



The Mountain GAZETTE

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Once again 'tis the Irish Season that's upon us here in the highlands. Yee lowlanders know it only as the comin' of the green, but we know it as the going of the white, the wet, and the cold! Not that we mind the white and the cold mind ya, now that we have some goodies to play with during the times of the white and cold. Check out the What Works section to see the results of our latest toys!

It really is the season of the comin' of the green and lots of outdoor projects are under way. Art and Charlie Bill are designing some yard lights to be installed in the new Klamath and Western yard. With the upcoming Over The Hill Livesteamers meet this May those lights will certainly come in handy. If you haven't done so already, please sign up soon. Also, if you've been involved in putting on a meet at your own club you know how much work it can be, so if you can lend a hand during their first meet in many years, please do so. Contact them at:
Over The Hill Live Steam Club
36951 South Chiloquin Road
Chiloquin, Oregon 97624
541-783-7763 or www.hobby-tronics.com/OTH

There are piles of pine needles and pine cones so some folks have already started the annual rake 'em up ritual. You know with all the smart folks that are members maybe we can come up with something commercial to use that stuff for! Anyhow, until that happens we just have to rake 'em and pile 'em and remove 'em!

The little bit that I've been able to do over at Train Mountain reminds me to remind you to bring your hat, your water bottles, your gloves, and remember that you are at an elevation of 4200 feet! Take it easy!

We hope your cabin fever is under control and that ALL your winter projects got done. We are all anxious to see what goodies you folks have been up to this winter and to see all of you at one or more meets this summer. Major projects for this summer season include the laying of Aspen Loop, and the relaying of the double track from Ellingson Bridge to South Portal.

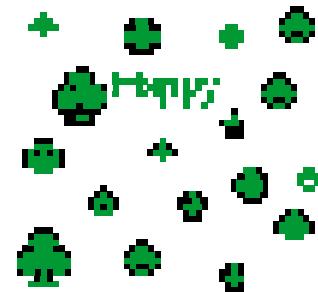
Since the snow came early in November and stayed until last week, we did not have the normal freeze-thaw-freeze cycles that plague us. The frost heave this year has been

very mild and so the track is already run-able and seems to be in great shape. There are those pesky wide rail gaps to be adjusted and some switch points that need a little oil and TLC, but for the most part the railroad is ready for you folks to come and play.

A note from Carol: You know that great photo of Rich Ulin coming out of the tunnel that we used for the State Membership Roster cover, for which we show John Ptacek as the photographer? Well, John advises me that while the picture was taken with his camera, Rich Ledyard actually took the picture. Thank you, Rich, for taking such a great photo, and thank you, John, for providing a copy to Train Mountain!

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FROM THE MANAGER

The latest information

From the Manager:

Time is flying by! The snow is almost gone and I even saw some dust today. Everywhere I look there are plants turning green and growing. What a great time of year! We have been in the sixties a few times but still below freezing at night.

Art and Charlie have finished the "Switch Toter" and are hard at the chores of getting things ready for the Klamath and Western to open. They have been helping our electrician and Richard in getting the hoist and steaming bays ready for use at the K&W Yard for the OTH Meet. Peggy has been helping out as usual.

Jerry Balf has been busy doing projects with Ron Young and working in the Back Shop. Both those guys have aban-

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doned Caroline I think; she has been painting the two-inch scale gas station while Ron and Jerry head for the Back Shop.

Sarah and Sonya are still hard at it in the Back Shop doing all kinds of projects, from lettering cars to machining and painting. Paul and Richard have been cleaning up winter messes and getting things started for the season. They have most recently been falling trees and piling up the rounds for the firewood trains to take to the fence sites for stacking.

In the office Carol has been busy with the daily chores and getting everything ready for a new season. She has to make daily post office runs to get all the renewals out to you and with better weather she also greets visitors that stop in to see if what they have heard about Train Mountain is true.

I have been working on the parts of the master plan for TM for some time and we are pushing pretty hard to get that over with. Our wastewater issues will be handled by DEQ and we have hired a local engineering firm to take care of the permitting and the assembly of the master plan for submission to the proper entities. They should submit the permit applications for wastewater issues very soon. Campground permits are in the works again and hopefully will be ready earlier this year than they were last year.

