



The Mountain GAZETTE

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So what have you all been up to in our 'off' season. I hope you've been busy completing all those unfinished projects we talked about last summer, you know the train brakes, the engine brakes, the detailing on the engine, the marker lights on the caboose, oops wait a second that's my list not yours, sorry! So what is on your list? Can't get motivated! Well here's some tips on getting motivated. Get together with your local club and do some live steam promoting. Go visit another club in a warmer climate where they might still be running. Get out the 2003 Triennial Video and sit down and watch it. In fact get some of your buddies together and watch it. Better yet take it over to the local model railroad club and make a presentation about live steam using the video as the anchor piece. Can any of these things get you motivated, you bet! Since the Thanksgiving weekend I've been doing all of the above and I'm pumped up! Over The Hill Livesteamers even hauled the public in December! Not on the Klamath and Western but on a portable track in Klamath Falls. Bottom line here folks, is the regular running season is over, not the hobby. We have lots of things to do that can be done in our 'off season'. Buildings to build, projects to finish, even a little running if you want to play in the snow. Of course in order to keep in touch with the happenings here at Train Mountain the most important thing you need to do is get your 2005 membership form completed and the monies sent in.

The first meet of 2005 is only 5 very short months away. Sure it's winter time now and things are a little slow on the progress front, but its also a great time to start to plan on your next visit to Train Mountain. Start talking it up at your local club and see how many folks you can get to join you on your trip. Who knows, if you do enough talking with your club you might get a whole gang to come like the Kitsap folks or the Idaho folks do. Why, we even have a whole bunch of Canadian folks who caravan together and join in the fun. Whatever it takes and whenever you get here, we appreciate the effort and look forward to another great Train Mountain year. 2005 is the 'prep' year for the next 'Big One' in 2006. Please come and join the fun!

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FROM THE MANAGER

The latest information

Well, here comes the end of 2004. WOW did that go-fast! It sure was a great year, wasn't it? We accomplished a lot and by doing so improved Train Mountain Railroad a great deal and moved closer to being ready for 2006, the next Triennial year. I know it's only 2005 coming up, but in my viewpoint I see everything we do as a step toward a better event. Some of the projects will need to be done over and over, but many will last for a long time. Maintenance is a tough chore but fortunately we always learn better ways of doing things by experience and we get fresh ideas each time we do a task. Thanks to all of you for a great year of accomplishments on the railroad.

We are waiting to hear from our Phase 1 Containerville people regarding roll-up doors. We have determined the installed cost to be \$550.00; once we've received notice from each of you as to whether you want a door installed and payment and color choice from those who do, we will order them and get them installed.

Thanks to some great leads from members and others, we have been able to look at a number of containers for Phase 2 of Containerville, but so far the prices have been too high or the condition too poor. They will pop up sooner or later though. With the winter weather we have stopped ground work (for drainage and foundation blocks) and will resume as conditions permit.

Ron and Caroline have been busy in the shop building crates for flat cars to carry scrap metal in and a water tower to be used over hose bibs at water sidings, with room for hose storage in the base. This will hide the hose and protect it from the elements. These buildings add so much to the trip around the railroad. Caroline keeps threatening to paint the crates pink or yellow; I think she is trying to brighten me up!

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Ron stops in the office almost every morning and we chat a little about projects etc. which always leads to new stuff to put out on the railroad but, unfortunately, not enough time to build it all. We all know how that is, so during those cold winter days when you look for something to make, why not a feature/building to go along the tracks? Those areas are open for adoption and you would then be providing something for all to enjoy. Many times I receive comments about attractions along the rails and when you think about what folks see along the way, it makes sense. The engineer is busy with the operation of the train, the crew is watching over the conditions of the rail and the passengers, so what do the passengers do other than ride? They look at the scenery and marvel at the wildlife etc. What if they saw a lot more of things like Youngstown, or places constructed to remind them of industrial areas they may have seen and buildings like the Grand Canyon Depot model in Youngstown? These are the memories I like to see created in the visitor as well as the members. Throw in some animation and what a show you have! Granted many of us want to see the operation of trains and the railroad, but somewhere along the way you've thought about a structure that would look good in a particular spot I bet.

While I am talking about Ron, let's also talk about snowplows. It seems if I hear anything about snowplows, Ron is bound to be involved. He and Jerry Balf have re-invented Ron's first plow design (which is the best so far); it now has a plastic skid plate under the cutting edge to protect the railroad in the event of derailments and uneven rail. Tom Vertel has Ron and Jerry's second generation plow and it will undergo the same treatment in the near future. Tom had the chance to plow some very heavy and wet snow the other day and determined that the height of 1 inch above the rail worked well and the rail conducted enough heat from the sun to melt away the snow left around the rail in short order. Tom had a hard time cleaning the ice out of the crossings so a new tool is in order for cleaning the crossings. For even more improvements, our editor has come up with a plan much like the big guys use for crossings. You may have noticed that odd chunk of rubber tube in the break area at the back shop; it is a sample of the stuff used in full-size crossings to keep the ice out and this idea is what Russ is trying to duplicate in our scale by using horse trailer mats cut in strips to fit the cleanout grooves in the crossings. Sounds like a great idea to me. This may be a project for during the January Polar Bear Meet.

Congratulations and thank you to the Over-The-Hill Live Steamers for the great showing during the parade and giving the public rides on a temporary track in Klamath Falls during the annual Snowflake Festival. I am sure their efforts were appreciated by the public and also by the hobbyist for promoting this great hobby.

