



The Mountain GAZETTE

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Happy holidays from all of us here at Train Mountain to all of you where ever you might be. We hope that this special season finds you and yours in good health and enjoying some of the better things in life.

As the news about those that are in harms way is not good, we can only hope that they will return to us so they can reap the great benefits they have paid so dearly for. If you get a chance this holiday season please let someone in uniform know we appreciate them and their efforts.

This season has been cold and wet but not to much snow. Right now, as this is being written, the snow is mostly gone and we've had two days of rain. The weather has kept the folks from doing much outside but the behind the scenes work continues. The last little snow we had allowed Tom, Lee and I to get out and check out the latest versions of the plows and my revised spreader. The new plows work as good or better than the original Ron Young designed plow and we had a ball. Having multiple plows to use (instead of just one) allowed us to completely plow the main line in a single day (twice!). The main issue still remains to be the grade crossings. We have yet to come up with a way to keep them from freezing solid and making the 'chipping' out less tedious. Nevertheless, the "plowing and spreading" was fun, and we can't wait for the upcoming Polar Bear Meet!

This time of year we don't get to do much hauling of the public but it is still in our thoughts and planning. This issue brings us a great article from fellow member John Lovely. Also hot on the railroad websites is talk of yet another club having legal and insurance issues. As you know, Train Mountain has new release forms for the members to use and they too are part of the fall-out from all this litigation. When you are hauling passengers friend or public, please be EXTRA careful. Make sure your cars are safe and that you go the extra mile to make it fun and safe.

A sidebar to the new Train Mountain release forms 'we' need to read the forms a little closer. On your ap-

plication form, just above where you place your signature, it clearly states:

"Attached are separate releases signed by each adult listed above which includes a release on behalf of children under the age of 18. I agree to abide by the Train Mountain Rules of the Road and further agree to be responsible for the conduct of my family members and guests at Train Mountain events."

Now the key phrase listed above is **Separate Releases** for each member over 18 and a single release form for all those under 18 from the same household. You don't need to send in extra applications just an extra release form. Thanks for your help on this very important matter.

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Russ Wood, Editor

Contributors:

Ross Perrin - General Manager Train Mountain
Safety Article - John M. Lovely
Photos - Lee Pirtle
Cheryl, Peg - The Gazette

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FROM THE MANAGER
The latest information

My goodness is it that time already? Hard to believe Christmas is almost upon us and a New Year is just around the corner. I bet you're further ahead than I on your shopping and all the other stuff. I hope each and every one of you have a safe and happy holiday.

Reflecting back to the years I spent overseas, all the recent emails containing letters of support for our troops, the many wonderful stories of the troops coming home and being greeted as heroes definitely sparks a good Christmas spirit in me. It is so difficult to be away from home on the holidays and it is doubly hard being in a combat zone. On the other hand, there are the proud parents and other relatives that have to share the burden of their relations being away for the holiday. Thank you to both sides of the fence for your sacrifices to preserve our way of life. Happy Holidays to you all!

I see the "Wish List" has given you some ideas; Leonard Houpt has sent in 6 tape measures to use out on the rails, Thanks Leonard. The only new addition to the list that I have heard of recently is kneepads; while this seems a simple item to have on hand it does have its issues. We have rubber and plastic, canvas and plastic, just rubber, old foam rubber from shipping boxes, a pink cellulose material from somewhere and then the "ever popular" carpet squares and remnants. I recently heard about a kneeling pad with handles to help you push up! As you can see, the range of knee pads is great, and maybe it is too personal to provide for you when you come to help out. I think we will stay with the old packing foam sheets and ask you to carry your favorite knee pads with you when you come to work.

We have a new inmate on the block! We have just hired a new person, her name is Bev, she will be functioning in many areas (we hope), she will be the housekeeper, the retail sales person, tour guide, and all around do it all type person. Bev comes to us with lots of experience taking care of this type of operation and I have high hopes for her. Welcome aboard Bev.

