



The Mountain GAZETTE



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An Official Members Only Publication of the Train Mountain Railroad Museum Issue: #24 August 2003

Weather, weather, weather. It's been hot, mild, windy, calm, rainy, dry, cloudy, clear, and smoky. How's that for helping you plan your visit for the last meet of 2003. The weather for the last meet was terrific and the attendees were treated to some nice weather and some great food.

Please read the great From The Manager column this month to get a flavor for the July Meet. The best word I could think of for it was 'intimate'. It was a quiet, productive meet. Those that came enjoyed themselves and got a lot accomplished in the process.

The Hospitality parties that were missing during the 'big one' returned during the July Meet. How's jambalaya, pork tenderloin, BBQ ribs, fried chicken and good company sound. The locals of the Kincaids, the Vertels, the Stutts and the Woods all had their usual great parties and like I have already said the food was great and so was the company. (Very intimate). In case you are wondering what happened to the 'cheap' pizza, well it seems my lovely bride was out 'logging' on our property and fell down and broke her wrist (ouch) and couldn't 'cut' the pizza, so we had fried chicken instead.

On a serious note, Mom and Pop Wood were going to see my son up at Lake Tahoe, two weeks ago and had a roll-over car accident. Pop is sore but OK and Mom got a couple of broken ribs but is also recovering. Please wear your seat belts, they did and they will be back for more Train Mountain Meets.

The Klamath Basin has had three serious fires this past two weeks, please be very fire conscious while you are in the area. Train Mountain will be taking its regular 'extreme' fire watch conditions, but be careful driving your vehicle only on the graded roads, no off-roading, watch your cigarettes, and keep a lookout for any telltale smoke signals.

If you are going to be here for the first Sunday of the Meet (Labor Day weekend) please go over and run on the Klamath and Western and join the good folks from the Over The Hill Livesteamers who will be hauling the public on Sunday. This will be their last public run day of the year, they would love to see you and it's also a great place to get something to eat at their concession stand.

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Only you can prevent wildfires.

FROM THE MANAGER

The latest information for the August 2003 Meet

From the Manager:

Another wonderful meet has gone by and many things were accomplished once again. Even though it was small in attendance it was large in accomplishments. Bonkers (Steve Vadeboncoeur) completed the roof restoration on the passenger car and is well on his way to repainting the sides of the car. While Dave Kelley was here last he made pins for the boom on the Burro Crane so we may get the boom on it yet this year. Dave Towle worked with Paul in the track shop all week. Bert Newberry was busy sweeping tracks with his sweeper. Frank Steuer was busy weed eating the K&W track with his new weed-eater. Walter Freihube and his nephew Reinhard Hirsch (visiting from Germany) hauled rocks for erosion control at bridge abutments and trimmed trees and hauled away the branches. And everyone else helped with cleanup left over from the Triennial or the ever popular weeding and pine needle raking. Thank you to everyone that was here and for working so hard.

Our fire season is holding at the extreme level III; at this point that means we may need to follow some stricter rules for the September meet. After riding the rails last weekend I noticed the ash pits did get used and also a few ties were added to the burnt tie list. The clearing of the right-of-way appears to have helped with fire prevention and it sure has made the railroad look better. Our weed population has been doing well though, even in the middle of the rails. You know what that means for workweek.

Along with track adoptions, moving to more intense maintenance and a lot more folks doing track maintenance I have made a few observations while running the rails. We have

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a lot of ideas being put to use all around the railroad; most are completely effective and fit in with long-term maintenance goals. Keep in mind that we want to eliminate as much maintenance as possible so make repairs that are long lasting. If you are new to track maintenance and have a question, chat with Art and Charlie, Jeff Phillips or Mark Flitton. Yes, there are many folks that have the experience and I couldn't list them all but the ones I mentioned have consistently made long lasting repairs. Mark Flitton has accepted the task of training folks new to track maintenance so don't be afraid to ask for his guidance.

