



The Mountain GAZETTE

©Copyright 2008, Train Mountain Railroad Museum

An Official Members Only Publication of the Train Mountain Railroad Museum Issue: #78 February 2008

Valentine's Day will be over by the time you get this newsletter but I hope you remembered your significant other, if you didn't this could be a long year for you! Anyhow, it's good to remember your loved ones and not just one day a year Now there is a rumor going around the Mountain that Valentine's Day was a very special day this year but you know how those Train Mountain rumors get started! J

The locals had really good plans last summer when we talked with John Black about getting those track panels moved out to the rail head. Well, we all know about trying to make long range plans outdoors! Seems the weather has been very nice, so what's the problem? Welllllll, we have a lot of ICE! My driveway is 3 to 4 inches thick and crystal clear! Ouch! Slippery does not even come close to describing the situation! So John, I promise that once we can move ANYTHING we will get those panels moved.

This is another friendly reminder that you are not allowed to participate at Train Mountain (event or no event) without having a current signed membership form and release. The ongoing relationship between Train Mountain and Friends of Train Mountain makes this a very important step. If you are not sure if you are current, just check with Cheryl in the office. Thank you for your understanding and continued cooperation.

Next up, after the ice melts, will be the Narrow Gauge Meet. With the grounds completely covered with ice and deep snow, we may get a late start at raking pine needles and pine cones. The meet is from Friday May 2nd through Sunday May 4th. If you are planning on coming, it would be terrific if you could make it a day or two earlier and help us get the place ship shape. I know that's asking a lot, but it doesn't hurt to ask. This should be a fun meet just like last year and, oh my, the equipment was just terrific! If you saw the great article in Live Steam Magazine you know what I mean. One more reminder, even though this is called a Narrow Gauge Meet, ALL members are welcome to attend and bring whatever equipment they wish. Please get your registrations into Cheryl as soon as possible, including banquet reservations.

Remember to review the single page of safety rules for Train Mountain while you are still at home. Safety chains are required. Boilers must have a current inspection, otherwise we will need to do an inspection. R/C locomotives must have a current Train Mountain R/C certificate. Also remember things like flags, whistles, radios, etc. Make

sure while you are here to review the future expansion plans (awesome) and take a peek while out at the end of Elizabeth River Loop.

I'm not sure how Ross had time to write another great report, but he did. Please review his report for a complete review of the TrackShop and some of it's issues with the new materials. Those guys are working very hard to have a large inventory ready for this summer's track laying. This summer's work will include the new track expansion and some much needed mainline replacement. Quentin has produced a list of those tracks that need replacement and it is included in this issue. The priority of these projects will be determined at a later date. Care will be given to insure that we have lots of completed track available for the 2009 Triennial. We will only remove as much as we feel comfortable being able to get reinstalled! Remember track laying has many steps. Smooth right of way, plastic underlayment, track placement and connection, and then the final ballasting. Should be fun and will really improve the running at the Mountain.

On a personal note, Linda and I would like to thank all of you for the many messages and emails we have received. Thank you all.

To contact The Mountain Gazette:
Gazette@trainmountain.org or
The Mountain Gazette,
P.O. 927, Chiloquin, OR 97624
Russ Wood, Editor

Contributors:

Ross Perrin - General Manager Train Mountain
Photos - Russ Wood
Production - Cheryl Hensley

Table of Contents

From The Manager.....	2
Safety Rules.....	3
Photo Gallery.....	3
Replacement Listing.....	4
Photo Gallery (cont).....	4



(Continued on page 2)

FROM THE MANAGER

The latest information - Ross Perrin

A busy month is upon us, snow everywhere and we are in a melting trend now so we will be muddy at best for some time. Our Elk herds are becoming very active so I expect them to head to high country as soon as possible. Not a lot of other wildlife around with the deep snow, but I did get to witness some of our eagles going through their courting ritual. The weather has left us with many of our normal snow, ice and water problems but they are much greater this year. I am told that we have experienced the worst winter in 30 years in respect to moisture, and the greatest snowfall since 1993. If you look around here you can tell that we have had trouble finding places to pile all of the snow and now we have to deal with getting rid of it and the huge amounts of water that it makes as it melts. Richard has already had to cut paths through the snow banks along some roads to protect the roads from washing out.

