



# The Mountain GAZETTE

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## Fall Colors



The Fall Colors Meet was fun and well attended. Everyone had a great time. The weather was quite warm for this time of year making the train trips comfortable. The actual fall color scheme was spotty. In some areas, such as the above image taken coming from Witcombe into Beauchamp, the color was spectacular. In other areas, the leaves just turned brown and fell off the trees.

On Saturday of the meet, Mother Nature featured a pretty good wind event in the afternoon. Doing what they do, some Aspen Trees blew down. One of them went down across all four tracks at Beauchamp Siding, marooning some trains on the north side and forcing them to do a lot of backing up. The big problem we learned later was that this made them late for dinner!

We did experience a communications problem in reporting the downed tree, and later a

breakdown. Evidently, people attempted to call the Train Mountain Office but the phone was not answered or they reached answering machine.

While this is unfortunate, we are a volunteer work force, and if no one has volunteered to sit in the Office during the meet, the Office will not be manned. We are always looking for volunteers to help man the office. This seems to be a volunteer job that no one wants to do. Those volunteers that are considered "locals" pay the same meet fees as everyone else, and also want to get out and play trains like everyone else. Do not expect them to sit in the office during an entire meet!

For this reason, several of the local volunteers have their cell phone numbers posted. There are cell phone numbers on the back of your meet badges. At the morning meetings, we always encourage meet participants to write down some of these numbers. There is always someone around to give help, but the meet participants must take affirmative action themselves to make sure they have a cell phone and numbers to call to get help.

If you have a situation that is a true emergency - you need to call 911, and then attempt to contact someone at Train Mountain.

Train Mountain is a mountain railroad with 37 miles of track, urban areas, country side areas, and wilderness areas. When venturing out on such a diverse range of conditions, every participant must be prepared for the worse case scenario. Remember the motto, "Prepare for the worse, but hope for the best." Never forget that Murphy, of Murphy's Law fame, is always trying to help. And occasionally he really gets the job done.

It is for these reasons we are always encouraging participants to carry with them a litany of equipment and supplies. If you have ever attended a morning meeting, you will remember being reminded of carrying things like water, food, sunscreen, insect repellent, layers of clothing, hat, axe, saw, fire extinguisher, shovel, bow-saw, and the list goes on - and on - and on. Train Mountain doesn't require any of this stuff. Many of the recommendations come from those of us that do not like walking back from Hope Circle and would rather be prepared.

Many thanks to the Vanderspek entourage for removing the troublesome tree from across the track on Saturday night.

Again the Train Mountain gals did a wonderful job putting on the banquet. Thanks to everyone that helped with this meet.

## Private Train Passengers come to Train Mountain

On October 10, 2015, a nine car private train left Emeryville, California going to Sacramento, Oreville, and Westwood. On October 11, the train left Westwood and proceeded to Klamath Falls and Chemult. At Chemult, some of the passengers boarded a bus for Crater Lake while others boarded a bus for Train Mountain.



This group of Train Enthusiasts had a great time seeing Train Mountain. Due to time constraints, they only toured the South Side, and were amazed that they had only seen about ten percent of Train Mountain.



On October 12, the train left Klamath Falls and returned to Emeryville via the former SP Shasta Route.



The first Saturday of the Klamath & Western Railroad Pumpkin Express ran on October 17, 2015. The event will run again next Saturday, Oct. 24, from 10 am to 3 pm.

A video filmed on Oct. 17, can be viewed at this link:  
<https://youtu.be/7sa9fXMmYUA>





# Holiday Express

Following a three year hiatus, TM Inst has given us permission to hold a Holiday Express event this December.

