



The Mountain GAZETTE



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Twas the night before Christmas, when all through the roundhouse
Not a creature was stirring, not even a mouse.
The lanterns were all hung by the pot belly with care
In hopes the 8:15 would soon be there.

The crews were nestled all snug in their beds
While visions of snow drifts loomed in their heads
The road foreman in his kerchief and I in my cap
Were trying to sneak in a little quick nap.

When out in the main yard there rose such a clatter
I sprang from my bunk to see what was the matter
Away to the windows I flew like a flash
Tore them open and knocked over some trash.

With the moon shining bright on the new fallen snow
It was lit up like a mid day TV show
When what to my wondering eyes did appear
But a miniature 2-8-0 and a gondola full of beer (it rhymed OK, lighten up a little)

I knew in a moment it must engineer Nick
More rapid than eagles his stations they came
And he whistled and rang and called them by name

Now Dogwalk, now Youngstown, now Central and more
On Aspen, on South Meadow, on Firewood let's see what's in store,
To the top of the grade with the train he did haul
Lets dash away dash away dash away all.

Then in a twinkling I heard on the roof
Some puffing and pumping and something went poof!
(OK give it a rest)

As I drew in my hand and was turning around
Down the stack old engineer Nick came with a bound.

He was all dressed in striped denim from his head to his foot
His clothes were all covered with some old coal soot
(got the steamers on that one!)
A bundle of goodies he had flung on his back
And he looked like a peddler just opening his pack.

His eyes how they twinkled, his dimple how merry
His cheeks were like roses, his nose like a cherry (too much time in the backshop!)

His little mouth was all drawn up like a bow,
And the beard on his chin was just as white as the snow.

The stump of a pipe he held tight in his hand
And the smoke bellowed forth all across the land
He had a broad face and a little round belly
That shook when he laughed like a bowl full of jelly (OK no fat jokes!)

He sprang to his cab and to the conductor he did whistle
And away they did roar down the main like the down of a thistle

But I heard him exclaim as he drove out of sight

Merry Christmas to all and to all a Good Night!

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FROM THE MANAGER

The latest information:

It's almost Christmas! If you are like me, you're excited to see what the New Year brings and, for some of us, what Santa brings. I sent my wish list in long ago but I continue to update it.

Speaking of updates, Art and Charlie have officially been scared off Crisp Yard by the cold and wet weather, but they have almost finished the trucks for the modification of the Klamath & Western riding cars and will soon begin rebuilding the cars to make them safer for riders and to lessen rail wear. Art and Charlie have also been helping with the electrical work going on at the K&W steaming bays. This work will insure that we meet the electrical code and pass our upcoming electrical inspection at the K&W Railroad. I have to mention that when I speak of Charlie that includes Peggy, (Charlie's wife). Any day that Charlie is here Peggy will be close at hand doing what ever is needed to keep the job going. And I can't thank Genevieve (Art's wife) enough, I don't know why she does it, but I'm glad she boots Art out the door every morning to come work at TM. It wouldn't be the same if Art didn't show up for work, (even if it's late most of

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the time.) I understand OTH had a float in the annual Snowflake Parade in Klamath Falls again this year, thanks to Jim Haas, Chuck & Sherry Stutts, John Cooper and family, Amanda & Calvin Anderson and Scott Kronenberg. I, for one, want to thank those folks at K&W for all the efforts to promote and protect our hobby by improving safety and showing the world we are here.

Out in the Back Shop Jerry Balf is busy fixing stuff; I think that's what he calls it. Jerry has been learning about exhaust systems and the fact that they must be open/unclogged to work. I think he knew that, but I like to rub it in. He had an engine repair job that was frustrating to say the least, and the process to get to the plugged exhaust led him down the road we all have traveled known as the "long way around", but it all worked out and the engine he was working on is running great. Jerry will be working on the Trainmaster as the winter goes on.

As this great year winds down, I have to look back in amazement at all the great things that took place in the past year a Triennial meet, track adoptions, The Longest Miniature Railway distinction, the most track maintenance ever; too many things to mention and we all know most of the big things that took place. Thanks to all of you as members. You do so much work and expend so much energy to get things done here at Train Mountain.

Just to highlight one of the many things we all benefit from which is accomplished in a large part due to member input, is the magazine articles, web site photos, video tapes and photos/CD photos. This entire media adds to the historical record that will be here forever. Thanks to all you journalist and photographer types.

I also want to say thank you to the Train Mountain Staff; you're the best. The staff provides the infrastructure that keeps us up and running. No, it isn't all paperwork; even though paperwork seems to bog me down, we have Carol to save the day. Carol has been one of the most valuable additions to our staff in a long while, with her expertise we have accomplished so much more and we have done it right. Do you realize what it takes to keep 2500 plus acres in order? Me neither, but Richard, Paul, Sarah, Sonja, Debra and Louis seem to. They are the ones charged with most of the property maintenance issues and they do a great job.

And a big thanks to a group I'll label the locals, some rail-rodgers, some relatives, some friends, some neighbors and some workaholics. This covers the nephews that weed-eated everywhere, the son-in-law that built buildings in 2" scale, the neighbor that moved some train trucks for us, the editor of this publication, the residents that drill post holes for us, the ladies that come help with all the chores we have, the folks that help me with research and always send me good advice, and last but not least, the significant others that support us so we can carry on in this great hobby.

