were able to discuss some of the ups and downs of operation meets which he is very involved in and hopefully we learned a few more things about that type of event. Paul Garin of RMI was also visiting and it sounds like we will see some great advances in equipment this year from RMI.

On the wildlife front, I have been very fortunate to see the Elk almost every time I go north on the property. Rene' had been wanting to see them for some time so we went out last weekend. With my luck, I figured they would hide, but we drove right up on a group of them and she got her wish granted. I understand Peg and Charlie had a herd of elk over at their place last week as well. (see photos page 5)

Out in the Backshop, Ron and Jerry have completed their run of snowplows and Lee Pirtle even tested his and it worked very well. Charlie and Art are busy making some trucks from extra parts I had around the shop. Tom Vertel came over and did a run of safety cables for us; Tom is a production-minded sort and kept me hopping getting him parts.

As always Peg Schubert has been helping in the office as well as in the shop trying to keep Charlie in line, thanks Peg. And thanks to all the folks that stop in and include us in their trips to the post office including Peg. Being in a rural setting the daily post office trip becomes time consuming and some days there isn't time to go, but with you folks stopping in and carrying our mail to the post office, time is saved and everyone gets their mail faster.

Continued email and conversations on safety are still on my mind, just a reminder that we will all be faced with some serious safety issues in the future and it will be best to be prepared and have measures in place and improvements made and proven before this happens. Those of you that are involved in insurance/safety issues at your home clubs please share your findings with all of us to help speed the process. Safety First.

Talk to you soon:

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

MOUNTAIN TALES: Capturing a Young Boy's Imagination by Jim Whelan

My first visit to Train Mountain my son, his wife, my two grandsons (ages 3 and 5) and I were guests of Joel Slagg. One evening Joel took us on a run to Elizabeth

(Continued on page 3)

River Loop. My 5 year old grandson, Benjamin, spotted the Idaho Mafia's M&M's Corner sign from a distance and was curious. Joel stopped the train at the sign and told us the M&M's Corner story. Benjamin was enthralled.

The next day, we went to Crater Lake and in the back seat Benjamin was singing and making crashing noises. When we asked what he was doing, he said he was "making a movie about M&M's Corner". At Crater Lake viewpoints, Benjamin would go up to complete strangers and recount the story to them.

Joel was kind enough to make a poster of the M&M's Corner sign, which resides prominently in Benjamin's bedroom, and which has taken at least one trip to school for show and tell.

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 (FIRST MEET 2006-70 DAYS) 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, 70 days to that 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!

This month I would like to make a volunteer help appeal to those that come from a great distance and don't get to visit Train Mountain very often. You have probably visited other events at other tracks where the locals have every job staffed and do not need any help running the event. In fact, you may feel that you are getting in the way if you try to help out. Nothing could be further from the truth at the Triennial. If you have not noticed, Train Mountain is a long way from most everywhere and not that many of the organization's members live locally. Though the locals do more than their fair share of volunteer work, there is no way they could support a happening this big without help.

The other reason you may want to volunteer your labor is that you gain so much from the experience. You will be doing most volunteer jobs along with other members. None of the jobs are that strenuous and there is always time, as they say in Hawaii, to "talk story". This is where you learn what is really going on. I have learned much more about our hobby, Train Mountain and the local happenings doing volunteer work there than I could ever have learned by just running my train there. Being knowledgeable about many of the small details can make your Train Mountain experience so much more enjoyable.

So, I hope to see you at the daily 8 am volunteer meeting at Central Station.

Jerry Crane

gerald_maydell_crane@netzero.net

Special repeat request from your editor. Because of the requirement of getting the driver license information into the Train Mountain agent I'm rerunning Larry harpers message from last month:

Shuttle Van Volunteers

(6-21-06 thru 7-02-06)

We need 10 volunteers per day to operate 2 shuttle vans around Train Mountain. Vans will run continually between 8 and 10 pm each day of the Meet. The number of volunteers will determine how many hours each driver will drive. Vans will make stops at Central Station, Blue Caboose and South Meadow campground.

Volunteer drivers must have a valid U.S. driver's license and be required to sign an authorization form to allow Train Mountain's Insurance Agent access to their driving records. The form will be provided when you contact me to volunteer and will be required prior

(Continued on page 4)

to the meet. Your cooperation in this matter will be greatly appreciated.

