



The Mountain GAZETTE

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Happy New Year! Welcome to the new year of 2008. Another great season has past and now it's time to get going on the next adventure at Train Mountain. Take a quick cruise over by the Trackshop and what you will see is piles and piles of track panels all set for us to install this season. We have SEVEN meets this year, we have FOUR work weeks this year, we have SEVERAL parties planned for this year, what is keeping you from joining in the fun?

The first meet of the year is the Polar Bear Meet. We have delayed the publishing of the Gazette so that we can bring you the photos of the fun we had during the meet. This year we have another one of those 'most valuable players' award situations. Seems that the snow got ahead of us again and then we had a little rain, and the end result was ICE! Enter the hero! Richard Cox fired up his walk behind snowblower and got us up and running for the beginning of the Polar Bear. Thank you Richard!

Having lived near Train Mountain now for some 7 years, I'm always amazed at the amount of activity going on all over the grounds. With all of the track projects, Backshop projects, and Jerry Day with his endless repairing of stuff we seem to break, there is a lot going on. Projects in the Backshop include safety chains, track switch parts, and countless other pieces that need to be made to make this place work. Through all of this 'work' several of the members do seem to also get in a little time to work on their own projects as well. One of the most awaited projects this time of year is from our master builder, Bert Newberry. He has made a snow blower that mounts on his weed whacker where the string cutter normally goes. It looks awesome, as does all of his projects, and the Polar Bear Meet is the perfect proving grounds.

In a related Polar Bear thought, I reflect back to the past trials at snow removal and how far we've come in the learning of how to do it. I'm also reminded at how far we have yet to go to get it to be something that we can do and not kill everyone in the process! Richard was working so hard to get us ready to play that I think we wore him out! We need to continue to develop tools to make the maintaining process one that can be fun and functional. Remember the FTM goal of 4 NEW miles of track every year for the next 10 years! That's 40 miles of track added to the existing 30 miles! Those 70 miles of track will need constant maintenance and need it year round!

A few words about the revised Release Form. It is important for all kinds of reasons that Train Mountain have a

current, completed and signed release form for each member and their guests on file. If you have sent in your dues and did NOT send in a release, please do so now. If you registered on line you still must send in the form. I can't emphasize how important this step is. It makes no difference if you are riding trains, walking in the woods or just setting in the gazebo watching the fun, everyone must sign a release. Thank you for your attention to this very important matter.

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FROM THE MANAGER

The latest information - Ross Perrin

Well, we made it through another year and it is now 2008, our 21st year. So much has taken place over the years and so much history has been made. A few highlights come to mind: the first international meet in 2000, standards being developed for all of our trains so they will work together, the development of the Backshop and facilities around Train Mountain, and all the great friendships that developed. It is difficult to choose a few things, when so much has taken place. I first met Quentin and the gang in 1992, became employed in 1995 and the good times just keep on coming.

Not all has been good - the passing of friends is always hard no matter how you prepare for it. Many good members and friends have passed in my years at Train Moun-

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tain and I miss them all, as of late a "Members Eternal" listing in the Train Mountain Encyclopedia has memorialized these folks and a new project to build a Memorial Wall led by Steve Panzik will bring another display of respect and remembrance. These folks have left us a legacy of knowledge and experience in our hobby and in our lives that we can all appreciate.

I don't usually write about passing members, but recently Pop passed away and I was reflecting on some of his escapades. Yes, I am referring to Robert (POP) Wood. Pop was Russ Wood's father, but he was POP to all of us. He did great things with his wood carving, sense of humor and once he was even Santa at the Backshop Christmas Party. His more than scary driving on his scooter and golf cart and his tireless effort getting Guinness World Records to recognize us are among the memories that go on and on, but his friendship was the greatest thing he gave to me. I will miss POP, it just won't be the same without him. Rest in peace in the big railroad in the sky! Our thoughts go out to his family.

It's hard to follow that last paragraph, but life goes on and it is Polar Bear Meet time. We have the cold and plenty of snow..... so for the few hard core souls that prove their worth plowing, it should be a fulfilling weekend. Richard reported to me today that in the North Country on the grade between Hope Circle and Crossroads Circle, at the south base of Steiger Butte, he was plowing 4 feet of snow! Down at the Central Station we might have a foot left after some thawing, but up where Richard has been working it is colder and windy, plus the base of the butte catches the storm a little more. We will have some pictures to share I'm sure.

