



The Mountain GAZETTE

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Sixty-Five Days and counting, that's how long to the First Narrow Gauge meet at Train Mountain. Now let's clear up some confusion about this meet. This is not an exclusive narrow gauge only meet, but rather it's primary focus is narrow gauge equipment and all Train Mountain members are invited to attend. There is no work week with this meet but if you do decide to come early you can join in the annual celebration we call the Kitsap Week. Now to say that these folks do some work at Train Mountain would be a gross understatement. The Kitsap Krew usually sets the tone for the year and gets us off to the right start with all those time consuming little jobs (and some big ones) that need to be done. We look forward to their annual visit and know that once they arrive we are starting the regular season of fun and frolic at Train Mountain.

We had been having a very mild (but cold) winter season, then once the cold started to leave us it got warm enough to thaw the ground and make it a little softer than it had been. Then it started to rain and it got it a little softer still. Finally, this week it started to snow, 4 or 5 inches first, then the next day another 5 or 6, so Lee and I headed out to do a little plowing. We were joined by Dale and his family and had quite a good time. We got the top plowed and then we tackled the Klamath and Western. Even ran the spreader over the line. We were sure proud of the job we had done. The next morning we awoke to find another 10 inches on the ground and looking at the track you can't even see where we plowed. Oh well, we will give 'er another go this weekend. The picture on the header shows the Gator Parking sign barely visible.

Cheryl and Beverly are busy working on more goodies for the members to enjoy like the recent mailing of the 2007 edition of the Track Plan and calendar. Train Mountain sure surprised us with that. Next comes the members CD that will have lots of information with the membership roster included. Pretty cool eh!

Please pay close attention to Ross's column this

month because it will tell you about some of the problems and projects this winter has caused here at the mountain. The frost heave has moved some track, some concrete, some grade crossings, some . . . Well you get the picture. We have some extra work to do this summer work season. In addition is our goal of completing the Aspen loop project and adding that mileage to the grand total. It should be a very well traveled addition.

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FROM THE MANAGER

The latest information

I hear we'll get an early spring this year according to a groundhog! There must be some accuracy to it since we all of a sudden have 50-degree temperatures. The local weather guy says that is changing though, rain, snow or both and cooler for the next few weeks! It has warmed up here to the point of turning the ground into soup and causing some severe frost heave issues. Things are happening that have not been a problem in 20 years. A couple of the more serious items are the signal cabinet at Grand

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Junction (which wants to tip over due to frost heave) and the concrete walkway between the scissor lift tracks is popping up almost as high as the rails on the south end. Some of these problems will go away with settling but the scissor lift issue may require some excavation and new concrete because of the rebar bending and wedging into the stem walls that the track is on.

Charlie is chomping at the bit to finish Aspen Grove Loop. We have ballast rock ordered and paid for, so when the conditions allow, we will get that delivered and ready to use.

Larry Debroi has determined that if we go through all the wine that was in all those empty bottles around here we should have a winery—so he has built one. With Ron and Caroline's help it is almost complete (the main building anyway). I am not certain where it will be set up, but somewhere where grapes grow, I expect.

What did you think of the new calendar? Pretty neat I thought, what a great idea. Thanks to Quentin and Cheryl it was produced and, of course, without Glenn Peterson and Bill Shepard the information for the map could not have happened. That's a lot of work in itself but then the map has to get to you. So, one afternoon Cheryl set up a work party and production line and had people rolling maps, opening tubes, inserting maps, closing tubes, labeling tubes and mailing tubes, it was quite a show! Thanks to Toni Brooks, Jim, Wendy, Sierra and Jed Kincaid, Peg Schubert, Bob Hayes and Carol Lanctot. Then our own Beverly took over and got to take all those mailing tubes to the post office. Thanks everyone for putting together such a great calendar and getting it out to us.

We have had some issues with getting information to you; this is due mainly to a computer change over and just plain too much to fast for us to get on top of everything. If you are reading this on line, the problem must be fixed. In the future please let us know as soon as you can if you don't get the Gazette or anything you were expecting so we can fix it.