All those who wish to volunteer please contact Larry Harper at lharperinca@yahoo.com

Thank you,

Larry Harper

Getting Ready for the upcoming running season

Even though we usually push the operating rules at you when we are approaching the actual time of running the railroad, we are running it here so that you have time to make the necessary changes and or alterations to your equipment. The number of first timers at the Triennials is very large and while we haven't sent anybody home because of violations, the extra effort it takes to get it done here sure cuts into one's play time. Some of the noteworthy passages are #4 red flag, #6 drawbars or safety chains, #7 CB or FRS radio, #8 horn or whistle, #9 spark arrestors and 12,13,14 having to do with night running and lights. Please reread this section and make sure you have all the parts and pieces. I would also like to add a small shovel for firefighting purposes and of course a small first aid kit like the ones they sell at Rite Aid or Wal-Mart in the \$15 to \$20 range.

Rules of the Road

1. ALL TRAINS MUST HAVE BOTH AN ENGINEER AND CONDUCTOR,

EXCEPT FOR SPEEDERS AND SIMILAR SINGLE UNIT EQUIPMENT THAT CAN BE SAFELY REMOVED FROM THE TRACK BY ONE PERSON IN THE EVENT OF A BREAK DOWN. This specifically excludes radio controlled trains. The minimum age for a conductor is seven, the age of reason.

2. SEVEN MILES PER HOUR MAXIMUM SPEED EQUALS TEN SECONDS BETWEEN MILEPOSTS. Exceptions are posted trackside.

3. 210' MINIMUM SEPARATION BETWEEN TRAINS EQUALS TWO MILEPOST LENGTHS TO THE END OF THE NEXT TRAIN. The absence of signal blocks means that safety requires separation between trains.

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.

6. SAFETY CHAINS OR DRAWBARS REQUIRED BETWEEN ALL CARS. Some grades are more than a mile long. This rule prevents runaway cars.

7. ALL TRAINS TO HAVE A CB RADIO TUNED TO CHANNEL 1 OR AN FRS RADIO TUNED TO CHANNEL 10. Someday, one of these radios will save the life of someone who has a heart attack while miles away from Central Station.

8. SOUND HORN OR WHISTLE (— — - —) AT W SIGN. These signs are located 60' before the track crosses roads or other tracks.

9. SPARK ARRESTORS & ASHPANS REQUIRED ON ALL

COAL & WOOD BURNERS. The summer fire danger in Klamath County is always "High" and often "Extreme."

10. DROP A GREEN BLOCK AT ANY DERAILMENT LOCATION.

Not only does this tell track crews where problems are, it warns the next train that there is a track problem.

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.

NIGHT RUNNING

12. WHITE HEADLIGHT MOUNTED ON FRONT OF ENGINE.

Steam engines may need battery-powered headlights.

13. RED TAILLIGHT MOUNTED ON REAR OF LAST CAR. The flashing lights sold in bicycle stores are a popular way of meeting this requirement.

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

When in doubt always err on the side of safety and caution. Slow down or stop and figure it out. If you are not sure what to do, grab your radio and ask. We all want to have fun running at Train Mountain and we all want to do that safely. Enjoy your visit!

The number one cause of derailments on the Klamath & Western while hauling the public turns out to be all coupler related. With mismatched coupler heights the possibility arises for the lower coupler to slip under the higher coupler. What happens next is the car with the lower coupler lifts the higher car off of the rails and pushes or pulls the car off of the track. The main causes are varied but all point to the mismatch problem. Perfectly matched cars may have this mismatch depending on their cargo loading. Take for example the K & W riding cars. They seat three passengers each. While loading the cars they try and 'balance' the load equally. The key phrase here is 'try!' If a heavy person is in the last seat and a child is in the first seat then there are now three cars that are mismatched, the car in front of the child, the recently loaded car, and the car behind the heavy passenger. So how do you keep this from happening, well there are many answers and none of them are absolute. Good and level trackwork helps a lot. Suspension that matches the loads helps a lot. Trying to balance the loads in adjoining rail cars also helps. The best I can offer is to be aware of the problem and to not overlook the coupler issue while trying to figure out why you derailed at that



Elizabeth River Loop 3/15/06

Part of the reason that Train Mountain has been able to keep the dues and meet rates low is the addition of some help from our friends that advertise with the Mountain Gazette. When you meet these folks on your visit to Train Mountain, please take a moment to thank them for their continued support. An even better idea is to try their products or services. In any event, please support those that support us. Thanks.

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Just to back up Ross' tales about the elk, here they are. Photos taken by Ross and Richard 3/15/06