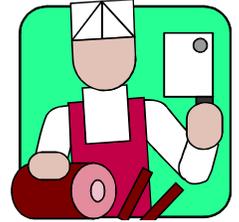




The Mountain GAZETTE

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Meet Counter
14 days
May 29th

An Official Members Only Publication of the Train Mountain Railroad Museum Issue: #33 May 2004

With today's economy what could be better than **two** meets during **one** visit to Train Mountain. Seriously, if you come for the first work week of 2004 at Train Mountain you will also be here for the Over The Hill Live Steamers Meet at the same time. Check this month's schedule for dates, times and contact information.

Kitsap Mania was in full flower during the 9th annual Un-Official Kitsap Meet. What a Krew! If you remember last year they were only able to work a couple of days outside and the rest of the time indoors because of the great Late April weather. Well, guess what? That's right they spent some time indoors and some time outdoors but all of it very productive! Check the Managers Column this month for all the gory details! Oh by the way thanks for the present guys! *(a little inside joke, be sure to ask me when ya' see me)* ED.

Fourteen Days! That's right folks only 14 days until the 2004 season gets off to a flying start. We start off with the OTH meet, then flow right into Work Week 1 for 2004, followed by the weekend frolic known as Meet 1 for 2004. Should be great fun and all of us locals look forward to seeing all our friends again. Lots of projects, lots of pine needles, lots of pine cones, and of course lots of fun!

The Eagle has Landed! No it's not the moon lander but a real eagle was injured and landed on Train Mountain. The eagle was coralled (what is the term for rounding up an eagle anyway?) and the Fish and Game folks were called. The eagle is doing well and Train Mountain got some great publicity too!



Herald and News Photo 2004

Klamath Falls veterinarian Sheree Everett checks the condition of a bald eagle's wings at her office Monday. The bird was found Friday on **Train Mountain** near Chiloquin with a dislocated elbow

and wrist on it's right wing.. Everett worked on the bird Friday, and planned to turn it over to wildlife rehabilitator Terry Mender in Sprague River. Holding the bird is Liz Diver, a

receptionist at Everett's clinic and a wildlife rehabilitator in training. *(Copied from the Herald and News article).*ED

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FROM THE MANAGER The latest information

It's almost train time! It won't be long now before the woods are filled with trains and the sounds of railroading will be everywhere. This is always an exciting time of year for all of us when we get the track working and the trains out for the long-anticipated run around Train Mountain. The weather is nice and the vegetation is very pretty this time of year so the ride is especially nice. I hope to make a run soon to prepare for coming guests. With our recent encounters with eagles I am excited to see what other wildlife is around also.

If you haven't heard the eagle stories yet, this is a short version. We had a Bald Eagle with a dislocated wing that the staff and many volunteers assisted the Fish and Wildlife folks in capturing. It is now in eagle rehab to be released to the wild soon. That is the happy one. A few days later I discovered a Bald Eagle dead in my front yard! I froze the bird and turned it over to Fish and Wildlife as per their instructions. I believe it had broken its neck on the power lines as it was lying directly beneath them. What magnificent birds and what a wonderful opportunity to help one at least. This is the most contact I have ever had with eagles up close and I was amazed.

(Continued on page 2)

A BIG THANKS to the Kitsap Krew for another great work-week. A lot was accomplished and plans made for future projects. I am at a loss as to how to include the Idaho Mafia leadership, I think I will call them the "orphans" and thank The Krew for adopting them. At any rate I believe they fit in the Krew category and certainly accomplished a lot. I am sure our editor will fill in the blanks for the week so I will move on. Thanks to all of you for your help. You spoiled your reputation, though, by finishing so many projects!

Containerville is slowly becoming a reality; with 18 now spoken for and the first ten sitting in Klamath Falls it is looking good. We had to hire an engineer to determine foundation specs, building classification and fire, life, and safety issues. We also have had meetings with the Fire Chief to determine any special requirements for the facility and to have his help on the fire, life, and safety issues as well. I hope to have all the answers within the week and secure the permits.