It's pretty quiet here as far as people being around but we are moving forward, Jerry Day is busy getting a lot of maintenance work caught up, Richard is plowing snow and plowing more snow and working at preserving some of our dirt work by removing snow from grades so we can keep on filling grades up north. Cheryl is busy with the year end things and preparing the new membership packets for the New Year. Bev is keeping up with housekeeping and the store, most recently doing inventories and stocking the shelves and adding items to the store. Quentin has been hard at it updating all of our forms and the "encyclopedia", I am glad he is doing that one as it has turned into a huge yearly project. I'm working on all this wonderful paperwork that it takes to keep us going and trying to stay one step ahead of John Black and the guys in the track shop. That track shop takes on a life of its own as Matt and Paul can attest to.

The busiest place around is the track shop. With 25,000 feet of track to get ready for June those guys are pushing hard. Many problems have plagued us during and after start up. You would think after all the years we have worked with this plastic tie material we would pretty much know what to expect (which we did) but due to new people and new materials available to give us the UV protection we need in the plastic and upgraded production machines, the material changed. All sounds good unless you have a system set up for the slightly lower-grade material that we were getting. The higher density of the new material has created many challenges; heavier per foot and a more solid tie but this presents even more issues. The cutting tools are only lasting a fraction of what they have in the past, and putting a screw into this new tie material is a challenge as well. The most common problem is heat generation - the plastic will melt as a screw is being installed, which binds the screw, snaps the head off and makes the removal almost impossible until it cools (and is very difficult even then), carbide surfaces on the router bits heat up and melt the material and dull very fast. The same problem exists at the factory in cutting the material to size. This is a major problem which will change the

course of one's day and is being approached in many ways such as a re-formulation of the plastic, using new cutters with a "specific to plastic" angled face, operating bits at various speeds during their life to get the most effective cut and more attention to the torque that the screw is being inserted with to prevent breaking.

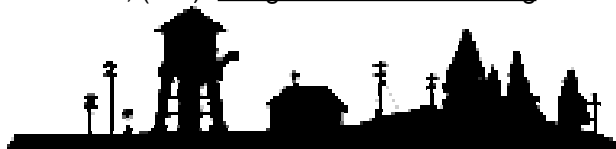
There are other problems too - not enough room to swing rails around safely and the heavy panels causing back injuries. The good news is that all the panels for the Farmersville Circle area are done and many more to start up the hill to Witcombe Junction to the west of Bill Shepherds Property.

Ron and Caroline are hard at it experimenting with rock walls for the bottling plant and the dreaded task of framing all the little windows. John Wheelock has been busy with the continued project of creating an OCE model S-12 out of his Rail Systems S-12 and it is really coming along nicely. Steve and Pam Panzik have been working in the office and Steve is preparing to create some museum type displays for us in the hall of flags. Most others have been so busy with snow they have not been around much. As we continue to move through the many processes of land use and construction it is important to understand that this stuff doesn't just happen. There are countless hours of preparation to even propose many of the things Quentin has accomplished over the years and now John Black. These guys aren't just idea guys they do tremendous amounts of research and create documents that give me guidelines to follow and implement. In this day of suit-crazy people and unsecure insurance companies all of the details become so much more important. Yeah, the good old days are gone, but the new day might just be a lot better. Every time I speak with Carl Vanderspek I see Quentin's dream being pushed to it's limits. It is exciting to see Quentin's drawings on a map come to life, that alone is a great reason to continue building the dream.

Yes, we did it! Kay and I were married on Valentine's Day, in a quiet ceremony at our home. Woody Hensley officiated and Cheryl was given the job of ring bearer, so she had to work. Al and Alma Taylor were the witnesses and Jerry and Louise Balf were the door guards (just in case). No one tried to run, so they had an easy job. Kay and I have been great friends and raised our families somewhat together over the last 25 years but lost each other somewhere along the way. Fortunately we found each other again and the rest is history. Sadly we decided to keep the festivities small for many reasons, we wanted to include all our friends and relatives (what a dilemma), so we decided that it would be better to wait till the weather is better and we will plan something then to celebrate the event.

Talk to you soon.

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



(Continued on page 3)

SAFETY RULES

For your review

- 1. ALL TRAINS MUST HAVE BOTH AN ENGINEER AND A 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 breakdown. 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 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

- 1. WHITE HEADLIGHT MOUNTED ON FRONT OF ENGINE.** Steam engines may need battery-powered headlights.
- 2. RED TAILLIGHT MOUNTED ON REAR OF LAST CAR.** The flashing lights sold in bicycle stores are a popular way of meeting this requirement.
- 3. CONDUCTOR TO USE FLASHLIGHT TO FLAG TWO MILEPOSTS (210') BEHIND ANY STOPPED TRAIN.**

Photo Gallery

Here's half of the dynamic duo in the TrackShop. Matt is busy building those track panels we need for this summer's projects.