The new e-commerce site for TRAIN MOUNTAIN RAILROAD MUSEUM STORE should be up and running sometime in the April-May time frame. A lot of work is involved in this project and we are taking it step by step to make sure it is right. Bev will be the primary operator of the store and is getting her feet wet with the creation of the infrastructure right now. A bit overwhelming but she has a lot of help and will do a great job. Definitely something to look forward to. A big part of this is taking an inventory of all the salable items we have and that is quite a chore, thanks to Bev, Quentin, Toni Brooks and Richard.

Most everything around here has been counted and listed ready to go through the process of logging it in.

I have spent some time reviewing information on many of the forums for live steam and diesel recently and I am very impressed with some of the things I read. The chat seems to trickle down to the facts and a lot of good information is exchanged. One item that troubles me is the way we think of standards. Train Mountain is in the awkward position of being a test bed, the longest runs and the most variations in track around. Why is this awkward you ask? Because it is hard or impossible to grasp all of it unless you run here. We develop standards for our own use first, and if they work out and prove to have satisfied our requirements, then we ask those running here to accept those same standards. In many cases those standards are safety related and become regulation for those running here. It sounds logical doesn't it? We would like to influence railroads in positive ways with safety at the top of the list. I hope that this process is worthwhile for everyone. We are not trying to dictate any standards to other railroads. However, if it works and provides an extra measure of safety, I would hope everyone would use those ideas. Granted, some of those ideas only pertain to Train Mountain because of the runs we have, but many of them are just plain good sense and useful everywhere.

Larry Debroi has made a wonderful donation toward the ballast rock fund in addition to the Winery he is building. Thanks Larry.

A few folks have asked me what they can do when cabin fever hits - you got it, come on over with your leaf rake and make piles of pine needles and pine cones for Frank to pick up. Everywhere you look it is covered in them so jump in and rake!

Hope you had a great Valentines Day.

Talk to you soon:

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

SAFETY RULES

What you need to know

It's never to soon to remind everyone of the short list of SAFETY rules but very important list of SAFETY rules. Notice I emphasized the word SAFETY. These rules have been refined over the years to cover most circumstances but common sense should rule the day. We all love coming to the Mountain but nobody wants to see anybody get hurt. PLEASE pay attention to the other guy and PLEASE look out for me I'm on the little red engine!

1. **ALL TRAINS MUST HAVE BOTH AN ENGINEER AND A CONDUCTOR**, except for speeders and similar single-unit equipment that can be safely removed from the track by one person in the event of a breakdown. This specifically excludes radio-controlled trains. The minimum age for a conductor is seven, the age of reason.
2. **SEVEN MILES PER HOUR MAXIMUM SPEED EQUALS TEN SECONDS BETWEEN MILEPOSTS.** Exceptions are posted trackside.
3. **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.
4. **ALL CONDUCTORS TO BE EQUIPPED WITH A RED FLAG.** Minimum flag size is 12" x 12".
5. **CONDUCTOR TO FLAG TWO MILEPOST LENGTHS (210') BEHIND ANY STOPPED TRAIN.** This rule probably prevents more accidents than all of the other rules combined.
6. **SAFETY CHAINS OR DRAWBARS REQUIRED BETWEEN ALL CARS.** Some grades are more than a mile long. This rule prevents runaway cars.
7. **ALL TRAINS TO HAVE 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.
8. **SOUND HORN OR WHISTLE (--- --- - -----) AT W SIGN.** These signs are located 60' before the track crosses roads or other tracks.
9. **SPARK ARRESTORS & ASHPANS REQUIRED ON ALL COAL & WOOD BURNERS.** The summer fire danger in Klamath County is always "High" and often "Extreme."
10. **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.
11. **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

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

Remember for 2007 and beyond you must each have a signed release on file. This includes release(s) for all in your party, members, guests, and minors. If you

have any questions regarding this policy please contact the Train Mountain office for clarification.