The weather has been cold and stormy so our work in the field has come to a stop. Charlie is working on building track panels for Aspen Grove Loop and Peggy is making mail runs, the Christmas cards and working on the Gazette as always. Ron and Caroline are still at it building and painting. They have always had a liking for critters and feed the wildlife at their house so I get regular updates on the population of skunks, gray squirrels and raccoons they have and as we know if you feed them they get dependant on you. In Ron and Caroline's case that is very evident, Ron told me it took 2 – 5 pound cans of food for just the raccoons the other

night! Richard and I have been doing some maintenance on equipment and lots of paperwork.

Richard has also been out in the woods working on our forest cleanup program. Cheryl is getting into the groove and getting caught up on many things and learning as she goes (the inmate title for Bev was her idea) see she is fitting in! Everyone asks how Carol is doing, she is good, she and Pat were in the other day and chatted for some time, I think she is getting into the retired thing. On the same note Sarah and Sonya seem to be happy in their new positions. Hopefully we will see them and the kids at the Christmas Party.

The Snowplow Crew has been hard at it, Russ Wood and Tom Vertel along with Lee Pirtle hit it hard the other day and got the snow out as soon as possible. Then it snowed again and they did most of the track again. The snow was just right for plowing Lee told me. The railroad has been kept open thanks to the Plow Crews.

I am thinking about an Internet Store for Train Mountain, Quentin has encouraged this idea for some time and we are starting to explore the realm of Internet Sales. What do you think? Some of you must have some experience to share: pros and cons and software etc., please let me know.

As you know, the Gazette is a labor of love for the contributors, and it has become a valuable tool for getting information to you. This isn't a simple task and involves a lot of time and effort of a great editor (Russ Wood), the watchful eye and assembly skills of Cheryl and Peg and the numerous proof readings of many folks, I think we crank out a great publication, thanks guys for all your work on this project. Any ideas that you the reader, may have please pass them on to us.

HO HO HO and Happy New Year.



Talk to you soon:

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

SAFETY ARTICLE - John M. Lovely
GCOR Interpreted for Application to Model Railroads

I have been fascinated by trains and railroading for much of my life, beginning with the requisite train set around the Christmas tree and continuing through small scale modeling into my recent retirement and graduation to 7+ railroading. Realizing that large scale railroading required large scale monetary investments,

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I sought a job with a full scale railroad. The training and (limited) experience I now have with Grand Canyon Railway has really opened my eyes to potential dangers of the railroad hobby. Recent experiences with "operations" at Train Mountain and Maricopa Live Steamers emphasize that real railroad safety rules need to be applied to model railroading, even though injuries are probably scaled down to pinched fingers and toes instead of severed limbs and death, to enhance our enjoyment of the hobby. Here then are some suggestions to that end.

First some definitions, just to be sure we are communicating. Main Track (single or multiple) extends through yards and between towns, used for the movement of trains, and must not be occupied without authority and protection. Trains are permitted to move in only one direction on Main Track unless they have "work between" authority. A Siding is attached to Main Track and used for the meeting and passing of trains. Other than Main Track is used for storing equipment, loading/unloading cars, and repairs; usually referred to as Yard tracks. Yard Limits are a portion of Main Track, designated by signs and timetable, where trains may move in either direction and without protection. Movement is at Restricted Speed and crews are responsible for not running into other objects. Restricted Speed (not to be confused with a speed restriction) is no faster than to allow stopping a train in half the sight distance short of people, equipment or improperly aligned switches, and not to exceed 20 MPH (2.5 in 1/8 scale). A Crew is a group of people working together on one train under the direction of one person. That person is usually the Conductor who controls all train movements or delegates the responsibility to another crew member. The Engineer operates the engine (these roles are often confused in model railroading). A Train is an engine, with/without cars, displaying markers and allowed to occupy Main Track. An Engine, or engines couple together and controlled at one point, is any self-propelled piece of equipment with any source of power.

Crew safety demands that every person understands what needs to be done, how it will be done, and what their role is. This is accomplished by Job Briefings at the beginning of the day or before undertaking a new task. Once these roles are understood there is no deviation from them without another Job Briefing.

The Conductor is in charge of all train movements. He will often pass this authority to another crew member, but it must be clearly understood who is responsible for the move. This is done by simply saying "brakeman has the move" over the radio. The point is that only one person is in charge and everyone knows who that is. It is also important to announce when you

have completed your task so the crew can go on to the next segment of the job.