The county has accepted our application for campground use this season and I expect it to be granted very soon. In meetings with the county as of late I have felt a new desire on their behalf to really help us along toward permanent permits for Train Mountain. This is not to say that folks down there have not been helpful in the past, but they sure seem to be trying to be part of the solution instead of part of the problem these days. We now have a director in charge of the various departments such as planning, building and on-site so the flow of information is much better. I have recently given tours to the Director of Community Development, the person in charge of parks and the Planning Department planner that is working on our permits. As most of us know from watching video before getting to come to Train Mountain for the first time, you just can't imagine what it is like until you are here in person. I am confident that those getting a good look at Train Mountain will have a better understanding now which will make life easier.

Our permit for wastewater has been at DEQ (Department of Environmental Quality) for a while now and there have been some positive conversations in that area and ideas for repairs and improvements are being formulated. I look forward to making the upgrade so we can get the Beanery and restrooms opened up again as soon as possible.

There is so much going on here that it makes it hard to thank everyone. If I miss your names here, you know who you are and I hope you all will accept my thanks. There are trees being transplanted by John Wheelock, Crisp yard has been almost completed by Art Crisp, Charlie "Bill" Schubert, Peg Schubert and Gary Wainwright, the electric yard that was put in for the Triennial has been taken out by Tom Vertel and Bob Bradley to make way for containers, lots of raking and hauling has been done, track work is happening, and on and on.

The signal project at Grand Junction is nearly complete! Thanks to some good work by the Kitsap Krew as they assisted John Cooper who has designed and installed the operating circuits and engineered and built the control boards I was able to take a train through the junction from all direc-

tions and throw switches from the stands and watch the signals confirm my actions. Also if I confused myself (imagine that) there is a button on the switch itself you can throw the switch with, not to mention the manual throw. It was great!

K&W is looking good; the members of Over-The-Hill Live Steamers have been putting in overtime to have the place all spruced up for their first meet. It ought to be a good one.

Talk to you soon

Ross

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

What they accomplished! 4/22/04

- New Batteries installed in the Boxcab, cleaned battery acid out of loco by disassembly and washing and reassembly.
- Repaired Tony (the orange and black speeders with tails).
- Replaced drive belt and serviced BN.
- Repaired block lock on mill.
- Repaired speeder trailer to make truck more flexible.
- Repaired battery load tester.
- Serviced 2 S-3 electrics.
- Serviced yellow speeder.
- Repaired 3 Trolley controllers and 1 steeple cab controller.
- Used 23 gallons of distilled water in 94 plus batteries.
- Completed 7 flatcar loads.
- Serviced 9 Trolleys.
- Serviced Dash 8s, repaired exhaust stack, tightened air lines on trucks, oil and filter changed, removed some broken bolts in trucks, made battery holder and tie down, installed new battery with new cable ends, repaired cab front door and remounted hoods.
- Serviced weed sprayer car, made battery box and mounting.
- Remounted pine cone car body and made new latches with limit chains.
- Adjusted coupler height by machining trucks on 4 cars.
- Installed couplers and safety cables on old AMTRAK gons. Checked trucks and partially loaded with wine bottles for the wining wall.
- Installed 3 switch machines at Grand Junction.
- Worked with John Cooper on Grand Junction switches and signals.
- Replaced couplers on several gondolas.
- Assembled 12 crossing light cans and brows.
- Removed tree hazards from the tracks in Douglas Division.
- Raked area of responsibility. 7.0 to 7.8
- Re-attached brake wheel on bay window caboose.
- Made a track inspection tour.
- Actually used the equipment they repaired for track inspection. (Talk about taking risks!)
- Left a 'Gift' for yours truly! ED

(Continued on page 3)

- Idaho Mafia made repairs to switches and track damaged by snow removal efforts, also helped in the shop and worked on their area of responsibility. They also completed an inventory on the full size rolling stock of door locks and wheel chocks.