The track shop is busy with two staffers Paul Aragon, Matt Bottorff and many folks helping. Mondays bring in Gordon Felber, a long time track prep guy, and this week we have Dennis Thompson and Jeff Pape working hard. Another staffer, Jerry Day, is kept busy with daily maintenance around the mountain and keeping the equipment running in the track shop.

Art Crisp and Charlie Schubert have been making safety cable brackets. Steve and Pam Panzik are back for good and already hard at it, Pam was helping in the office today and Steve is planning for the Memorial Wall, full-sized signal equipment restoration and placement and some scheme to use full size switch machines! Ron Young and Caroline Jones have been doing detail work and finishing the bottling plant for the winery plus feeding all the hungry critters around.

You may have heard of my experience with raccoons in the dumpster, and I would be happier with them being elsewhere, but Ron is feeding them now so I always have to check the dumpster before putting anything in it!

On the FTM front, we continue to work on the conditions of our new Conditional Use Permit and preparing for some new land use changes. The grading work continues and improvements to the road system are also being worked on by Richard.

As the new year starts I am having thoughts as to how to improve your experience at Train Mountain. Thanks to

your emails, letters and conversations I have lots of ideas, but not a lot of resources to work with. I am convinced that we need a full time person to work as a volunteer coordinator type person. They would enlist their own volunteers to help make this position an asset to your visits. Keep getting your ideas to me and we will make this happen. If you're coming to an event and would like to help me out with this let's talk and get a volunteer group started to make this happen. I am wide open to suggestions and I hope to get Kay to help me keep up with this. (By the way we have set a date so I think she will be here on a permanent basis!)

Talk to you soon.

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

FROM THE FTM FORUM

Bits and Pieces - Russ Wood

Not all of our members are using computers so I thought I would capture some highlights from the Friends of Train Mountain Forum. The Forum is where you can post messages, comments, project status, etc. It has only been up a short time and there has been lots of great ideas and comments posted.

<http://groups.yahoo.com/group/FriendsTM/>

Here is a post from Fred Vertel:

One of the most beautiful of seasons at Train Mountain is winter, yet it is the one season least seen by members, let alone actively experienced. At 4,200' elevation east of the Cascades, snowfall and all winter weather extremes in the Klamath Basin, are the expected. As full time residents here for the past 6 years, my son Tom and I have experienced a good deal of what Mother Nature in her winter garb can present. However we only have to study a bit of history to know what can really be throne at us...and it can be extensive. Bottom line, this stunning beauty has a price.

I am moved to writing this because I have never seen this area more beautiful than it is right now, due to a combination of freezing sleet and snow followed by the right temperature conditions to preserve it. The Ponderosa Pine, our predominant tree, is heavily laden with snow, which of course is quite common in any heavy snow fall. But that snow usually gets so heavy that it falls off under its own weight, or soon after the sky clears and the sun hits it. Not this time around. It has been staying on for days, with a new dusting of more snow every so often.

The Aspen are quite another story. Their bare branches usually hold little snow and it soon disappears. Not now. The freezing sleet then covered with attached snow has produced a Christmas Card array that is truly magnificent to see. The Indians had a name for it that I can't recall, but I first experienced it in Klamath Falls where the Willow trees are often covered with the frozen outlines caused by a freezing heavy fog.

Here at Train Mountain, Aspen Grove Loop, right now, is a most magnificent sight to behold. In my opinion, mother

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nature cannot improve on this work. And to travel it by rail is a very special experience that we who live here year around are rewarded with...a bit of compensation for the wintertime expense and inconveniences.

Last Friday my son Tom decided that it was time to plow. For those of you who are unawares, here's a bit of background: Tom, along with Russ Wood, started serious plowing here at TM some five or more years ago. Tom borrowed a plow, designed and built by Ron Young, attached it to his diesel switcher and plowing started. Russ did the same but also saw the need for a spreader and accordingly built one. The combination of plow and spreader does a remarkable job of clearing the track. Ron and Jerry Balf teamed up to produce more plows based on Ron's original design, and others have joined the party, most notably Lee Pirtle and his most powerful diesel lashup. And with all this, the January Polar Bear Run was started.