Backing a train is very dangerous. I used to think buses and trucks had limited visibility until I climbed into the cab of an engine. For instance, when we are backing off the wye into the Grand Canyon Depot, I can see the rear of our train for less than 15 seconds from the fireman's side. The engineer doesn't see anything and relies strictly on radio directions from the person in charge (PIC).

Of course this is not the case on our short model trains, but I think we need to practice having the engineer rely on the directions of the PIC, rather than his own judgment, to get the flavor of real railroading. He could sit facing forward all during the switching moves when using a radio. Verbal signals include a direction, destination, and distance, such as, "aligned for Joe's spur, clear back 8 cars to a stop, shove them (reverse movement)." Engineer will always repeat, "Clear back 8 to a stop, shoving." The PIC must then give new clearances at less than half the previous distance. Or it could be, "Take them ahead to the switch." "Ahead to the switch." The PIC would then give a 4 car count-down to a "Stop" command. Commands are always repeated be sure they are understood. Switching moves are made at less than 10 MPH (1.25) and joints (couplings) are limited to 2 MPH (.25).

Hand signals can be used in lieu of verbal instructions and fall into two classes: authorized and "outlaw." Authorized signals are given with one hand, light, or flag and movement is perpendicular to the track. Vertically raising and lowering your hand – move engine forward (you have to know what is "Front" of the engine). Circle hand from the shoulder – backup (large circle = great distance, small circle = little distance or slowly). Hand swung down at arm's length – Stop. The "outlaw" signals are given with both hands in a circular motion at shoulder level; "Come to me" hands move toward the face, "go away" hands move away from the face.

Another very important command is In-between. This means the train is completely stopped, brakes are set, throttle is closed, the direction controller is in neutral with the handle removed, and it is relatively safe to go between cars. This condition is announced by the engineer over the radio or by a long whistle blast at a station stop. The need for this procedure in model railroading was made clear at recent meets at TM and MLS when I was running unfamiliar engines and had a hard time getting the dang thing to stand still. In addition to emphasizing a clear need for brakes on our trains, the practice of people not waiting for the "In-

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between" is an invitation for injuries. Whether it is passengers eager to disembark or exuberant brakemen/conductors uncoupling cars, the danger of falls, pinches, or stubbed toes is eminent. The principle is waiting for one person to complete their task before starting yours.

Adding these real railroad practices to our modeling will add to our enjoyment and improve safety. They may also save the discomfort of minor injuries and could even save a life.

SCHEDULE

What's happening and when.

Meet	Work Week	Train Meet
Polar Bear 2007	No Work Week	Fri Jan 12- Mon Jan 15
Narrow Gauge	No Work Week	Fri April 27 Sun April 29
June 2007	Sat, May 26-Thurs May 31	Fri June 1- Sun June 3
July 2007	Sat, Jun 30-Thurs July 5	Fri July 6- Sun July 8
Operations 2007	Sat, July 28-Thurs Aug 2	Fri Aug 3- Sun Aug 5
September 2007	Sat, Sept 1-Thurs Sept 6	Fri Sept 7- Sun Sept 9
Fall Colors 2007	No Work Week	Fri Oct 5- Mon Oct 8

FOR THE LADIES

Special project report (Again!)

Now I know I added in Linda's reminder to the ladies about letting her know how you were all doing on the 'special' project blocks last month. I also know how carefully we all try and proof read all the copy so it doesn't get so confusing to you, the members. Well, once again, my face is red! How about if you want to let her know how you are doing, please call this CORRECT PHONE NUMBER 541-783-3879.



PHOTO GALLERY

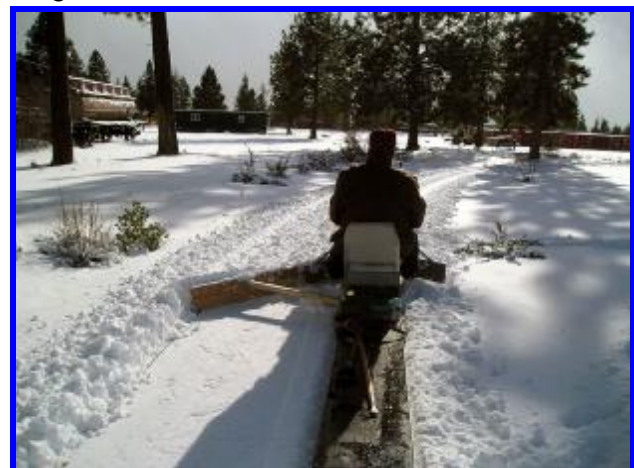
Just a couple of winter scenes



How's this for a pretty sunset? Looks pretty good to me!