Train Mountain and Klamath and Western members had the first planning meeting for the Christmas Holiday Express Event 2015 on Friday, October 16, 2015 at 5:00 pm, in Central Station's kitchen. There were 26 people present, including Steve Panzik, Bert Newberry, Les Dent, Dennis Ward, Jim Rickman and Dana Ward, who are Klamath and Western Board members. Train Mountain and Klamath and Western's insurance (Webb, Wilson) recommended that the event be put on by the Klamath and Western because they already have insurance for events to haul passengers (and it would be cheaper than Event Insurance for Train Mountain). Then, the Klamath and Western will rent Central Station from Train Mountain and use the building and facilities, as well as their track, for Santa Claus, a garden railroad, Christmas decorations and other things Christmas. The kitchen will be used for preparing and selling food and cookies. It was suggested that the SMART folks have a popcorn machine set up in Central Station and sell popcorn, which has been a big fundraiser in the past.

It was decided that the Holiday Express event will be held Saturday, December 12 and Sunday, December 13 and Saturday, December 19 and Sunday, December 20, 2015, from 10:00 am until 3:00 pm. The last train will leave Klamath and Western at 3:00 pm to Central Station and then Central Station will close as soon as all the passengers are loaded back onto the train to return to Klamath and Western.

This will be a fun fundraising event with Klamath and Western and Train Mountain sharing any profits from the event.

There are many chores involved in putting on the Holiday Express, and planning has begun. There will be a weekly meeting every Friday afternoon at 5:00 pm at Central Station until the event or change is necessary. These meetings will feature a small pot luck for snacks. Please bring something "easy" to share. We had "finger food," such as French bread pizza, cheese, salami, crackers, wings, soup, brownies and cupcakes this time, and that worked very well.

Based on past experience, this event takes a minimum of 50 volunteers on site to handle the large crowds that are known to attend.

We will need at least two Santa Clauses, preferably more than two, and have asked Steve Lilly to be one. Anyone willing to donate some time to being Santa please contact Train Mountain. Anyone can be Santa, you do not need to be a Train Mountain Member.

We will need train crews. Klamath and Western said engineers running the trains MUST BE members of the Klamath and Western so they are insured.

Since passengers will board the Santa Train at Klamath & Western, and depart the train at the North Pole (Central Station), both facilities must be manned by volunteers. The trip is reversed when the Santa visitors leave the North Pole.

Both facilities must be decorated. Mort and Denny will set up the G-scale railroad in Central Station, and will stay in one of the rooms for the duration of the entire event to provide off hours security.

Sabra Rickman has agreed to set up a table for the kids coming into Central Station to write letters to Santa.

We will need volunteers to provide security during the event. Both K&W and TM will operate their Stores, and both will need volunteers to help.

We will be discussing parking problems and possible solutions at the next meeting, along with several other topics.



We want to remind folks that want to help with donations of Christmas decorations or money (so we can buy the plywood or lighting or whatever), that the Klamath and Western is a 501 C(3), as well as Train Mountain Institute, so that might be a great consideration to get people to help.

Alma Taylor has taken on the position of Organizing and Coordinating the

event. Please contact **Alma** at [snappyalt@gmail.com](mailto:snappyalt@gmail.com) or the Train Mountain Office if you are willing to volunteer to help.

# Fall Colors Reflections

by Dennis Ward

The fall colors were fast dissolving into fallen leaves at Train Mountain for this year's Fall Colors Train meet. That did not keep a large crowd from attending a very successful meet. While I do not know the number of people who actually attended the event I do know that fifty-two people paid for the Saturday night banquet.

The weather was marvelous. Even a late rain storm Saturday evening could not spoil the enthusiasm. Wind gusts Saturday afternoon did cause some disruption when they felled a tree across the tracks in Aspen Grove. The disruption caused four of the attendees to arrive late for the banquet.

Sunday, a group of about fifty rail enthusiasts stopped by for a scheduled tour of Train Mountain. These people were a part of the "Trains and Travel International" tour (see their ad in the September 2015 *Mountain Gazette*) which came through our area during the Fall Colors meet. They all seem to enjoy the rail tour which took them around the Rio Grande loop and the Firewood loop. The trains paused for a few minutes at Midway Circle for a brief question and answer session and a porta potty break. All of the passengers seemed to enjoy ride through the long tunnel. Thank to engineers Tom Watson, Russ Wood, Rodger Rude, Bill Kludt and Dennis Ward and to their conductors-John Merwin, Jerry Crane, Dick Stark, Al Taylor and Joyce Merwin. Trains provided by Rodger Rude, Bill Kludt, Klamath and Western railroad with some riding cars provided by Train Mountain.

