Volume 7 - Issue 7

Voice of Train Mountain & Volunteers

Train Mountain Gazette

October 2026



Containerville 2, A lot of Track, Rules of the Road, a New Section & More

A Letter From The Editor

As the deadline approaches for each Gazette, I get nervous that I'm going to be left with zero content. It's not until the day of the deadline that the articles start rolling in! What's been really cool about watching this process is seeing members come up with new ideas and new ways to expand the Gazette. This issue features some new additions, like our Camera Corner by Dennis Matzen and some train trivia for your enjoyment.

As we approach the end of meet season, I hope to keep the fun going and give everybody a bridge to Train Mountain while we're on break from meets. Through the winter, I hope the articles and stories keep coming. I hope members come and play in the snow. And I hope everybody who has been working their butts off gets a chance to rest and recover.

A couple of reminders: don't forget that each member can use up to two complimentary ads in a 12-month period to sell equipment and train-related items. And if anyone is interested in writing some specific articles for the Gazette this fall and winter, please reach out! I would love some help bringing a few ideas to fruition.

-Lila



Lila Swanberg
Gazette Editor
Member Since '25

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2027 Meet Schedule



Polar Bear
January 15th - January 18th



Spring Awakening
May 1st - May 9th



Narrow Gauge
May 29th - June 6th



Operations
June 19th - June 27th



Hot August Nights
July 31st - August 8th



Big Build
September 4th - September 12th



Fall Colors
October 8th - October 11th



Next Full Moon: October 26th

2028 Meet Schedule

**Train Mountain Railroad 2028 Meet Schedule (revised proposed)*

Polar Bear Meet

- No work week
- Meet Friday January 14 through Monday January 17 (MLK Birthday)

Spring Awakening Meet

- Work Saturday April 29 through Thursday May 4
- Meet Friday May 5 through Sunday May 7

Narrow Gauge Meet

- Work Saturday May 27 through Thursday June 1 (Memorial Day)
- Meet Friday June 2 through Sunday June 4

Triennial Meet

- Work Saturday June 10 through Wednesday June 15
- Transition Day Friday June 16
- Meet Saturday June 17 through Sunday June 25

Operations Meet

- Work Saturday July 29 through Tuesday August 1
- Meet Wednesday August 2 through Sunday August 6

Big Build Meet

- Work Saturday September 2 through Thursday September 7 (Labor Day)
- Meet Friday September 8 through Sunday September 10

Fall Colors Meet

- Work Tuesday October 3 through Thursday October 5
- Meet Friday October 6 through Monday October 9 (Columbus Day)

Mark Your Calendar!