This year Tom has added a slug unit to his lashup which replaces the operator's car and allows an assistant to ride as well. This is followed by a hopper car with all the implements for rerailing, shovels, etc. On the back of the hopper car is mounted another plow as it is often needed in reverse when snow conditions are so heavy that one can no longer plow forward...and the sides are starting to collapse in behind you. Sounds like real railroading? It is! Any of you who have experienced snow plowing here at TM have recognized that it is the closest we can come to the experience of real railroading. There is no game playing here. How to move our plows from point to point is a challenge. Derailments are common. Rerailments consist of dealing with the elements...often in bone numbing cold. And if you want the trackage to stay open it must be plowed repeatedly as snowfall warrants...or it can be all over until the spring weather starts the thaw process in earnest.

Here's why: Thaws can come at anytime. When they do, water settles to the bottom of the snowfall and that means right onto the rail and ties. It shortly freezes as ice and if the thawing/freeze cycle repeats, this ice only thickens. It soon gets to the point where plowing just won't work and the track is closed until the weather really starts to warm up. Real railroads don't have this problem because they plow and use the trackage constantly.

As do others here, Tom takes plowing seriously. This means getting out at any time...late into the evening, early morning before sunrise, to keep the snow plowed. Think of the scales involved and you will quickly calculate the challenges an inch of snow provides our miniature steeds. Then think of physically dealing with the temperature and chill factors when the conditions are also wind driven. It is a challenge in real operation that must take consistent motivation to continue...not always just when we feel like it.

Last Thursday evening we had 4" to 6" of snowfall, along with the driving sleet I spoke of earlier. On Friday Tom spent the day plowing the entire line from the Tunnel where our Timberlake trackage begins, to Elizabeth River and return via Aspen Grove Loop. This would be the very first time the new Aspen line had been plowed and Tom returned very moved by the visual experience that he encountered and that I spoke of earlier.

Yesterday, I returned with Tom to video the entire run. Some wind driven drifting had already occurred to recover the track but our plow made quick work of it. During our run it once again started to snow. Tom continues to plow so all track north of the tunnel is still open for any of you planning to come to TM either for Christmas or New Years. As soon as Russ Wood returns we will definitely need the spreader as more snow is predicted immediately.

I used a Canon professional digital camcorder and the photos are stunning, having digitally captured this very special visual experience our Creator has provided. Tom and I will show it for the first time tomorrow, Christmas Eve, accompanied by a just received recording of 27 organ Christmas Carols recorded by Dr. Thomas Harmon.

In closing. I hope this letter encourages more of you to participate at Train Mountain in the winter. And what better time than the forthcoming Polar Bear Meet in January. In the meantime, Tom and I wish you all a very Merry Christmas and Happy New Year.

And another great post from member Jeff Pape:

The Friends of TM effort to lay a lot of track this year can benefit from volunteer work done NOW by members. This past Sunday Dennis Thompson and I went to Train Mountain to work in the track shop. We arrived on Sunday evening and got set up in the bunk room at Central Station. On Monday morning after saying hi to Ross and Cheryl in the office we went to the track shop. There we met Paul Aragon and Matt Bottorff who are the track panel builders. Paul showed us what he wanted us to do. We prepared rail for use. We started off by drilling the hole in the base flange to accept the screw that keeps the track joiner in place. In addition we ground off flash on the ends of the rails that might make it hard to install the rail in the field. We put one track joiner on the end of each rail and placed the rail in ready racks for the panel assembly crew.

In addition we prepared rails for Gordie Felber who was operating the rail bending machine. He was rolling the rails for 75 foot radius curve panels. We did each of the steps described above but also cut one rail to a shorter length to be the inside rail on the curve and we labeled each rail to show its intended place in the track panel.

Denny and got to watch Paul and Matt place the ties in the assembly fixture, route out the seats for the tie plates, place the tie plates, place the rails and then apply screws to hold the rails in place. An electric hoist on an overhead rail is used to load the finished panels onto the flatcars. When a flatcar is full it is pushed out the door onto the transfer table. The table and car are pushed to the end of the track and the panels are then set onto forklift pallets for storage because the available flat cars are full and snowed in place. In fact, no trains are moving at TM right now due to heavy snow cover.