Because most of our office volunteers were busy showing our rail enthusiast guest about Train Mountain we missed a call from a member who was having train problems and needed a tow. My apologies for the delay in getting you rescued Bob. I should have been monitoring FRS channel 10.0, as should all of us on our train outings. Next time it maybe one of us who needs an assist getting back to the back shop.



## Greetings from the front office:

Fall is obviously here. The leaves on the trees have been turning colors and some of the trees are nearly bare already while others have not changed or are just starting to change. Mother Nature has been a bit undecided about whether it should be warm or cold. This week she has been gracious by giving us warm afternoons in the mid and upper 70's. It will be nice if that continues all the way through the Fall Colors meet and even through the rest of October and Thanksgiving!



Volunteers: I wanted to remind everyone about reporting volunteer hours and have been asked to put a form in the Gazette. If you do any volunteering for Train Mountain, be it track work, calling to get a price on something, picking up or dropping off mail, pulling weeds or whatever, in other words, helping in any way, shape or form, please record your hours and submit them monthly. I would guess that only about half to three quarters of the time volunteered by members and their guests actually gets reported, but it is important that we get all of the hours volunteered. Being able to show how many volunteers we have and a good tally of their hours is useful for obtaining grants and also goes into our year-end reporting. Let's go for getting all of those hours reported! The form is on the next page. You can print it out, fill it in and then mail or bring it in with you. If you have scanning ability, you could scan it – or take a picture of it – and e-mail it in to [info@tmrr.org](mailto:info@tmrr.org), whatever works best for you.

Fuel: For those who get fuel at the fuel yard, please bring your fuel tag to the office and pay for the fuel the same day that you get it. If the office is closed when you are here, you can pay on the next day the office is open. I realize not everyone can just hang around waiting for the office to be open, so I will see if I can also make a convenient designated box for tags with payments to be left in during non-office hours. (Stay tuned for more on that). Paying while you are here simplifies things for the office and saves us all time and money.

2015 Triennial Video: The 2015 Triennial Video is in its final stages of editing. It will be out around the end of this month. For those who pre-paid, we will be sending them out shortly after we receive them. Shipping materials are being prepared for the big day!

## **Notice to all Members**

**Due to security concerns, the Gate Code for the Train Mountain Main Gate was changed after the Triennial. Any Member planning to arrive at Train Mountain when the Office is closed will need to contact the Office prior to arrival to arrange to get the new Gate Code.**





## Help Needed Now for 2016 Big Build

The September Big Build in 2016 will replace the existing track from Cox Bridge to Hill Top Crossing. This is the section on track that runs from Central Station to the Serpentine in front of the Colton Cement Plant. This section of aluminum on wood track will be replaced with steel on plastic track.

This is a section of double track 1,350 feet long. Therefore, the replacement work will require 2,700 feet of track or 270 pre-made track panels. We presently have about 70 track panels constructed, so we need to build 200 more before next September.

We are looking for volunteers that would like to help this winter in the track shop. You don't need any special skills. Richard will show you what needs to be done and he will pre-bend the required rails. The work is mostly loading jigs and operating powered screw guns. You don't have to work all winter. Any amount of time that you could donate would be appreciated. If you could come and work for a few days, it would be a great help.

If you have any question or if you are willing to help, please call the office at 541-783-3030 or drop us a line at [info@tmrr.org](mailto:info@tmrr.org).

Thank you.

## Visitors to Train Mountain:

Train Mountain is very popular and is continually attracting visitors from throughout the world. We announce that our hours are from 10:00 AM until 3:00 PM Monday through Friday during the summer, and 10:00 AM to 2:00 PM during the winter. The office is closed on weekends except during meets, and then only when volunteers are available to open the office.