The big project this month is to get things going on the Train Storage Facility or Containerville. I have had estimates done on different phases of the project and have met with the county building officials. All looked good until I got to Planning and that pesky master plan got in the way again. I hope to overcome that obstacle by submitting a site plan map to the county in the next week or so.



Here's a couple of pictures of Containerville, New Zealand style. Photos supplied by fellow member Doug Auburg, thanks Doug. *Looks pretty good to me folks! Ed.*

We need your commitment in the form of a \$1000 deposit towards the ownership of a container so we can purchase containers and begin work on placing them. If you who have already made a deposit in an amount less than \$1000, please send the balance in as soon as possible. As an owner of a storage unit you will sign a document that spells out the legal stuff. You will own the container and make an annual payment to lease the ground it sets on and pay for the amenities (maintenance, electricity and lighting) provided with that space. We will provide more information as to total cost, maintenance fees, etc. as it is available.

The 8' x 8' x 40' container is used and controlled much as a mini-storage unit would be. You, as an owner, will have the ability to sublease or co-own the container structure and build a storage system inside the container in a safe way to your own specifications. This is the opportunity for you to control your own security in one of the most secure types of storage there is. Since only members can buy into this facility the security is even better because we know who will be around. As members with storage and trains at Train Mountain you have access for running at virtually anytime. How great is that?!

The plan at this point has the containers end to end with thirty feet in between for a transfer table. The containers will be setting on concrete stem walls under the ends only and welded to a steel ribbon in the concrete. This will stabilize the containers and provide a solid base to keep them level. Our intention is to install our green container as a common room close to Train Mountain Road. This project will be built out in at least five phases, placing ten containers at a time, with a total of forty containers, and a final beautification project. How quickly these phases are completed will be dependent upon the number of commitments and deposits we receive from you. Get your ideas to me for making Containerville look good.

I have had a chance to get out on some of the railroad and all in all it looks pretty good. I was moving cars around and discovered enough pine needles in my path that I got out the power broom with the car the Kitsap Krew helped modify a few years ago and cleaned off some track. The car I am referring to is a flat car with mounts for the power broom out front which you push with a loco or, in my case, a speeder. The only problem with this system is the needles are so thick in spots I needed wings to heel them farther out to the sides. The plus was that the broom cleans out all the rocks that have found their way into switches before running over them. During this adventure I found many switches and throws that need attention. It also looks like the track coming off the crossings settled again so one gets a hard bump getting up on the crossings. All in all, pretty normal maintenance I would say.

Talk to you soon,

Ross Perrin, (General Manager)- tmrrgm@trainmountain.org

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NEXT WORK WEEK

What do we do next!

Tune up, fix up, spruce up, whatever you want to call it, that's what we need to do next. Please give us a hand at accomplishing these tasks. Also remember to plan enough time to have **fun** while you are here

Meet	Work Week	Train Meet
First 2004	Sat May 29-Thurs June 3	Fri June 4- Sun June 6
Second 2004	Sat June 26-Thurs July 1	Fri July 2- Sun July 4
Third 2004	Sat, July 31-Thurs Aug 5	Fri Aug 6- Sun Aug 8
Fourth 2004	Sat, Sept 4-Thurs Sep 9	Fri Sept 10- Sun Sept 12
First 2005	Sat May 28-Thurs June 2	Fri June 3- Sun June 5
Second 2005	Sat July 2-Thurs Jul 7	Fri July 8- Sun July 10
Third 2005	Sat, July 30-Thurs Aug 4	Fri Aug 5- Sun Aug 7
Fourth 2005	Sat, Sept 3-Thurs Sep 8	Fri Sept 9- Sun Sept 11
First 2006	Sat May 27-Thurs June 1	Fri June 2- Sun June 4
Triennial	Wed June 21-Sun June 25	Mon June 26- Sun July 2
Third 2006	Sat, July 29-Thurs Aug 3	Fri Aug 4- Sun Aug 6
Fourth 2006	Sat Sept 2-Thurs Sept 7	Fri Sept 8- Sun Sept 10

Possible May Work Week Projects

May 29th--June 6th, 2004

Relay Outside Mainline—Ellingson Bridge to South Portal—1,500 plus feet double track—work crew

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!