The screw guns used to fasten the rail down are impressive as they are self-feeding regarding the screws and the application of the screws goes very fast. The routing tool is also impressive: it is a cart on track that is part of the assembly

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fixture, on the cart are two routers. When the routers are on and the cart is pushed along the fixture the tie plate seats are routed quickly and accurately. The plastic shavings from the tie fly everywhere.

Denny and I did not offer to do any track panel assembly as we would have only slowed the process. Paul and Matt have responsibility for the accuracy of the work and they can go quite fast. Paul did assure us that our contribution was valuable and helpful. In times when the railroad is not snowed in track shop volunteers could be part of the crew that prepositions track panels along the right of way without lessening the output of prepared rails.

Dennis and I came from the Portland area. We had made prior arrangements with the office so the bunk room was waiting for us. We took a cooler full of breakfast and lunch stuff and ate in the kitchen. For dinner we went to Melita's and the casino. Next time we probably will skip the casino. The weather was cold the whole time we were there but the room was warm and the shop is heated. We both wore eye protection and I wore ear protection in the track shop. We wore gloves when handling the rail because the rail is greasy and wet. I suggest using relatively cheap gloves from Harbor Freight or another outlet and discarding the gloves when they are saturated with oil. Also wear clothes that can tolerate a vigorous washing when you get home. Tuesday morning it was 19 degrees F. In the evening it is fun to see the new track side signals by Central Station in the darkness. If I can learn how, I will send along some photos of the track shop work as well as the snow and the signals in a day or two. We are glad that we went to TM at this time of year. It is beautiful there, there is useful work to do and it is a nice break from our ordinary routines.

POLAR BEAR MEET 2008
Why we do it - Russ Wood

If you look at the list of attendees you will see familiar names as most were somewhat local to Train Mountain. But several from Washington took the long drive down to play in the snow. I realize that playing trains in the snow is not everyone's cup of tea, but if you ask anyone who has braved the elements and tried one of the Polar Bear Meets you will hear just how much fun it is. Next time you see Bert, ask him if he had any fun running his new beastly! When you go for a train ride and you circle around behind the Central Station and you pass the model of the church and the hotel, imagine that Bert's machine was throwing snow OVER the road. Not just over to the road, but OVER the road. Make sure you also ask him what the term 'allowing for windage' means when running a snow blower! The learning curve was steep at this meet as we had very icy conditions. It tested man and machine to their very limits. We broke stuff, bent stuff, shoveled stuff, chipped stuff, and generally had just a great, great time! The dinner Saturday night was very cordial and the conversations were varied but they all seem to drift back to playing in the snow! I had made up a list of things to plow and clear and the order that they should be done. Well, after 4 days, we had accomplished exactly 1 (one) item on the 2 page list! We have a very long critique list of what to do better

next year and we all agree we can't wait until next year! Thank you Quentin and Sharon for allowing us to play so hard and have so much fun! Thank you to the wonderful staff that provided the support that an event like this needs in order to be so much fun. Great food, great fun and always great friends.

These specialty meets are just so special to participate in and are certainly great for the hobby. The next specialty meet is the Narrow Gauge Meet Friday May 2nd through Sunday May 5th. Get your Meet Registration forms sent in and make sure that you have a new Release form on file. Please remember that the emphasis is on narrow gauge equipment but all members and their equipment are invited.

Polar Bear Meet Attendees

Last	First	City	St
Balf	Jerry, Louise	Chiloquin	OR
Breen	Quentin, Sharon	Chiloquin	OR
Brooks	Lee, Toni	Chiloquin	OR
DaBroi	Larry	Mt. Shasta City	CA
Day	Jerry	Chiloquin	OR
Depretto	Jon	Wildcat Lake	WA
Ediger	Dennis, Sharon "Mort"	Camas	WA
Hayes	Robert	Chiloquin	OR
Hensley	Woody, Cheryl	Chiloquin	OR
Knapp	Kathy	Wildcat Lake	WA
Newberry	Bert	Chiloquin	OR
Panzik	Steve, Pam	Chiloquin	OR
Perrin	Ross, Kay Depretto	Chiloquin	OR
Rickman	Jim, Sabra	Chiloquin	OR
Simon	Joe, Kathy Morley	White Salmon	WA
Taylor	Al, Alma Weber	Chiloquin	OR
Ward	Dennis	Springfield	OR
Wood	Russ, Linda	Chiloquin	OR