The Kitsap Krew, Dennis Weaver, Don Deffley, Jerry Crane, Richard Mairs. Dick Peterson, George Hayden, Art Knowles, Nelson Lanchester and his wife, Barbara. From the Idaho Mafia, were Mark Flitton and Rich Ledyard. John Cooper, of Klamath Falls, was here working on the Grand Junction switches/signals. Tammy and Kevin joined in the fun, and of course our cast of locals who always seem to be in the middle of all kinds of projects were here too!

On behalf of all the members thank you, thank you!



The Krew doing what they do best, working as a team! In addition to all the other stuff they did, they also managed to do some cleaning and maintenance on the their adopted track area! *What can I say, What a Krew!*



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!

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

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!

You do know that you are welcome anytime to come to Train Mountain and volunteer to help, you don't have to wait for a meet, just come on up and check in with Ross to see what needs to be done.

MEET SCHEDULE

The who, the what, and the where!

DATE	TIME	ACTIVITY
Sat, May 29th	9:00 AM	Begin Work Week, which runs through Thursday, June 3rd at 4:00 PM
Sat, May 29th	9:00 AM	Begin OTH Meet, which runs through Sunday, May 30th at 3:00 PM
Sat, May 29th	6:00 PM	Begin OTH Banquet for OTH meet attendees, if you have not registered for the dinner you can still get regular fare at the OTH Concession.

(Continued on page 4)

DATE	TIME	ACTIVITY
Sun, May 30th	6:00 PM	Recognition Dinner for all volunteers who work during the first work week. Location Central Station. Hosted by Quentin and Sharon Breen. Note change from usual Saturday date.
Tue, June 1st	6:00 pm	Recognition Dinner for all volunteers who have worked at least one day during the work week. Hosts Jim, Wendy, Sierra and Jed Kincaid— SEE SPECIAL NOTES.
Thu, June 3rd	1:00 to 4:00 pm	Chiloquilters. Sewers will meet in Central Station, show and tell, beginners welcome— SEE SPECIAL NOTES.
Thu, June 3rd	6:00 PM	Recognition Dinner for all volunteers who have worked at least one day during the work week. Host's Chuck and Sherry Stutts at OTH—K&W Track— SEE SPECIAL NOTES.
Fri, June 4th	9:00 AM	First 2004 Train Mountain Train Meet begins, which runs through Sunday. Company Store open Friday and Saturday 9:00 AM to 5:00 PM.
Fri, June 4th	6:00 PM	Pizza and Beer celebration for all train meet attendees. Host's Russ and Linda Wood— SEE SPECIAL NOTES BELOW.
Sat, June 5th	6:00 PM	Train Mountain Banquet, held at Central Station, tickets available from info@TrainMountain.org or 541-783-3030. See menu on page 5
Sun, June 6th	4:00 PM	The First 2004 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 a day or two early, get to know the Train Mountain Experience first-hand, and finish with some great fun and the camaraderie of new friends.

Over The Hill Live Steamers Meet Banquet is sold out but you can still get fed by purchasing your dinner from the OTH concession stand and from their regular menu.

The Kincaid dinner for all volunteers who work during the work week will be held at their home at **6:00 p.m.** on **Tuesday, June 1.** Directions are available at the Train Mountain Main Office.

Chuck and Sherry Stutts will be hosting their dinner for all volunteers who work during the work week at **6:00 P.M.** at **OTH on Thursday, June 3.**

Quilters of Chiloquin will hold a special Thursday Sewing Social at each of the Train Mountain work weeks. They will meet in the Central Station from 1:00 to 4:00 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.

Tom and Fred Vertel will NOT be hosting a dinner for this work week because of prior commitments

Russ and Linda Wood will be hosting their regular Pizza and Beer night. If you are going to be running 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. Directions are available at the Office.

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

FOR THE LADIES

Something for our other halves

Train Quilts need to be turned in to the sewing ladies for completion and for display. If you took some blocks home last summer to finish, please remember to bring them in or send them in. Also the Chiloquilters would like to hear from you for possible agenda items for the upcoming meets. If you would like to give a class or take a class, please let them know. They would also like to remind you that is not just for quilters, this is for crafters of all kinds or better yet, how about just some nice folks who want to socialize with some other nice folks while at Train Mountain.