Remember the seat construction project? I see that some of you thought that was a good idea and built them. David Van Sickle built 3 such seats and donated them to Train Mountain. Thank you David. On the same note Mark Flitton apparently felt we needed more weed cutting ability and donated a gas weed eater. Thank you Mark and Debbie. A set of transfer punches were donated to the Back Shop, thanks to Dennis and Sharon Ediger. Thanks to Dr. Larry DaBroi, the Back Shop has a new supply of surgical gloves. And a big thanks to Dennis and Marie Weaver for supplying rags again. Jim Lane has donated numerous tools and parts to Train Mountain. Thanks again Jim. The donations from all of you are greatly appreciated and are put to good use at Train Mountain.

Talk to you soon

Ross (General Manager)- tmrrgm@trainmountain.org

MEET SCHEDULE

What's happening and when!

Just a little side bar here, as one of the locals that puts on one of the evening festivities at the meets I can't begin to tell you how much we regretted not being able to do it at the Triennial and how much we enjoyed being able to resume our regular regime for the rest of the meets. We've talked amongst ourselves and we are so glad you enjoy these get togethers as much as we enjoy putting them on. Please come and join in the fun!

DATE	TIME	ACTIVITY
Sat, Aug 30th	9:00 AM	Begin Work Week, which runs through Thursday, July 31st at 4:00 PM
	6:00 PM	Quentin & Sharon's Recognition Dinner for all volunteers who work on Saturday—SEE SPECIAL NOTES
Tue, Sept 2nd	6:00 PM	Recognition Dinner for all volunteers who have worked at least one day during the work week. Hosts Jim, Wendy and Sierra Kincaid—SEE SPECIAL NOTES.
Wed, Sept 3rd	6:00 PM	Recognition Dinner for all volunteers who have worked at least one day during the work week. Hosts Tom and Fred Vertel—SEE SPECIAL NOTES BELOW.

DATE	TIME	ACTIVITY
Thu, Sept 4th	1:00 to 3:00 PM	Chiloquilters. Sewers will meet in Central Station, show and tell, beginners welcome—SEE SPECIAL NOTES.
Thu, Sept 4th	6:00 PM	Recognition Dinner for all volunteers who have worked at least one day during the work week. Hosts Chuck and Sherry Stutts at OTH—K&W Track—SEE SPECIAL NOTES.
Fri, Sept 5th	9:00 AM	July 2003 Train Meet begins, which runs through Sunday. Company Store open Friday and Saturday 9:00 AM to 5:00 PM
Fri, Sept 5th	6:00 PM	Pizza and Beer celebration for all train meet attendees. Host's Russ and Linda Wood—SEE SPECIAL NOTES BELOW.
Sat, Sept 6th	6:00 PM	Train Mountain Banquet, held at Central Station, tickets available from info@trainmountain.org or 541-783-3030.
Sun, Sept 7th	4:00 PM	The September 2003 Meet ends.

SPECIAL NOTES FOR SOME SPECIAL EVENTS:

If you have not been a volunteer or an attendee at Train Mountain, here's an opportunity to come early, get to know the Train Mountain Experience firsthand, and finish with some great fun and the camaraderie of new friends.

Quentin & Sharon will host their Volunteer Recognition dinner, the dinner will be held at **6 p.m. Saturday** at Central Station.

Jim, Wendy & Sierra Kincaid will host a dinner for all **Work Week** volunteers who have spent at least one full day during the work week contributing to the Train Mountain effort. The dinner will be Tuesday evening at the Kincaid's home. **YOU MUST SIGN UP** at the Train Mountain Main Office located in Central Station prior to the **deadline of Monday at 5:00 p.m.** Directions are available at the office.

Tom and Fred Vertel will be hosting a dinner for all **Work Week** volunteers who have spent at least one full day during the Work Week contributing to the Train Mountain effort. The dinner will be Wednesday evening prior to the Train Meet weekend. **All members are suggested to arrive at their house by TRAIN! If you do not wish to bring your train, you may ride the special train that will be departing Central Station at 5:30 pm.** You can drive your vehicle to their house but parking is limited. **YOU MUST SIGN UP** at the Train Mountain Main Office located in the Central Station building as soon as you arrive, the

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deadline for signups is Tuesday at 5:00 pm—no exceptions. Directions are available at the Office.