Event	Work Week	Train Meet
Narrow Gauge Train Meet 2008	No Work Week	Fri, May 2nd- Sun, May 5th
June Train Meet 2008	Sat, May 24-Thurs, May 29	Fri, May 30- Sun, June 1
July Train Meet 2008	Sat, June 28-Thurs, July 3	Fri, July 4- Sun, July 6
Aug Ops Meet 2008	Sat, July 26-Thurs, July 31	Fri, Aug 1- Sun, Aug 3
September Train Meet 2008	Sat, Aug 30-Thurs, Sept 4	Fri, Sept 5- Sun, Sept 7
Fall Colors Meet 2008	No Work Week	Fri, Oct 3- Sun, Oct 5

PARTICIPANT RELEASE

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

1. In consideration of being permitted to enter, use, and enjoy any of the property and facilities of “Train Mountain,” including but not limited to freeholds, rights of way, licenses, and leases (together, the “Premises”), whether owned, managed, or controlled by Train Mountain Railroad Museum, Inc., Train Mountain, Inc., Train Mountain Foundation, or any owner of private property for which Train Mountain has an agreement to use part or all of the property for miniature railroading, including but not limited to Friends of Train Mountain, Inc., Klamath & Western Railroad, Inc., and Timberlake Railroad, LLC (together, “Releasees”), for myself, my guests and those I bring and invite, those who I legally represent, and my heirs and assigns (together, “Participant”), I hereby release, waive and discharge Releasees, and their owners, officers, directors, employees, contractors, and agents, 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 Releasee or otherwise resulting from permission to enter, use, and enjoy any of the Premises. I will further indemnify and hold harmless Train Mountain from any liability, including claims and any attorney’s fees and costs, losses, or actions which may be presented or initiated by any person that has not separately signed an identical version of this release, who I bring or invite to Train Mountain for any reason, including but not limited to passengers in a miniature train operated by me while on the Premises, whether or not said persons are members of Train Mountain.
2. Participant agrees to indemnify Releasees and each of them from any loss, liability, damage or cost that may incur due to the presence of Participant in or upon the Premises, whether caused by the negligence of the 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 Premises, 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 Releasees or by any agents of Releasees 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 of 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 Releasees for any claim, loss, damage, or injury which this release purports to cover.

Signature: _____ Date: _____

Photo Gallery

Here's the add on part for Bert Newberry's weed whacker. It turns it into a very impressive snow blower!



We pulled a couple of pins, changed a couple of hoses, and then we fired it up. Wow what a machine!



I know it's hard to see the white snow coming out of the chute, but trust me, it's really coming out and lots of it!



It churned through the icy snow and made a very clean cut. It reminded me of cutting a cake and then removing a slice out of it.



Richard Cox used his walk-behind snow blower and did a terrific job of getting us to the point where we could move some equipment.



He opened up several of the containers and gave us access to the Backshop.



Joe Simon and Dennis Ward were glad to see Richard as he cleared out the track in front of their container.



After some minor modifications, the Train Mountain flat car loaded snow blower got into the mix and was seen throwing a lot of snow going around Six Acre Camp-ground.



Lee Pirtle provided the motive power and the spectators got a real show. However, even with all the powered equipment, the shovels and brooms were really indispensable!



Art Crisp and Charlie Schubert didn't feel much like going out in the freezing weather so they kept at their Backshop task of making lots and lots of safety chains.



Take a close look at the very large piles of parts to make the cables. I think Art said they were making a couple of hundred or so!



Look at the very large pile of brackets that the guys have made, what a thankless task— but wait a minute — I think I'll just say thanks! Good job guys!



And speaking of tasks, look what Paul and Matt over in the Trackshop have been up to! Since the track is temporarily closed because of snow and ice, the panels are piling up!



I mean they are really piling up! Now that's some nice looking track for our summer expansion plans. Thank you Paul and Matt!

It was hard to get these photos as Dennis and I were really having too much fun! But believe me, we did have a great time!



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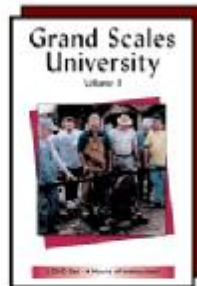


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