



The Mountain GAZETTE

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As I'm sitting here getting my BUNNY costume ready for the annual Easter egg hunt I can't believe it's already that time of year (now that's a word picture that was worth reading wasn't it!). I know we've been complaining about the long gray winter, but Easter, my goodness! This is a special time to celebrate what ever beliefs you and your family enjoy. The most important part is to remember to enjoy them! Your editor hopes that you and yours have a most enjoyable celebration of Easter and the Easter season.

Are you getting excited yet? You do realize that there are only 42 days until the 2006 spring meet! 42 days to get everything ready for your trip to Train Mountain. This of course includes your engine, your rolling stock, and all the rest of your 'bring along' goodies. Now what are 'bring along' goodies? They are those very necessary items that are part of what makes your trip more enjoyable. Things like, sun screen, bug repellent, a comfortable hat, a long sleeve shirt, a jacket and whatever else makes your trip more comfortable. This should also include those things that make your visit safe. Make sure you bring a flashlight, a red flag for your caboose or tail-end riding car, a CB or FRS radio (preferably two, one for the engineer and one for your conductor), safety chains and cables for ALL your rolling stock to insure that we have a safe and sane train meet.

On the Train Mountain email list there has been a great deal of chatter about safety and what that really means. Safety is not just a bunch of rules that one must commit to memory, nor is it just a list of rules that a conductor must read to the passengers before the train can depart. Safety is an attitude! Think safety, feel safety, live safety! Now what am I raving about this time? Well, think about it for a minute. What does it mean to have safety rules? How are they enforced? Who does the enforcing? What are we trying to accomplish? It's not just a case of making sure no one gets hurt, it's also about making sure everyone has had an enjoyable and pleasantly memorable experience during their visit. Now I know all of you are bringing 'safe' equipment and a 'safe' attitude to any meet you go to. But what about the 'other' guy. I'm

just as guilty as the rest of us at seeing someone doing something that I wouldn't do, but rather than doing something about it I turn away, and do NOTHING! Shame on me! Shame on the hobby! We can no longer look the other way. If we do, the attorneys and the 'system' can and will take our hobby away from us. Ask any club how much their insurance premiums have jumped in the last five years! Don't say they can't take your hobby away, yes they can. There is a simple solution to all of this, really. No more accidents, no more insurance claims! Boy, it's so simple to say but so hard to do. The first thing we can all do is to make sure 'we' have looked at all of our equipment and our actions and to make sure 'we' are safe. Next, DON'T look away, look straight ahead and make sure that the 'other' guy is getting the message, we WILL operate safely, we WILL have safe equipment, we WILL make sure everyone has a great visit and leaves whatever meet we are at with a 'boy that was great' attitude.

Here are a couple of notes from Carol:

Our webmaster has uploaded a listing of the chairpersons/committee heads for the Triennial at www.TrainMountain.org, under "Triennial 2006". The listing includes email addresses if you'd like to contact someone to volunteer, or just to ask a question or two.

We need your help! We've used our last Mountain Tale submission this month. I know there has to be more of you out there with "tales to tell" about your experiences at Train Mountain, so won't you share them? We'll proofread submissions, so don't worry about spelling or grammatical errors – just share your experiences! You can email them to info@TrainMountain.org, mail to Train Mountain or fax to us at 541-783-2013.

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

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Contributors:
 Ross Perrin - General Manager Train Mountain
 Richard Ledyard - Mountain Tales
 Jerry Crane, Dick Peterson - Triennial Volunteers
 Al Taylor, Carol, Peg Schubert - Photos
 Carol, Peg and Pam - The Gazette

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FROM THE MANAGER

The latest information

Well daylight savings time arrived and we sprang forward but the weather has not kept up. We woke to snow showers again Monday morning. I noticed daffodils 6 inches out of the ground and only inches from a snow bank in front of the office and the pile of snow is only a foot below the eaves on the north side of the back shop. We also learned the other day that the ground water level is within a foot of the surface when the grader and backhoe sunk in over the front tires of the backhoe and required a day of labor to free them. I even had my pickup sitting up to the running boards in mud over by Steuer Siding the other day and that was on the road. It will get better, I think!

ED Note: Please take a look at the photo in the Gallery section! Ouch!

The arrival of The Kitsap Krew normally marks the start of our railroading season but this year we have had a lot of early activity. Bill and Joyce Kludt spent a few days helping Ron cut cedar for building projects and raking Crisp Yard and with Peg Schubert's help they also raked a lot of the Central Station Yard. Boyd Butler has been down running his new SW-7s and some new cars, and Jim Davenport and Courtney Jones from Washington have been down running trains and testing Jim's new SW-1500 and slug, not only a great looking Rio Grande but a great sound system as well. Steve and Pam Panzik are here for a long summer. Pam helped Peg get the March Gazette ready for mailing and Steve has been working on some shop projects as well as his new Dash-9s and new MCC Cattle Cars. Are you getting the idea there will be a lot of new equipment this year?