Quilters of Chiloquin will hold a special Thursday Sewing Social at each of the remaining Train Mountain meets. They will meet in the Central Station from 1:00 to 3:00 pm. This is not just for quilters, this is for all kinds of sewing, needlework, crafts, etc.,. What ever project you are working on, please bring it for show and tell.

Chuck & Sherry Stutts at OTH will host a dinner for all **Work Week** volunteers who have spent **at least one full day** during the work week contributing to the Train Mountain effort. The dinner will be Thursday evening at the OTH concession stand. **YOU MUST SIGN Up** at the Train Mountain Main Office located in Central Station prior to the **deadline of Wednesday at 5:00 p.m.**

Please Help the Hosts and Hostesses by signing up for those events you wish to attend. These nice folks need to know how many are coming! Sign up in the Central Station Office.

Russ and Linda Wood will be hosting their regular 'Cheap' Pizza and Beer night. If you are going to be running trains afterwards at Train Mountain please keep your consumption directed towards the pizza and not the beer! The event is an ongoing event and is held at **6 p.m. Friday** evening during all **Train Meet** weekends. Their home is located a short but scenic three miles from Train Mountain. Bring nothing but your appetite. **PLEASE SIGN UP** at the Train Mountain Main Office located in the Central Station building as soon as you arrive. Directions

are available at the Office.



Great food, good friends, and the time to enjoy it all. Another terrific meet at Train Mountain.

NEXT WORK WEEK

What do we do next!

Clean up, fix up, finish up, getting ready to winterize Train Mountain. The track that looked so great for the Triennial now has that usual Train Mountain summer week look. Seems as soon as you get a section looking great along comes the summer weather and the plant life around here just explodes. Anyhow, lots to do to get Train Mountain ready for its winter hibernation period (no meets). There will be few of us idiots out there with our snow plows, but in general after the August/September meet it's pretty quiet around here.

Possible July Work Week Projects

July 26th--August 3rd, 2003

Aspen Grove Loop - 5,200 plus feet—work crew (depending on rail)

Anytime Projects

Siding Extension - 2 people one day

Steuer siding, extend from 120 feet to 140 feet, install new switch.

Main Yard Tune up - 2 people two weeks

Six Acre Siding and Yard - 2 people 1 week

Six switches, one siding, four stubs.

North Portal Siding, Wye, and Yard - 4 people 1 week

Seven switches, two sidings, one wye, and one stub.

Grade Crossings Upgrade - 2 to 4 people 2 days each

Replace any wooden tie sections within two track sections of all grade crossings (this can be an ongoing project)

And of course there is the always popular, rake pine needles and pine cones fun and games!

TRIENNIAL REVIEW

Instant Replay of the 'Big One'

OK, OK, so it's not instant, geez give a guy a break will ya'? We've all had some time to get back to normal (or as normal as grownups who play with little trains in the woods can get) after the 'Big One' and to reflect a little on what really happened. We've already covered the big parade, and the mile of trains, and the 'Peoples Choice' award winners, we even got in a few 'atta' boys or girls (depending on, oh well you know). Let's talk a bit about the meet itself. There seems to be much debate around here about was it too long, what about the work week immediately preceding the meet? Those kinds of questions and their corresponding answers seems like a good topic to air here. The number one concern is volunteer burn-out. We simply can't put on an event of this magnitude without you folks. So how do we do it and not drive you all nuts and work you to death. That's the concern. I personally felt that the 9 day format gave us all the time we needed to run trains, do some sightseeing, gather with our friends and fellow members, and oh yeah to volunteer

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for a shift or two at the large variety of jobs to be done. We've already thrown the accolades towards those that did that extra duty cycle and worked *all* the shifts at *most* jobs, but the meet was successful because 'you' all did your part. What's your opinion? 5 days, 7 days, 9 days, send me a note via snail mail or email and let me know what you think about how we spend 'your' time at the next 'Big One'. *(remember only 1065 days left to go!)*.