Our insurance advisors request that all people (members and visitors) complete and sign a liability release. If **YOU** as a member encounter visitors on the property without a visitors pass please direct them to the office so that we can insure that a release has been completed and a visitors pass has been issued.

If **YOU**, as a member, open the gate and allow visitors to pass through - **YOU** are responsible to see that the release has been completed. Releases are available in the mailboxes near the office for those times the office is closed. There are also releases available in the kitchen and in the back shop.

***If you do not want to, or do not have the time to, ensure that the releases are completed*** - then please graciously explain that the train park is closed to visitors and that the open hours are normally (Winter) 10:00 AM until 2:00 PM Monday through Friday. To arrange other hours visitors should call the office at 541-783-3030.

## My Vision for Train Mountain (part two)

by Dennis Ward

In my article in the September 2015 issue I said that I would present my view on where we can put our expanded volunteer force to work. By the way, dirt work has commenced for the installation of additional containers at Containerville.

First—we need to replace all of the track which is installed on wooden ties with track on plastic ties. The track which will receive heavy use should have steel rail. We can probably repurpose aluminum rail in yards, siding and spurs. (replace the wooden ties with plastic).

The order in which we do this is up to conjecture. My preference is to replace the track from below Cox Bridge to Hilltop Crossing first. (This the track which goes by Colton). Second, lets replace the main line which runs around the Main Yard from Cox Bridge to where it rejoins the steel on plastic exit lead from Main Yard. After that let's replace all track with aluminum rail on plastic ties in the Rio Grande subdivision. Also needing upgrade to plastic ties; Central Station tracks, almost all of Main Yard, Klamath and Western Yard. Track north of South Chiloquin road where Train Mountain has running rights should all be steel rail on plastic ties.

Second—there are new train enthusiast neighbors buying property adjacent to Train Mountain. We should extend track to their property line to ensure that all track on Train Mountain proper meets Train Mountain standards.

Third—continue to expand Train Mountain. With all of the new volunteers our efforts create we, hopefully, can maintain the additional track.

Phase One of the realigned Crisp Yard/Ellingson Turntable exit to Klamath and Western Junction and Grand Junction was completed during the Big Build train meet. I believe Phase Two, the installation of double track all the way through to Grand Junction, should be completed as soon as time and material permit.

As stated in my previous article and reiterated above—these are my thoughts. By myself I cannot possibly fund this. If we all contribute money and sweat equity, perhaps we can eventually make it happen. Maybe even a bridge over South Chiloquin Road

# Preparation of Fire Fighting Equipment for Winter Storage

By Jeff Mills

With another Fire Season ending, we need to prepare Train Mountain Railroad Fire Fighting equipment as well as any equipment on personal trains for winter storage. The investment in this equipment is sizable so special handling in preparation for the next Fire Season is recommended.

Hand tools, need to be inspected and reconditioned as necessary. First, all metal surfaces must be free from rust. If there is rust, clean with a wire brush. After cleaning, check sharpness of the cutting edges and touch up as needed. Only then can a rust-preventive coating such as IRONCLAD or equal be applied. Painting is also good way to prevent rust. The head to handle connection should be checked for tightness and corrected. The handle needs to be checked for cracks or nicks. Nicks should be sanded so there no sharp edges or splinters. Your hands must be able to move smoothly on the handle. Cracked handles need to be replaced. This is easily checked by placing the metal end of the tool on the ground and holding the end of the handle at approximately mid-thigh high and pressing down with hand in the middle of the handle with enough pressure to slightly bend the handle. Cracks generally will show up near the metal head of the tool being checked. A secured and dry storage place should be utilized for all equipment.

Back-pack Pumps need to be drained of all water and the hand pump needs to be operated to clear the water out. At this time the hose to the pump can be inspected for loose fittings and cracks. If any defects are found replacement parts should be ordered to be ready for installation at the beginning of next fire season. All other parts of the fire pump need to be inspected and repaired or replacements procured. And, store in a dry area.