Art and Charlie are chomping at the bit to get outside and work on track but so far the weather has kept them indoors. They are working on rebuilding a lot of trucks for us along with making repair parts for numerous things around the mountain. Les Dent has also surfaced and is working on several projects around the shop, Containerville and Klamath & Western with the

help of his faithful sidekick and cleanup guy, Lee Pirtle. Some of the local track adopters have been checking out their areas getting ready to start maintenance. I have heard rumors of Bert Newberry's new invention but have not seen it yet (I'm patiently waiting with excitement, Bert); all I know for sure is that it's on a flat car and uses a lot of lead weights for balance.

On the donation front, flags are arriving for the Hall of Flags. This month we received Tennessee from Dan Davis of Rockford, TN, Colorado from Dick Maddock, and Florida from Steve and Pam Panzik of Milton, FL. Also we received a very nice and very old Railway Express baggage cart from the West Florida Railroad Museum delivered by the Panziks. Thank you to all of you and to the West Florida Railroad Museum (Art Tuttle VP).

Safety is still on the news front with comments from many sources all indicating that the concern for safety is very necessary. The commitment of the hobby is very important to insure a uniform standard for safety and the continued success of the hobby.

More and more pieces of the Triennial puzzle are coming together and everything seems to be coming along fine. Any observations you have had that spawned ideas for improvement are welcome; just drop me an email or call me.

Not much happening with the wildlife other than the Squeakers are out, you know the ones that dig holes under all the grades. So Richard has been busy leading the hunting parties trying to hold down the population. The elk herd is being seen less and less and I expect they will be moving back up to higher ground soon.

Projects to look forward to include painting a new Information Booth, scale building painting and maintenance, raking and pick up of debris, cleaning up runoff damage on the track, track maintenance, general landscape cleanup and on and on. I will start posting these items on the board in the Hall Of Flags next week. Any items you spot that I miss should be reported to me for placement on the list.

Talk to you soon:

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

TRIENNIAL UPDATE:

Registrants	706
Trains	232
Vendors	*17

*Whoops! The number of vendors reported in March was incorrect. We have 23 spaces filled by 17 vendors; the 21 reported in March was the number of spaces reserved, not the number of actual vendors.

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MOUNTAIN TALES: What's the story behind M&M Corner? By Richard Ledyard

I was recently asked to explain the story behind the M&M corner sign. I'm sure many of you have seen the "M&M" sign out on Elizabeth River Loop. You know, the billboard that is getting shorter every year thanks to the "critters" chewing on the bottom of the signpost. So how did that sign get there and why does it refer to M&M's?

The story began innocently enough. After a long day of working on the Elizabeth River Loop several of us got together for an evening of food and spirits at the Blue Caboose Campground. As is often the case, we spent a lot of time discussing the day's events and one thing led to another until someone asked "why don't we go for a train ride". We all agreed that a night run on the railroad would be just the thing to top off a great evening. So, Jeff Flitton rounded up the trusty Union Pacific 1040 and its consist of cars while we grabbed our jackets or sweatshirts for a ride in the woods. In order to keep up our energy we also grabbed a 2 pound bag of Peanut M&M's to take with us. I guess we figured that if we broke down on Elizabeth River Loop we could survive on this "health food" until help arrived.

With Jeff as our engineer we took off. The passenger manifest included Mark and Debbie Flitton, Ross Perrin, Rene' Lott, Al Witcombe, Joel Slagg and Rich Ledyard. After a leisurely run through the South Chiloquin Road Tunnel and onto Douglas Loop we were soon on the new Elizabeth River Loop track. Suddenly, as we approached the far end of the loop, our train came to an abrupt halt with the loco off the track and several cars also derailed. In addition, we had a crisis on our hands as the M&M's that were brought along for survival were spilled all over the car and on the ground.

We quickly discovered the cause of the derailment: ballast from the day's work was not completely swept off the track. However, the main reason we derailed was because we violated a flag rule. You see, we derailed our train because we pulled the red flag at the start of the loop and traveled through a restricted area. Lesson to all: follow the flag rules and if you see a red flag restriction do not proceed!

Fortunately, we were able to get the train back on the rails and slowly proceeded through the area and into the clear. We also cleaned up most of the M&M's but there were some "leftovers" on the ballast to remind us of the mishap.

Regarding the sign, we can thank Al Witcombe for creating the monument marking the spot where we

went off the tracks and spilled our M&M's.



We're looking for your humorous memory of Train Mountain! Please send your submissions for The Mountain Tale to Train Mountain, 36941 South Chiloquin Road, Chiloquin, OR 97624 or email to info@TrainMountain.org.