I'm sure you are doing all those last minute things like Rene' and I are doing for the holidays. We are staying home this year, hopefully to enjoy a white Christmas. I wish you all a Happy Holiday Season and have a safe and happy New Year.

Talk to you soon

Ross

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

NEXT WORK WEEK

What do we do next!

I know you all get tired of seeing the same items listed under the heading of the Next Work Week. But you see these are the Major projects that the Train Mountain folks are being constantly asked about. Are there other major projects? You Bet! But they are not on the list for the 'Next' projects. And of course there are always lots and lots of not so major projects that need to be done to keep Train Mountain functioning at its current high levels.

Possible May Work Week Projects

May 28th--June 5th, 2005

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
Polar Bear	No Work - Just Play!	Fri Jan 14 Mon Jan 17
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

Anytime Projects

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.



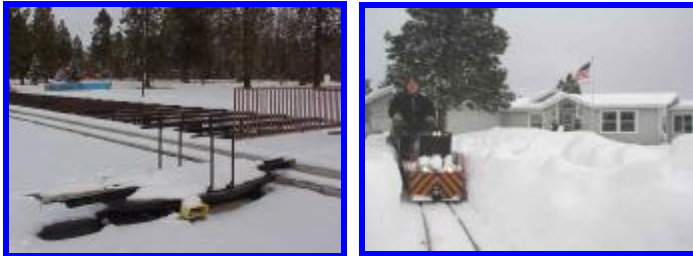
The Mountain Gazette in kit form before Peggy and Carol get done with it. Lots of proofing, lots of sorting and collating and of course folding, stapling and stamping!

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WHAT WORKS?

An Idea that might work, maybe!

First Annual Polar Bear Meet. Now putting this item under the What Works column is certainly putting the cart before the horse or in our case the tender before the engine. We don't know if it will work 'cause we ain't never tried it yet! We do know how much fun it is to plow the snow, we do know how much fun it is to run in the snow after it's plowed, what we don't know is what are our problems are going to be with loading/unloading, yard space, overnight engine storage, how many of you are going to be as crazy as we are and actually show up to play in the snow, etc. All good questions.



Loading/Unloading issues, eighteen inches of snow, and of course Ron Young's plow in action with Tom Vertel on the throttle.

The Over The Hill Livesteamers with a lot of help from Bill Shepherd and Chuck Stutts installed some portable track in Klamath Falls and hauled the public for the recent Snowflake Festival. By all accounts it was a great success. We had a break in the weather so setting up and taking down was done without the usual December snow falls. However, running all day in the cold was a learning experience for yours truly. You see I let myself get cold and after that I was really cold and then of course I paid the price by being sick for a few days. So what has this got to do with the Polar Bear Run, well it's just this, please be prepared. I'm always harping about drinking lots of water in the summer time and sun block and all the other summer necessities, well just add in keep warm and dry to the list. Plowing snow, rerailing your equipment after hitting ice blocks, and in general running in the snow is fun, but hard work.

Tom, Lee, Ron and I will make very effort to have a running mainline for the start of the meet. We will also have unplowed areas so that everyone who wishes can get in some plowing. If you wish to come but don't want to bring any equipment, that's ok too, because I'm sure between

Ron, Tom, Lee and myself, there will be engines and plows available.

When we run our trains we like to make them look as real as we can. We take great care to detail the equipment. Some of us also like to try our hand at switching or way bills, but all of these are attempts to make the models more realistic, that is to make them function 'just like the real ones'. Well, put down a foot or two of snow, strap on a plow, and head out of the BackShop and YOU WILL BE DOING REAL WORK with your train! There is nothing scale about snow! Snow is snow! Your equipment and your crew will know they have done a day's work when you are done, but guess what, the hardest part will be getting that great big grin off your face. Just ask any of the folks that have experienced it first-hand and they will immediately get that same silly grin back and then get very excited about telling how much fun it was. Now all you have to do is get here and get one of those silly grins all for yourself!

If you think you can make it, how about dropping Train Mountain an email and let us know so we can get a feel for what kind of trouble we might be in! Just Kidding of course! Anyhow this will be my third winter plowing and I can tell ya' it's a ball!



Moving snow around can be fun and very, very challenging!



And remember we have a spreader and a snow blower if it gets really deep. Of course just getting out of the

BackShop has always been interesting!

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Polar Bear Meet 2005

There will be a Polar Bear Run Day at Train Mountain January 14, 15, 16 and 17, 2005. This is a three day weekend with MLK day being on Monday. This is a run day and not a train meet, so there is no registration in advance and no fees to attend. We do ask that you wear your name badges.

There will not be a banquet. However, we will have the fire pit going all three days for warming and cooking. The kitchen will be open for those who want to fix their own but do not want to cook on something as rugged as the fire pit.

We make no promises respecting the weather. If there is snow, Tom Vertel, Russ Wood, Lee Pirtle and others have made a solemn pledge that the track will be open for running trains. If there is not snow, we will run anyway. If it rains, we will hang out at Central Station and the Back Shop and do what we do when it is raining outside.

This will be our first experiment with a Polar Bear Meet. Come one and all. It should be lots of fun.



On the top left is Ron Young's wonderful plow and on the top right is my plow on Woodside Lumber 2000. Shown below is a picture of a real working Jordan Spreader and a repeat of a picture of my Spreader. Guess what, it works. It's also a lot of fun to run the Spreader 'cause you ride it and the engineer and train is pushing you through the snow. You have to be the balance mechanism do to the varying density of the snow on either the left or right of the spreader. It's kind of like those guys you see on a racing motorcycle sidecar with the rider doing the steering and the 'monkey' doing the balancing! Anyhow lots of fun!