Fire extinguishers need inspection also. Check the pressure gauge to ensure the pressure range is in the green or full charge is indicated. Check the date on the equipment; if it is 6 years old or older it needs to be replaced. Most of the small extinguishers are more economical to replace than recharge. With dry chemical fire extinguishers; turn upside down momentarily and then turn it back to an upright position. This rotation procedure helps keep the dry chemical from caking. If there is no date on the fire extinguisher, mark it with the current date so you have an idea of its age. Store the units in a dry secure location.

When these steps are followed, little effort will be required to deploy your fire equipment next year. Also making these checks now allows you time to obtain replacement parts or replacement equipment in a timely and economical manner. An additional benefit of storage preparation is if an unseasonable fire occurs, you could meet the threat with equipment in excellent condition.

If you have questions or comment on any these procedures, please contact me at

[jhmills51@hotmail.com](mailto:jhmills51@hotmail.com)

# MODERATE FIRE DANGER

The fire danger in Southern Oregon and at Train Mountain have been lowered to MODERATE. The IFPL (Industrial Fire Protection Level) is now I.

Precipitation amounts have varied throughout the area and fuels are still relatively dry. All outdoor burning is still prohibited. Fire tools, watchman service, and a water supply are still required on forest operations that require a Permit to Operate Power-Driven Machinery. The protection agencies will continue to evaluate conditions to determine when the fire season will end.

Train Mountain does not enforce these rules, it is the local forestry officials whom are enforcing these requirements, and the fines for non compliance are substantial. For more info see: <http://scofmp.org/lifc.shtml>

## Train Mountain is a NO SMOKING Facility

During recent events, many Members and their Guests have been ignoring this policy. There are only three designated smoking areas at Train Mountain:

- (1) Outside the front of the Backshop
- (2) Outside the east door of the Hall of Flags
- (3) Outside the Motor Pool (Maintenance Building)

Due to the high fire danger at Train Mountain during the summer, we have zero tolerance for anyone smoking outside one of the designated areas.

**There is NO SMOKING anywhere out on the track!**

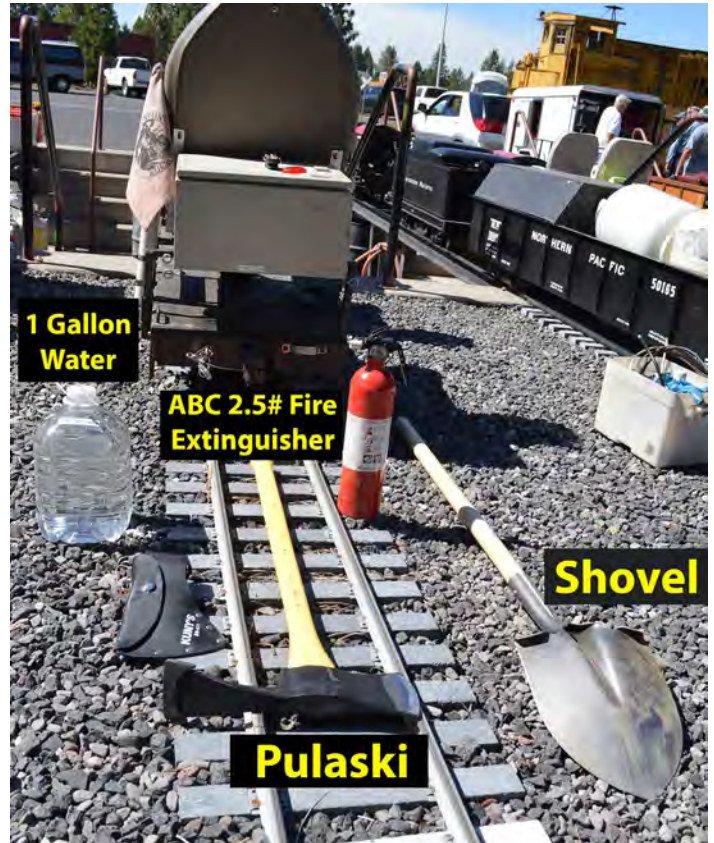
**Members, Guests, and Visitors that continue to violate the Train Mountain Smoking Policy may be asked to leave.**