The miniature buildings at Train Mountain always look good but during the winter season with a little bit of snow they look great! The logging camp at Steuer Siding.



The revised spreader at work clearing the double track coming up Panama headed for Six Acre and hot coffee!



TRAIN MOUNTAIN RAILROAD MUSEUM

36941 South Chiloquin Road Chiloquin, OR 97624-9728

Voice: (541) 783-3030 Fax: (541) 783-2013 E-mail: info@TrainMountain.org

Web Site: www.TrainMountain.org

_____ New Membership Application for 2007
_____ Existing Membership Renewal for 2007

I hereby apply for membership in Train Mountain Railroad Museum for the calendar year 2007, which membership includes a subscription to *The Mountain Gazette*, a copy of the Train Mountain calendar, a CD Rom with the annual *Train Mountain Membership Roster*, *Train Mountain Encyclopedia* and the *Train Mountain Photo Album* as well as invitations to, and Member's Rate for, registration at all train meets.

If a new application, membership includes a permanent name badge prepared exactly as printed on name line(s) below. Renewing members will receive a "20" pin to replace the "19" pin on their membership badges.

1. Name: _____ Phone: _____
Address: _____
_____ E-Mail: _____

I also apply for memberships on behalf of the following members of my family living at the above address, which memberships include the Member's Rate for registration at all train meets.

2. _____ New Renew 3. _____ New Renew
4. _____ New Renew 5. _____ New Renew

Enclosed is my check for \$100 payable to "Train Mountain Railroad Museum" for my membership. This fee includes all members of my family living at the above address.

Yes ___ No ___ You may publish my address information in the *Membership Roster*.
Yes ___ No ___ Include my e-mail address on the *Train Mountain Electronic Mail Distribution List*.

Please select one of the following means of receiving your monthly issues of *The Mountain Gazette*:

- ___ Send me the drab black and white printed edition by speed of snail surface mail.
___ Send me the full color Internet edition by speed of light electronic mail.

Attached are separate releases signed by each adult listed above which includes a release on behalf of children under the age of 18. I agree to abide by the Train Mountain Rules of the Road and further agree to be responsible for the conduct of my family members and guests at Train Mountain events.

Date _____ Signature _____

For Train Mountain Office Use Only:

Check # _____ Date _____ Badge/Pin Sent ___ Map/CD Sent ___ Megan's Law Check ___ Signed Releases _____

PARTICIPANT RELEASE

This release is executed in Klamath County, Oregon, this day by: _____(Name),
residing at _____ (Address) _____ (city, state, country)
("Participant"), individually and as parent and guardian of _____
(minor children, if any), as follows:

1. In consideration of being permitted to participate in activities related to Train Mountain Railroad Museum, Train Mountain Foundation and Train Mountain, Inc. ("Train Mountain"), as conducted by Train Mountain, or any of its connecting railroads, and which include, but are not limited to boarding, riding and exiting trains, walking or working on the right of way and grounds and in the buildings and riding in or on Train Mountain vehicles, including trolleys, for myself, those who I legally represent, and my heirs and assigns (together, "Participant"), hereby release, waive and discharge Train Mountain, its officers, employees, directors and members, and its connecting railroads, promoters, sponsors, advertisers, owners and lessees of the premises, other participants and each of them, their officers, directors and employees (together, "Releasees"), from all liability to the Participant, for any and all loss or damage, and any claim or damages resulting from the same, on account of injury to the persons or property of Participant, even injury resulting in death of the Participant, whether caused by the negligence of Train Mountain or otherwise while the Participant is engaged in the activity described previously.
2. Participant agrees to indemnify Releasees and each of them from any loss, liability, damage or cost they may incur due to the presence of Participant in or upon the property, rights of way, general vicinity, and environs of Train Mountain, whether caused by the negligence of the Train Mountain or any of Releasees or otherwise.
3. Participant assumes full responsibility for the risk of bodily injury, death or property damage due to the negligence of Releasees or otherwise while in or upon the property, rights of way, general vicinity, and environs of Releasees, and while maintaining, officiating in, working or for any purpose participating in said activity.
4. Participant warrants that no promise or inducement has been offered or made except as set forth in this release, that this release is executed without reliance on any statement or representation by Train Mountain or by any agents of Train Mountain concerning the nature and extent of the injuries and damages, or either of them, or the legal liability for the same. Participant is of legal age, is legally competent to execute this release and is legally competent to accept the full responsibility for the same.
5. Participant agrees that this release, waiver, and indemnity agreement is intended to be as broad and inclusive as permitted by the laws the State of Oregon, and that if any portion of this agreement is held invalid, it is agreed that the balance shall, notwithstanding, continue in full legal force and effect. This release contains the entire agreement between the parties to this release and the terms of this release are contractual and not a mere recital.
6. Participant agrees that all obligations assumed and promises made by Participant under this release shall be binding on my heirs, and the executors and administrators of my estate. Participant further instructs said heirs, administrators, and executors to honor this release and make no claim against Train Mountain or Releasees for any claim, loss, damage, or injury which this release purports to cover.

SIGNATURE: _____ DATE: _____

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 Web Site: www.TrainMountain.org

2007 TRAIN MEET REGISTRATION FORM

1. Name: _____ Phone: _____
 Address: _____ Fax: _____
 _____ E-Mail: _____

Member: Yes No

Names of family members and personal guests:

	Member		Member
	Y N		Y N
2. _____	Y N	3. _____	Y N
4. _____	Y N	5. _____	Y N

I wish to register for the following Train Mountain 2007 Train Meet:

- | | |
|--|--|
| <input type="checkbox"/> Polar Bear Meet (Jan 12-15) | <input type="checkbox"/> Operations Meet (Aug 3-5) |
| <input type="checkbox"/> Narrow Gauge Train Meet: (Apr 27-29) | <input type="checkbox"/> September Train Meet: (Sept 7-9) |
| <input type="checkbox"/> June Train Meet (June 1-3) | <input type="checkbox"/> Fall Colors Meet (Oct 5-8) |
| <input type="checkbox"/> July Train Meet (Jul 6-8) | |

I enclose my check payable to Train Mountain Railroad Museum for the following:

	<u>No People</u>	<u>Sub-total</u>
Registration- Member @ \$25/primary, \$10/ea. additional family	_____	\$ _____
Registration- Non-member @ \$50/first person, \$10/ea. additional	_____	\$ _____
Saturday Banquet @ \$20/person*	_____	\$ _____
Total Amount Enclosed		\$ _____

*Please note that all dinners must be ordered with the caterer two weeks in advance; we cannot guarantee availability of banquet tickets for requests received less than two weeks prior to the banquet.

I plan to arrive on _____.

I acknowledge that the 7½" gauge railroading hobby is inherently dangerous. I assume the risk of injury or death resulting from my actions or omissions or the actions or omissions of others. I agree to abide by the Train Mountain Rules of the Road and further agree to be responsible for the conduct of my family members and guests at Train Mountain events.

_____ Date _____ Signature _____

For Train Mountain Office Use Only: Check # _____ Date _____ Megan's Law Check _____

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HAPPY

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This four bedroom home features many upgrades: lighting, new doors, carpets, countertops, refinished cabinets, window screens, and porch roof. It has a huge Master bedroom, and a shop in a large backyard. \$130,000. # HC-822 / 64205

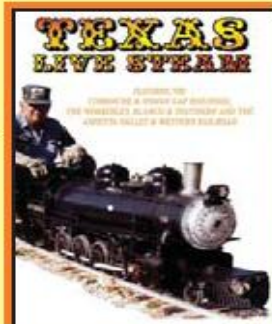
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Jerry Jones 541-783-3430 or ChiloquinJerry@aol.com

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