Of course you already know about the snow and ice, so the problem is where do we stack all those panels they are building?



Well, the yard is frozen over and so are the transfer tables so



They get stacked up all over the place. As you look around the outside of the TrackShop you will see piles and plies of track.



And you also see piles and piles of snow, this is Richard's house.



This is the parking area on the backside of Central Station.



And this is the parking area at the BackShop! Yes, we did have a lot of snow this year!



Proposed Track Replacement Projects

Name	Begin	End	R/W	Track	75'R Sw	100'R Sw	Comments
Crisp Bridge / Little Falls	0.48 10.04	0.68 10.24	1,000	2,000	2	0	<i>This is oldest long distance track</i>
Little Falls / Ellingson Bridge	0.68 9.72	1.00 10.04	2,000	3,600	8	2	<i>Add Deadwood water sidings</i>
2% Solution	3.32 0.54	10.18 5.88	600	1200	0	0	<i>Switches & diamonds already installed</i>
Foothill / Midway Circle	9.00 12.20	9.14 12.40	1400	2800	0	6	<i>Fill will eliminate steep grade</i>
Eliz Loop / Aspen Grove Loop	7.56	7.68	700	700	2	1	<i>Replaces old track between new tracks</i>
Long Tunnel / Central Station			2000	2000	6	4	<i>Replaces old high maintenance track</i>
Hilltop / Grand Junction	3.26 5.50	3.54 5.92	2200	3400	2	0	<i>Second oldest long distance track</i>
Cox Bridge / Long Tunnel	3.54	3.64	500	0	0	0	<i>Remove & replace track for ditch work</i>
Burn Pit Circle	9.60	9.68	600	600	0	4	<i>Some switches & diamonds already in</i>
Grand Jct. / Crisp Bridge	0.24 10.30	0.44 10.48	1400	0	0	0	<i>Remove & replace track for ditch work</i>
1% Solution	9.22	9.34	1300	1300		2	<i>Alternate to existing steep grade</i>
Totals			13,700	17,600	20	19	Revised 1/24/08

Photo Gallery (cont).

Ron Young and Larry DaBroi are making great progress on their Bottling Plant. It's to be a mission style building with all the details!



OK, Train Mountain trivia time! What year did we ballast Main Yard.? It wasn't as far back as you think.

If you want to have some fun one day, go over to the Carpentry Shop and listen to these two 'friends' communicating while building these masterpieces!



And to carry on the theme of trivia, what year was this and what was the deadline for getting them installed and why?

In spite of the banter back and forth, I think you have to admit this new addition to the growing Train Mountain building inventory is going to be a beauty.



A presentation made by the Idaho Mafia folks. What was the year and what was the occasion for the presentation?



Always Open! That's the online TM Company Store. Lot's of great goodies that will be sure to delight the railroaders in your family!

store@trainmountain.org

541-783-3036



Did you know that the TM Company Store has one of the largest selections of railroad pins on the net?



We have ornaments, hats, visors, t-shirts, sweat-shirts, even youth shirts!

FOR SALE



Contact Ross Perrin
for more information

Voice: 541-783-3778 or 541-783-3030

Email: tmrrgm@TrainMountain.org or

Info@TrainMountain.org

FOB Train Mountain / As-Is Condition

DISPLAY AD RATES

Reach over four hundred Train Mountain families each month with your ad on this page.

Ads should be submitted in digital form either as an e-mail attachment or on a CD by the fifth of the month for inclusion in that month's issue.

Size	Monthly	Annually
1/8 page	\$25	\$250
1/4 page	\$40	\$400
1/2 page	\$70	\$700
Full Page	\$125	\$1250

Train Mountain Railroad Museum

36941 So. Chiloquin Road
Chiloquin, OR 97624

Info@TrainMountain.org

541-783-3030



Looking for a very special gift
for that little one in your life?
Try an exciting [Pedal train](#)

They are available from the **Company Store**
store@trainmountain.org 1-541-783-3036



Meet	Work Week	Train Meet
Narrow Gauge Train Meet 2008	No Work Week	Fri, May 2- Sun, May 4
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