FOR THE LADIES

Something for our other halves

Night Time train rides are a major part of the enjoyment that Linda and I have had at Train Mountain. Most of the rides are during the summer when the evenings are most pleasant, but a few have been on full moonlit nights that were a bit on the chilly side. Linda has made me a small

lap quilt that I keep in my old pickup truck (No I haven't fixed the heater yet!), and on a cold night run not long ago I used it on the train. Well let me tell you that was a great use of this little lap quilt. You might want to think about making up a couple for your train and your night rides. Linda and I are talking about designing a new set but this time with a pocket for your hand and maybe some velcro for legs or lap, or maybe Let us know what you come up with.

A quick reminder, that some of you ladies took some of the train blocks last summer to finish into the wall hangings for Central Station, please remember to bring them with you when you come this summer or at the very least send them to Linda so she can get them up on the wall for all to enjoy. Linda Wood, P.O. 927, Chiloquin, Oregon 97624

WHAT WORKS

Ideas that seem to make a difference

Last Issue I showed a picture of my 'Spreader' and made the statement that it hadn't been tested yet! Well my 'Woodside Lumber Posse' took that as an invitation to come up and play so Les Dent and Bob Rufenacht (of my posse) joined locals Tom Vertel and Lee Pirtle and me on a snow plowing weekend. I know you've heard this from me before, but this really is the '*most fun you can have with your clothes on!*' Now let me set the stage, we had plowed a little snow over at Tom's house and it was icy, and we had plowed across Dam 3 and it was really ICY, but on this weekend we plowed Elizabeth River Loop and it was FROZEN SOLID! However this time we had some 'beef' and we were double-headed with Tom and my switchers.



Les Dent Photo 2004



Train Mountain Photo 2004



Les Dent Photo 2004

With the Ron Young plow on point and towing the Spreader we cleared the loop in about three hours. Next day we cleared the Klamath and Western track in about two hours. We also made a couple of passes on the rest of the mainline with the spreader all by itself. If you look closely at the pictures you can see why they call it a spreader, just look at the 'grins' on everyones faces, you can't spread a grin any further than those! During the course of the three days we played, we made many minor, and a few major modifications to the spreader, but in the end it worked like a charm. We are certainly ready for next snow season. BTW, Tom, Jerry Balf and Ron Young have made up another set of Ron's design plows so that will add to the arsenal of snow removal equipment for next year. Anybody ready for a snow meet next winter?



Once the snow has been wedged, it can be groomed with the spreader. We tried as a tow vehicle and on point. It's a lot of fun to ride on point and watch the snow fly but the spreader itself worked equally well either way. The main reason for the rider is that the snow is very uneven from side to side and with the wings out there is lots of side pressure. The 'rider' soon learns to 'lean' into their work! While doing the cleanup - grooming you can run at regular train speeds!

tools and let's not rely on 'borrowing' Quentin's tools. There are several work trains that are assembled for working on the track installation and repair projects and if you 'borrow' tools from them please remember to return the 'borrowed' tools back into the work trains. After running trains the last couple of weeks the Mountain is in good shape. There are lots of 'things' that need 'tuning' like switch throws and points, but over all the track runs great.

OPERATION More than just round and round

Remember way back in January I had an editorial about the 'Selling of our Hobby'? Well the Over the Hill Live Steamers put that phrase into *operation* this past weekend. They participated in a 'Railroad Days' presentation at the Klamath County Museum in Klamath Falls. They were joined by an HO group from Medford, a railroad author, and two great railroad artists. The museum curator Judith has been at the museum for many years and she stated that 'Saturday was the largest attendance of any presentation made at the museum'. The folks from OTH handed out club flyers, answered many questions about the club and the hobby, and ran continuous videos of live steam trains in action.



RULES OF THE ROAD Safety - Safety - Safety

Remember to check out your safety chains before heading up to Train Mountain. They are required on all trains and between all engines and rolling stock. A couple of other goodies to stick in your riding car would be a first aid kit, and extra water bottle or two, some sun screen, and even some bug spray wouldn't hurt. If you are going to be working on the railroad (and we hope you are!), bring some comfortable work gloves to protect your hands. Blisters can really hurt! If you have some special project you'd like to work on, please feel free to bring your own