I hope everyone has a safe and wonderful holiday season. Merry Christmas and Happy New Year.

Talk to you next year.

Ross

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

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!

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WHAT WORKS

Ideas that seem to make a difference

Doing the track laying at Train Mountain has become a big part of every summer since I've been a member. That's probably why we are the world's biggest (dahhhhh!). Working with one of the track gangs is how most of us have met new friends and got that sense of belonging to the 'club'. Well as a way to entice you to come up and join in I've got some photos taken a few years back when The Aspen Loop was a 'future' project. We went for a hike behind Quentin and tried to keep up with his elongated strides. We left the Douglas Loop at 5:33 and entered into the Aspen Grove that the new loop goes right through. Unlike the Douglas Loop which skirts the edges of an Aspen Grove, the Aspen loop winds back and forth through the biggest Aspen Grove on the property. I was a huffin' and a puffin' and taking pictures all along. We arrived at Steuer Siding at 5:53 a fast paced hike for 20 minutes through some beautiful scenery, take a look.



Leaving Douglas and entering the Aspen Loop.



Everywhere you look is just beautiful scenery!.



Lots of little meadows along the way.



Its not all flat land either!



Not convinced yet, check out this gorgeous hunk of real estate!



Returning to Douglas Loop at Steuer Siding.

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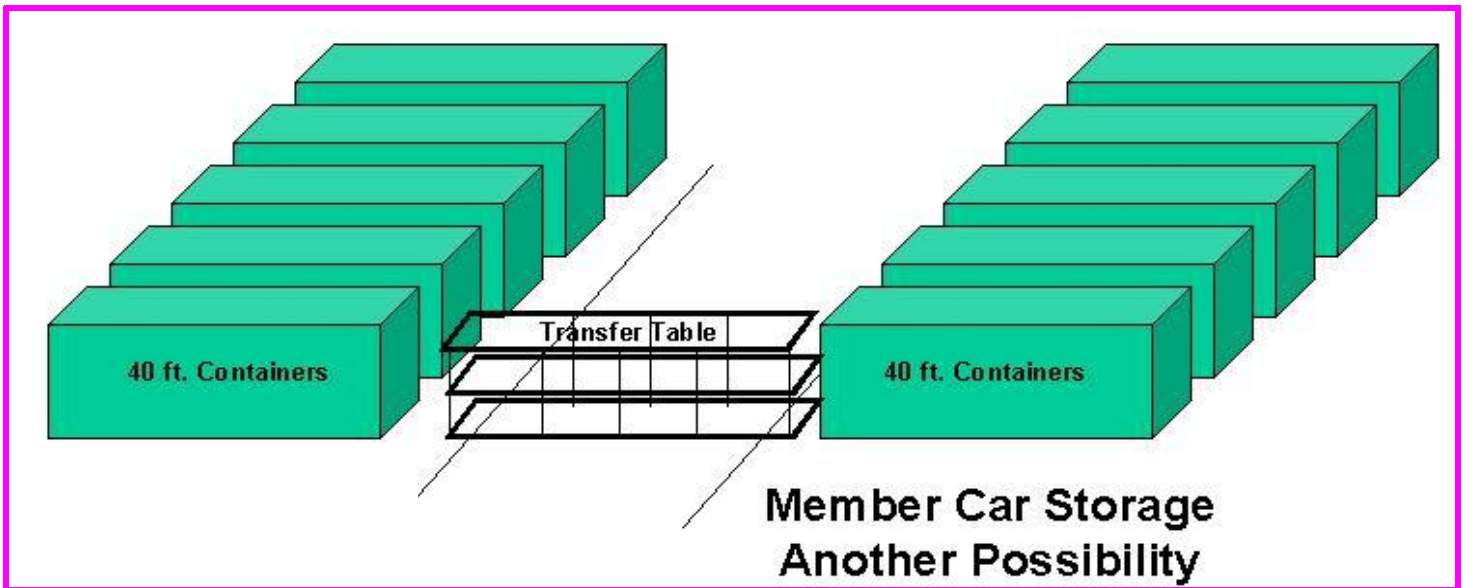
OPERATION

More than just round and round

Operation means engines and rolling stock to make up the required trains for whatever type of operation is planned. Train Mountain has been searching for a cost effective way to provide member car storage. First was the original plan of building a full circle roundhouse. After the 'sticker shock' of the initial estimates to build it alternate methods have been discussed. The latest topic of discussion is based on acquiring 'used' 40 foot shipping containers. The design would utilize the containers as the main structure with elevated tracks inside each container similar to the car storage discussed last year. The transfer table could be similar to the version LALS has (see photo) and would service both sets of containers. The track arrangement would also be similar to the one discussed last year. I think it's a great idea and would certainly make it much more affordable for lots more members.



A similar transfer table arrangement in use at the Los Angeles Live Steamers club facility.



From the locals, the staff and Quentin and Sharon,

We hope you have a very happy and safe holiday season and we look forward to seeing you all again in the very near future.

Merry Christmas!