**NEXT WORK WEEK (SPRING MEET 2006)
What do we do next!**

This will be the LAST work week before the 2006 Triennial work week!, We are now down to just one more work week, 42 days to that work week, until the 'Big One 2006' edition!. Take another look at this list and you can see that it can get done, but it's going to take your help! But please remember to plan enough time to have some **fun** while you are here!

Meet	Work Week	Train Meet
June 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
August 2006	Sat, July 29-Thurs Aug 3	Fri Aug 4- Sun Aug 6
Sept 2006	Sat Sept 2-Thurs Sept 7	Fri Sept 8- Sun Sept 10
Operations	2nd Annual Operations Meet	Fri Oct 6- Mon Oct 9

Possible May Work Week Projects

May 27th - June 1st, 2006

Main Line Tune up - Several Crews, all work week

Main Yard Tune up - 2 people (currently underway by Art and Charlie-Bill)

Six Acre Siding - 2 people 1 week

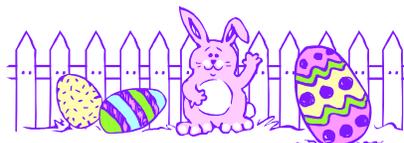
Lay track and ballast.

Grade Crossings Upgrade - 2 to 4 people 2 days each

Replace any wooden tie sections within two track sections of all grade crossings with steel rail on plastic ties (this is 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.



(Continued on page 4)

TRIENNIAL VOLUNTEER REPORT

Volunteers Needed - Please!

One of the rules of the road while running your train at Train Mountain is that you must carry a CB or FRS radio. Dick Peterson, the chairperson of the communications committee, has asked that I pass on the following message:

From the Communications Committee:

Having an immediate radio response to your call for assistance might be essential to your well-being while at the Triennial. To be blunt, that can only happen when there is a communications volunteer listening for calls. While it isn't a high visibility job, its importance ranks high.

We'll be looking for volunteers on a daily basis for three hour shifts. Don't worry about not being a radio pro...there will be a book of "what to do if..." at your disposal and necessary equipment will be provided. At this time we plan to house the communication operations in the snowplow so you will have a great view to kick back and observe the fun. And, while it wouldn't do to snooze during your "shift", you can relax, plan ahead, and just enjoy helping out others at the greatest event of our hobby. Plan on volunteering!

PS..for radio amateurs: There are many of us who love trains and radio. Having a 2m HT with you might be useful. Let's think about a simplex backup frequency and perhaps set up an opportunity for eyeball QSOs. And, oh yes, please consider volunteering for some communications duty. Tnx es 73 de KE7Z

Dick Peterson

Please also look for and read the communications handout that will be included in your arrival package. This document will outline procedures for using your radio during the meet.

Jerry Crane

PHOTO GALLERY - Preseason happenings at the Mountain! And yes the ground is still wet!



The good news is some of the snow is gone, the bad news is Joyce Kludt found the pine needles and pine cones that were hiding underneath the snow!



Newest Life Member of Train Mountain Peg Schubert. In addition to helping Carol and I with the Gazette, I call her the queen of the rake. If she got a penny a pound for all the pine needles and pine cones she's raked she would certainly be a millionaire!



Les and Lee are busy building some nice hanging racks for their container. These hanging racks will hold additional riding cars for the tenants of container #2. Les and Lee have been known to haul some 30 to 40 folks per trip and they make lots of trips! Look for them at The Triennial chances are they will be hauling passengers!



The turntable is very large at Train Mountain, it makes a wonderful place for Mother Nature to store stuff over the winter!



If you want to know what it feels like to itch like you have poison oak try cutting piles and piles of cedar strips just as Bill and Joyce Kludt did!



NASCAR runs an ad that asks the question 'how bad have you got it', referring to NASCAR fever of course. Now Jim Davenport does not have NASCAR fever but ever since his first visit to Train Mountain last September, he has been a man on a mission. Check out his brand new Rail Systems SW1500 and slug. Their new sound system is really unique. It is NOT coupled to the throttle, it senses the engines movements and is guided by that. While being PUSHED the sound system still recorded the acceleration and deceleration of the locomotive, very cool!

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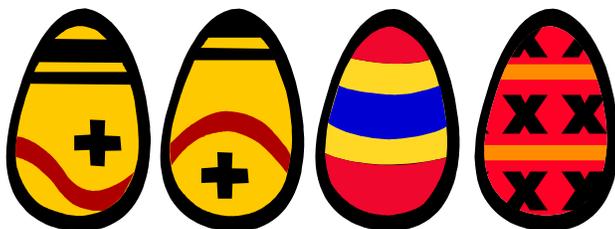
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Now you know some of us sometimes exaggerate, but trust me folks, it really is muddy up here!

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