WHAT WORKS

Ideas that seem to make a difference

The track adoption has proven itself to be a great way for you, the members, to help Train Mountain and also help you get your own little piece of heaven to work on. The folks listed below not only come and do their part in all the regular work week activities but they also have adopted a section of track or area and are responsible for its upkeep and appearance. Anyone can adopt an area of track, simply contact Ross Perrin, General Manager, and sign up. There is one little catch though, if you sign up you really need to do it! Here's the good guys list!

Adopter Name	Description
#1 Jeff Phillips	South Portal thru Rio Grande and Back
#2 Kitsap Live Steamers	North Portal to Dam 4
#3 Woodside Lumber	Ellingson Bridge to South Portal and Return
#4 Holly and Marie Hill	South Meadow Loop
#5 Jim Lane	#18 Track—Main Yard
#6 Lee and Toni Brooks	Fuel Siding Area
#7 Fred and Tom Vertel	Vertel Loop and Siding
#8 The Kincaid Family	6 Acre Campground Tracks

(Continued on page 5)

Adopter Name	Description
#9 Max and Becky Vaughan	Midway / Firewood Loop
#10 The Idaho Mafia	Elizabeth River Loop
#11 Over The Hills Live Steamers	Klamath & Western
#12 Tammy and Kevin McKinley	Hairpin / TM Road to Ellingson Bridge

Thanks gang for your continued support of Train Mountain.

RULES OF THE ROAD

Safety - Safety - Safety

Hi, It's just me, your thorn in the side talking about safety again! It's our First Meet of 2004, that means most of us have not run in some time, in fact our equipment hasn't been run in some time. Our operating skills might need a little honing and we might just want to take it easy the first couple of miles until we get our bearings and remember to always think safety! If you are going to also participate in the Over The Hills Meet please note the additions to the rules listed below:

TRAIN MOUNTAIN RAILROAD

RULES OF THE ROAD

- ALL TRAINS MUST HAVE BOTH AN ENGINEER AND A CONDUCTOR.** This specifically excludes radio controlled trains. The minimum age for a conductor is seven, the age of reason.
- SEVEN MILES PER HOUR MAXIMUM SPEED EQUALS TEN SECONDS BETWEEN MILEPOSTS.** Exceptions are posted trackside.
- 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.
- ALL CONDUCTORS TO BE EQUIPPED WITH A RED FLAG.** Minimum flag size is 12" x 12".
- CONDUCTOR TO FLAG TWO MILEPOST LENGTHS (210') BEHIND ANY STOPPED TRAIN.** This rule probably prevents more accidents than all of the other rules combined.
- SAFETY CHAINS OR DRAWBARS REQUIRED BETWEEN ALL CARS.** Some grades are more than a mile long. This rule prevents runaway cars.
- ALL TRAINS TO HAVE A CB RADIO TUNED TO CHANNEL 1 OR 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. ***For running at the OTH Meet please use FRS channel 6 while on the Klamath and Western.***
- SOUND HORN OR WHISTLE (--- --- - -----) AT W SIGN.** These signs are located 60' before the track crosses roads or other tracks.
- SPARK ARRESTORS & ASHPANS REQUIRED ON ALL COAL & WOOD BURNERS.** The summer fire danger in Klamath County is always "High" and often "Extreme."
- 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.
- 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

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

SPECIAL OTH RULES

- YOU MUST BE A MEMBER OF OTH AND BE 18 OR OLDER TO HAUL THE PUBLIC.**

OPERATION

More than just round and round

May 29th and May 30th operation changes are as follows: On May 29th and 30th, the main Train Mountain track will be closed to Klamath and Western access so that the Over-The-Hill Live Steam club can have their meet solely on their track. Train Mountain members are invited to run on the Klamath and Western and help the Over-The-Hill gang celebrate their first meet in many years. Keep in mind that the OTH folks are trying to hold a meet, they are open to the public both days and would love to have you come and run your trains and show the public your handy work. To register for the OTH meet contact Jim Haas, 508 Sunset Beach Road, Klamath Falls, OR 97601 or call him at 541-850-0155.