Due to circumstances beyond Train Mountain's control, the normal food service was provided for by commercial vendors and Chuck and Sherry at the OTH concession stand. All this will be different at the next Triennial, but what food services would you like or what other services could be provided that were not provided?

The vendor area was very well attended by both vendors and members. The ladies even had some vendors of their own. Should this area be expanded? What other vendors would you like to see at Train Mountain that didn't make the trip this time?

How about those great seminars? I enjoyed all the seminars I was able to attend and those speakers sure knew their stuff. What other topics should we try and get? Were the sessions long enough, too long, or need to be repeated? I'd like to see a round table open discussion about the past, present and future of Train Mountain, see related topic under What Works.

FOR THE LADIES

Something for our 'other' halves!

Please remember to bring your goodies to share during the ladies gatherings at any Train Mountain meet. The ladies get together on the Thursday of the Work Week and it's not just for quilting either. All crafts are welcome and mainly they want you to join in on the fun and the camaraderie. The local ladies are joined by the Chiliquilters and also by the Klamath Falls Piecemakers. All in all quite a group and they do some terrific works of art. Drop by and take a look see and I think you will be dazzled by their wares.

WHAT WORKS

Ideas that seem to make a difference

This will probably come across like I'm venting again and maybe I am but you know me I'm not afraid of stirring it up on occasion! Here goes, I overheard a comment at the last meet about 'His' meets! I'm not sure what that means exactly but I think 'they' were referring to Quentin and the Train Mountain Meets. Well let's just set the record straight as far as I'm concerned. These meets are 'OUR' meets held at Train Mountain. Quentin lets 'us' hold them at 'his' place but they are 'our' meets. They are only successful if 'we' come and 'we' volunteer, and 'we' bring 'our' trains. In fact this last meet was a very special one for many reasons. For an example, Quentin and Sharon had

a scheduling conflict and had to be away for a portion of the last meet, and guess what, the meet went on! 'Our' meet was being held while 'they' were away, pretty cool I'd say! OK, enough venting, I'm off my soapbox for another issue or at least for this subject. Please attend 'our' next meet if you can; 'we' look forward to being with you all again.

PROTOTYPE

The growing collection at Train Mountain

This is going to be one of those 'you gotta trust me on this one' topics 'cause I didn't get any pictures! Jerry Balf and I are coming back from Klamath Falls and to our big surprise we see the UP Centennial Diesel and the special UP passenger consist headed south. We weren't sure of the purpose of the trip, maybe just an inspection cruise by the big shots, but for whatever reason, it was a pretty sight cruising along side Klamath Lake and the snow capped peaks in the background and of course that UP yellow passenger paint job, terrific!

The Centennial and the UP passenger train from the Triennial, what a meet!



RULES OF THE ROAD

Reviewing the Rules

For you keen eyed and well read members that recognize this column from last year just skip ahead a little and for the rest of you this is a very important topic for the rest of this summer and the next meet in particular, Ed.

- 9. SPARK ARRESTORS & ASHPANS REQUIRED ON ALL COAL & WOOD BURNERS.** The summer fire danger in Klamath County is always "High" and often "Extreme." *(It's extreme right now Ed.)*

This is the price we pay for being in the high mountain desert area of Oregon. Current conditions warrant that no coal or wood burners can operate on the north side of the tunnel (see notes From The Manager). The spark arrestors and ash pan rule is enforced on the entire railroad but movement is only restricted on the northern runs. In the summer of 2002, we had a local fire over in the Sprague River area that covered 1,200 acres in it's first four hours! PLEASE watch your stacks and pans. Check your fires while at a water stop and then have your conductor check the track as you pull out. Catching a cinder while it's still a cinder is a heck of a lot easier than fighting a wildfire! The

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Forest Service requires that while working in the woods that you have in your possession an axe or Pulaski shovel, a gallon of water or 2 1/2 lb. fire extinguisher or bigger. While NOT required at Train Mountain, it might not hurt if some of us added that kind of stuff to your work or tools cars, wadda' ya' think?