# REPRINT

## Meeting Fire Tool Requirements - - by Jeff Mills

The ODF and USFS requires any vehicle that operates on an improved road during Level III Fire Danger to carry the following Fire Fighting Equipment; 1 Shovel with an 8" wide blade and a handle of at least 26", 1 double-bit axe or a Pulaski with a 2lb head and 26" handle, a 2.5 lb fire extinguisher and one gallon of water. This sounds like a lot to carry on our trains however it can be done. My train consists of a two-seat riding/engineer car and locomotive. Despite being small, all of these required items are stowed safely and conveniently.

This was accomplished with a minimum of modification to my engineer car. I obtained a 3 ft. piece of 4" ABS drain pipe and plumbers tape. The 4" drain pipe was cut in half lengthwise and attached to the Deck of the engineer car with the plumbers tape. This half-pipe houses the handles of the Pulaski and shovel between the rider's feet. The Shovel and Pulaski are inserted from the rear of the car and are held in place with a bungee cord. The fire extinguisher is mounted under the engineer's seat with the provided bracket. A gallon jug of water fits tightly between my back seat and tool box.



The Pulaski was purchased from Harbor Freight and the shovel was purchased from my local hardware store. These tools are also available on Amazon many with free shipping. The shovel is what the US Forest Service refers to as a Lady Shovel. It has a shorter than standard handle. These are used by Smoke Jumpers and Tanker Crews as they are a compact size making storage and handling easier. This installation allows the conductor to comfortably place his/her feet astride the half-pipe preventing damage to the tool handles.

Please feel free to come and look at my riding/engineer car at the October Fall Colors meet or contact me via e-mail [jhmills51@hotmail.com](mailto:jhmills51@hotmail.com)

# WEB-CAM GALLERY

Photos by: The Web-Cam



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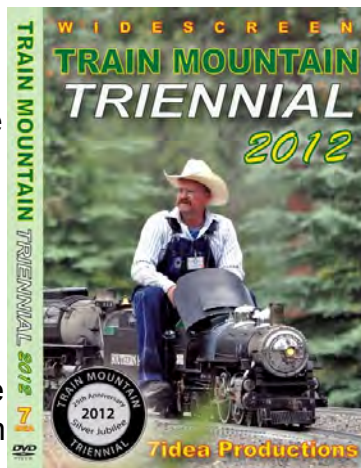


# CLASSIFIEDS



## 2015 Triennial Video Coming Soon!

The terrific video that Aaron Bentsen from 7Idea Productions shot at the 2012 Triennial is available through the main office at Train Mountain. Give them a call at 541-783-3030 and get your on the way to your place. It's \$30 for the video and \$3 shipping and handling lower 48, \$4 S&H for all others. A most enjoyable video shot by a true video artist and of course our favorite subject, Train Mountain!



Our good friend Jim over at Discover Live Steam has also placed ads for us on his terrific website, thanks Jim. [www.discoverlivesteam.com](http://www.discoverlivesteam.com)

Did you see the great article and front cover story from the January / February 2013 issue of Live Steam and Outdoor Railroading? It is a most complimentary article about the facility and the great gang of folks that hang around the place and put on terrific live steam train meets. Pretty cool! [www.livesteam.net/home](http://www.livesteam.net/home)



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 1/2 Page: \$70/month or \$700/year  
 Full Page: \$125/month or \$1250/year

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 Photos: Tom Watson





Located only 1.5 miles off Hwy 97 in Downtown Chiloquin in the same building as the Post Office  
212 1st Avenue, Chiloquin, OREGON 97624 -- Phone: (541) 783-0988



Great Train Expo 2015 Puyallup Wa.  
November 14th and 15th 10:00 AM to 4:00 PM  
at the Puyallup Fair Grounds entry through the Blue Gate.