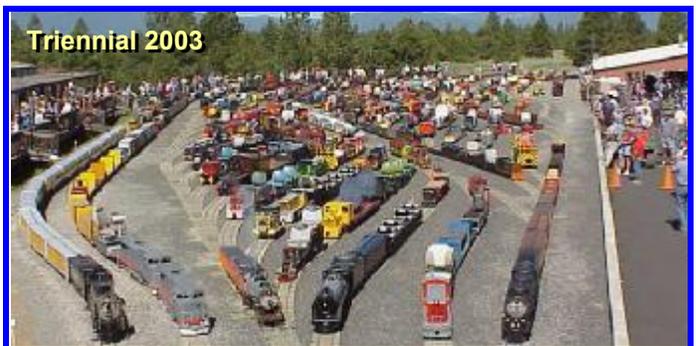
TRAIN MOUNTAIN BANQUET

First Meet Menu

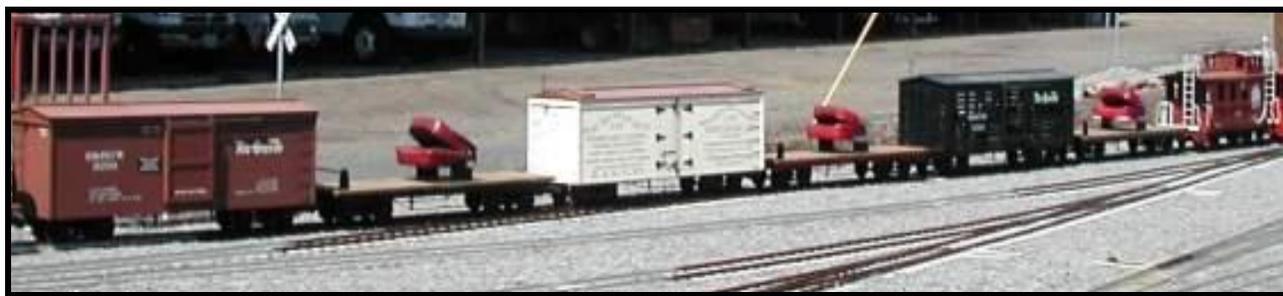
Kabobs
 Roasted Red and Yellow Potatoes
 Steamed Vegetable
 Cole Slaw
 Homemade Rolls
 Dessert
 Beverages

You are welcome to bring a beverage of your choice (such as wine or beer) for your group, if you wish.

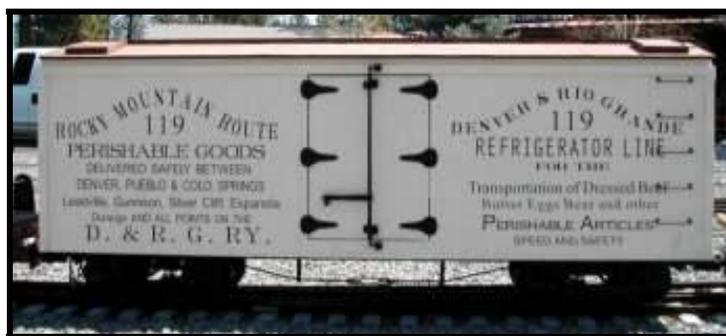
Banquet fee is \$15 per person, providing reservations are made no later than May 21. If you cannot mail in your registration form to arrive prior to that date, please call Carol at the office, 541-783-3030, between 9:00 a.m. and 4:30 p.m. weekdays, or send an email to info@TrainMountain.org. The fee will be \$20 per person after May 21, and we will have a limited number of reservations available after that date.



TRAIN CARS FOR SALE



BOXCAR \$2,950.00



REEFER \$2,950.00



6' FLAT CAR WITH PASSENGER SEAT \$1,500.00 EACH



STOCK CAR \$3,150.00



CABOOSE \$3,050.00

Contact Train Mountain
Phone: 541-783-3030 or 541-783-3778
E-mail: info@TrainMountain.org or tmrrgm@TrainMountain.org