OPERATIONS

More than Just Round and Round

In the Last Issue of the Mountain Gazette I brought up the topic of long trains and I put it in the Rules of the Road column because of 'my' safety concerns. I also sub-titled it 'opening up a can of worms'. Well the dust has settled and all the male posturing has been completed so we can get down to some real issues. It seems we have some really smart members who know lots about the physics of our models and of steel and of construction. They also have some pretty good ideas about our hobby and they also have safety concerns. The issue of train brakes is a paramount issue and the discussions and suggestions have been well thought out and quite detailed. Also the issue of our couplers and their relative strengths and weaknesses has been well hashed. All that seems left to talk about is how can we do it again and when? I think this time though we need a couple of them running at the same time. I also heard several comments on how we should 'shut down' the Mountain during the long train running so as to not 'tie up' the railroad. Well folks all you have to do is to come here more often and 'learn' some of the alternate routes of Train Mountain. Lee Pirtle and I ran full passenger service all during the long train running and NEVER once did we have to STOP! We ran alternate routes and covered all the same track but just in a different sequence than normal. I love the long trains and I hope to be around long enough so that you could operate a 100 car train at Train Mountain and nobody would notice!

Speaking of Lee Pirtle, he has this great GPS gadget that he used all during the Triennial. He recorded all of his trips on it. When done it showed him how far he had traveled (50 plus miles per day!). It also sketched out a map of where he'd been, and you know what it looked like the new map that Ross and crew had finished just prior to the 'big one'. Another one of the 'pretty cool' toys!

While I'm in the 'atta' boy frame of mind I think a couple more are forthcoming in regards to the Triennial. Why do them here well because they directly affected our 'operations' during the Triennial, and once again these are not here in order of importance! First is the great job on those signal lights down on Dogwalk. They work and look terrific. They are the work of Bob Hayes or LA Bob as he is know around here. He first built a working prototype in HO scale and then the real ones down on Dogwalk. He hopes to have the rest of Dogwalk done soon, good job Bob.

Another set of Kudos goes to Bill Farmer for his outstanding work during the Triennial on the Grand Junction / alias 4 way crossing. He not only threw the switches for us but he also had the signal lights working. He also rewired and got working the switch coming out of the long tunnel under Main Yard. Another great job.

Speaking of signals and switches lets not forget John Cooper for putting in the signals and switch machine controls at the K&W switch. Let's hear it for all of these members who helped make the Triennial a very special meet.

Attendees for the July/August Meet

Name	City	State	Guest
Balf, Jerry	Chiloquin	OR	Louise
Bartel, Dick	San Bruno	CA	
Benjamin, Brian	Bend	OR	JJ Buckner
Bergmans, Roger	Napa	CA	JoAnn
Butler, Boyd	Kennewick	WA	Twila
Crisp, Art	Chiloquin	OR	Genevieve
Ferestad, Martin	North Canton	OH	Jean
Freihube, Walter	Eugene	OR	Reinhard Hirsch
Haas, James R.	Klamath Falls	OR	
Harold, Robert	Carson City	NV	Mayleen
Hill, Holly	Eugene	OR	Marie
Kincaid, Jim	Chiloquin	OR	Wendy, Sierra
Meinershagen, Charlie	Redding	CA	
Miller, Art	Florence	OR	Amy Winter
Newberry, Bert	Florence	OR	
Panzik, Crystal	Chiloquin	OR	
Schubert, Charlie	Chiloquin	OR	Peg
Shifley, Alan	Philomath	OR	Amy, Carol
Steuer, Frank	Sherwood	OR	
Stutts, Chuck	Chiloquin	OR	Sherry
Towle, David L.	Los Gatos	CA	
Vadeboncoeur, Steve	Victoria	BC	
Vertel, Tom	Chiloquin	OR	Fred
Wood, Russ	Chiloquin	OR	Linda
Young, Ron	Chiloquin	OR	Caroline

Thanks gang we really appreciate the help. We hope you had as much fun as we did having you here.