The rules are self explanatory but they don't really tell the whole picture. Make sure you use this off season to bring your equipment up to safe standards. Check the couplers, nuts & bolts, wheels & trucks, safety chains, and of course all the other safety equipment needed to have a safe time at the Mountain. Another item that we should talk about regarding safety is engine rerailling equipment. While not required currently, it sure is a good idea. There is all kinds and styles but whatever works for you it is a good idea to bring it along. As a safety sidebar to the rerailling item, remember that your conductor can't help you to reraill your train during a meet, their job is to flag the following train and that's two mileposts behind your train. So whatever method you develop remember you will probably need to be able to do it by yourself or with minimum other assistance.

FOR THE LADIES
Special project update

Just another reminder that if you volunteered to help on the special project you need to get those blocks finished and into Linda before the May meet. Several ladies have already sent theirs in and Linda thanks you. If you have any questions you email her or phone 541-783-3879. Thanks.

SCHEDULE 2007
Here's the plan!

Meet	Work Week	Train Meet
Narrow Gauge	No Work Week	Fri April 27 Sun April 29
June 2007	Sat, May 26-Thurs May 31	Fri June 1- Sun June 3
July 2007	Sat, Jun 30-Thurs July 5	Fri July 6- Sun July 8
Operations 2007	Sat, July 28-Thurs Aug 2	Fri Aug 3- Sun Aug 5
September 2007	Sat, Sept 1-Thurs Sept 6	Fri Sept 7- Sun Sept 9
Fall Colors 2007	No Work Week	Fri Oct 5- Mon Oct 8

New for this year are the Narrow Gauge and the Fall Colors meets. There are no work weeks scheduled for either the Narrow Gauge or Fall Colors meets. A change for this year is the Operations meet, it is now a summer meet, the August meet. The work week for the Operations meet will be primarily focused on the setup for the Operations meet BUT if work needs to

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be done on other projects that will happen as well.

2007 PROJECTS

What can we do this year

Now remember Quentin's plan for the Triennials, first we have a Triennial, then the next year we take a breather and have a *less stressful* season, then we do the final tune-up for the Triennial the following year. So technically this is the *less stressful* year. We do have to complete the Aspen Loop project, do some major frost heave repairs, do the normal end of winter cleanup and tune-up, and then maybe it will be a *little less stressful*. But what the heck comin' to Train Mountain and playin' in the woods **can't be stressful**, so forget everything I just said, this is the year to come and have some fun! We look forward to seein' ya'!

PHOTO GALLERY

Some more pix from the Mountain



Toni Brooks, Jim, Wendy, Sierra and Jed Kincaid, Peg Schubert, Bob Hayes and Carol Lanctot, the tube volunteers



If you think you qualify as an artist and think you are pretty good, well look mother nature can do with just a little bit of water and some cold air! Just amazing and oh so beautiful!

Now I know you are all getting tired of us going on and on about playin' in the snow but we were runnin' trains when the rest of the country wasn't (other than Maricopa and some guys in Florida). The top shot shows a real good view of the Ron Young designed snow plows on Tom's engine. The middle shot is my spreader on a Timberlake flatcar. The bottom shot shows Bob running Lee's engine and the plow at work, great fun!

Hope to see you all here sometime this year!

Have fun, be safe.

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Still available but will they last?? Very beautiful pieces of land with aspens and ponderosa pines, both over the Williamson River valley & mainline track. Both properties are within the Chiloquin Fire District & Chiloquin Ambulance Service area, yet are outside the city limits.

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On the right is a lovely 1.13 Acre home site with recorded access to the Williamson River for those wonderful trout! Upcoming neighborhood of homes. Asking \$40,000 #PR129/62901
Check these out before the spring rush!

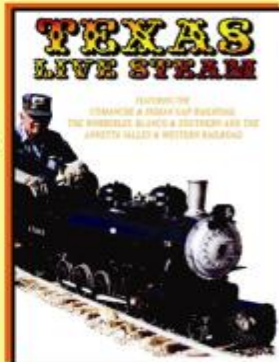


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