Kitsap Live Steamers will have a static display of equipment and would look forward to visiting with any Train Mountain Members who could make this event. There are great exhibits of the smaller scale layouts from all the local clubs and many vendors selling model railroad equipment and supplies. For additional information please contact the Great Train Expo Website.



## Kla-Mo-Ya Casino

34333 Hwy 97 N  
Chiloquin, OR 97624  
541-783-7529 or 1-888-KLAMOYA  
[www.klamoyacasino.com](http://www.klamoyacasino.com)

Kla-Mo-Ya Casino opened in 1997 and is owned and operated by the Klamath, Modoc and Yahooskin Tribes. Set in the beautiful pines of Southern Oregon, we are located on Highway 97 near the junction of Highway 62 (Crater Lake Highway).

We are open 24 hours a day, 365 days a year, and welcome travelers and groups from across the country year round.

Our Peak to Peak Restaurant is open 24 hours a day, with a full service lounge and beverage service available out on the gaming floor. Choose from great menu items like juicy steaks, classic salads and pastas, or try our beefy Triple 7 Burger if you are *really* hungry. Dine in or take out, we have a host of friendly staff to serve you. Check out our current menu from the Dining page of our website, and watch for monthly special features. The Peak to Peak restaurant welcomes groups, meetings or parties for special occasions.

Open from 7am to 9pm, the Espresso Bar serves a wide variety of espresso and coffee drinks, hot or cold, as well as fruit smoothies, frozen yogurt, desserts, and quick to-go lunches.

Our gaming floor has 344 slots with new games and themes being brought in all the time. Find out about our current slot promotions and check out recent jackpot winners on our website and Facebook page.

Try your hand at one of our four Blackjack tables. We offer double deck and six-deck blackjack with \$3 tables available every Monday. Keep up with promotions and tournaments available by checking our website.

Hours of operation:

Weds & Thurs: 12 noon – 8pm

Friday through Sunday: 12  
Noon – 12 Midnight

(closing times may vary depending on play)

Stop by the Bonus Club to sign up for a free membership card to earn rewards and qualify for our many promotions and giveaways. While you are there, browse through the unique selection of items in our Gift Shop.

RVers, Truckers and large vehicles are always welcome, with plenty of free overnight parking available. Stop by the Bonus Club to ask about discounts and perks.

Come enjoy the warmth and excitement of Kla-Mo-Ya casino.



## Crater Lake Junction Travel Center

34005 Hwy 97 N  
Chiloquin, OR 97624  
541-783-9800

The Crater Lake Junction Travel Center opened for business in 2010, and is owned by the Klamath, Modoc and Ya-hooskin Tribes. Open 24 hours a day and located just next door to Kla-Mo-Ya Casino as you enter, this travel center offers competitive fuel prices and many convenience items.

Travelers can fuel up with gas, diesel, or propane. Stop in for a snack or soda, or grab a quick meal featuring Mexi-Go or Mountain Fresh Pizza. Free Wi-Fi, a comfortable lounge with large screen TVs, laundry and shower facilities, and ATMs are all available.

Make sure to ask for a Crater Lake Junction Travel Center rewards membership card so that you can earn points for each purchase and visit. Your earned points can be applied toward future purchases.

Truckers, ask about trucker services and benefits for each visit. Convenience items and truck accessories are for sale, along with many useful daily provisions.

### Crater Lake National Park

Crater Lake National Park is located off Highway 62, just 34 miles from Kla-Mo-Ya Casino and the Crater Lake Junction Travel Center. After playing and fueling up, discover the world-famous beauty and amazing history of Crater Lake. Groups and parties, ask about casino shuttle service for your outing or adventure.

### Shuttle Service to and from Train Mountain

Kla-Mo-Ya Casino and the Crater Lake Junction Travel Center are also offering a free shuttle service for Train Mountain Members, Guests and Visitors.

Train Mountain people should see the TM Office for more details as we get this service implemented.