Thank You Volunteers

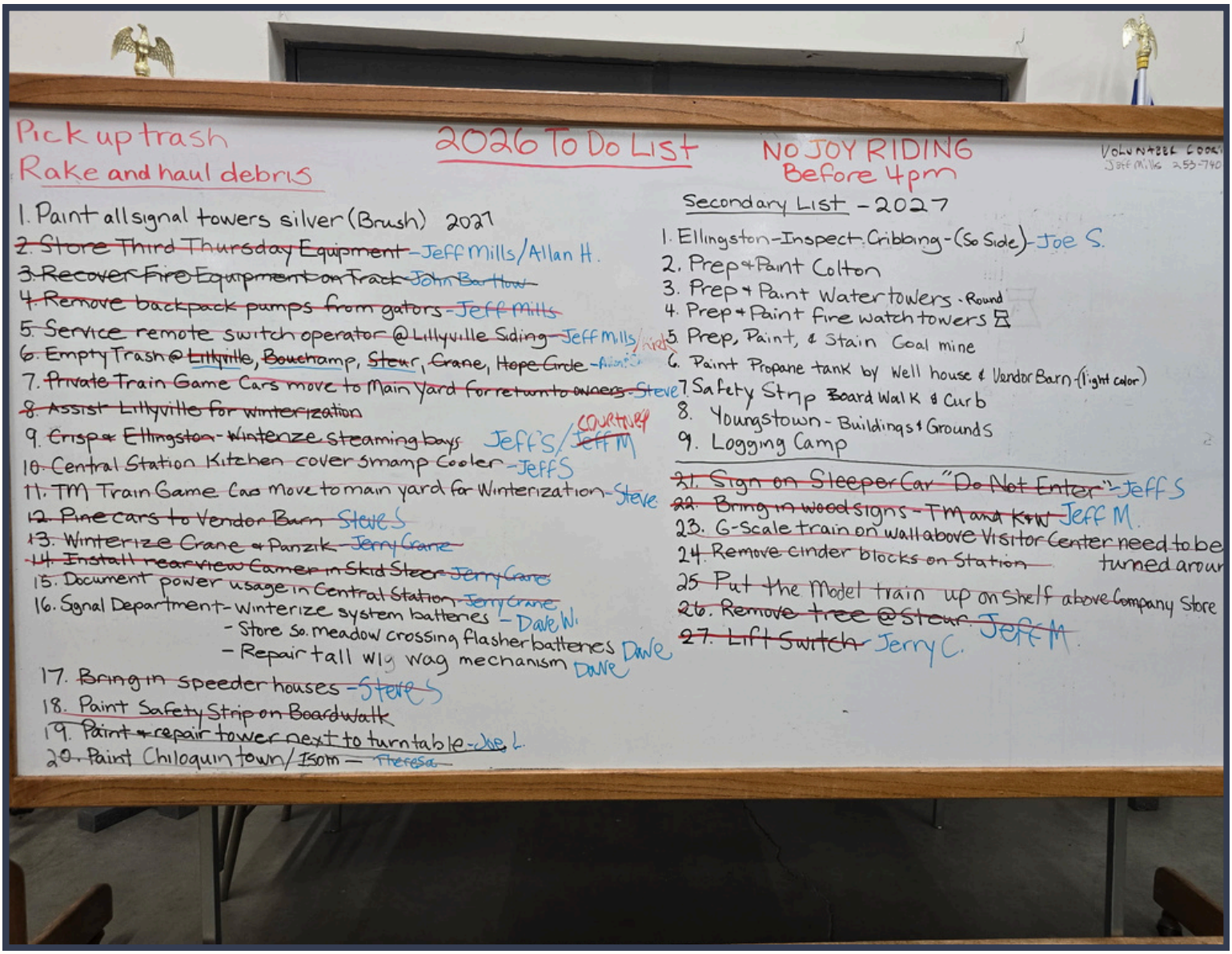


Train Mountain's 2026 Fall Colors Meet is in the books and we want to say THANK YOU to all the volunteers who helped out during the work week. The following is a list (in no particular order) of many of those wonderful folks who so willingly put in their time to help keep this place looking great and running smoothly. This list was compiled from a sign up sheet available at the morning meetings during the work week. If we missed your name, we apologize, but please know your work is appreciated!

- Lindsay Eddy
- Steve Eddy
- Mark Madewell
- Maggie Madewell
- Shelley Calderia
- Allen Calderia
- Matt Thomas
- Abby Thomas
- Ron Domoe
- Luke Connor
- Kim Beard
- Dennis Matzen
- Dale Furseth
- Mike Hoak
- Angie Hoak
- Jeff Shelby
- Theresa Shelby
- Cheryl McInnes
- Ian McInnes
- Jordan Dobson
- Lila Swanberg
- Mike James
- John Croll
- Steve Spaulding

- Curtis Hoopes
- Russ Wood
- James Miller
- Courtney Jones
- Jerry Crane
- Maydell Crane
- Jeff Mills
- Pam Williams
- Kirk Devine
- Joe Lagerstrom
- Paul Hingst
- Edwin Turula
- Steven Passmore
- Allen Howard
- Marilyn Zigler
- Richard Costa
- Stephanie Janssen
- Dave Thaler
- Walt Oellerich
- Dennis Markovich
- Sharliss Ferris
- Rose Dobbs
- Tom Watson
- Hector Arteaga

Thank You Volunteers





pic: Joe Lagerstrom



pic: Joe Lagerstrom









Train Mountain Stats

Social Media Stats (September)

Provided by: Joe Lagerstrom (Communications Director)

- Google Rating: 4.9
- Google Interactions: 3,305
- Facebook Views: 828,700 (515,334 unique)
- Facebook Interactions: 21,100
- YouTube Views: 12,900 (4,300 unique)
- YouTube Watch Time: 380 hrs
- Emails Sent: 1,072 (Gazette, Donor Update)

Visitor Center Stats

Provided by: Cheryl McInnes (Visitor Center Manager)

- Adults YTD 5,664
- Children YTD 2,113
- Tour Trains Run YTD 823
- AM Arrivals 1,295 (Setpember)
- PM Arrivals 965 (September)



Train Game Statistics (YTD)

Provided by: Jordan Dobson (Ops & Train Game)

- Car Movements: 4,744 (+770)
- Miles: 340,807 (+57,797)
- Active Crews: 100 (+10)
- Active Cars: 20 (-37)



Quail Lane Container Project – 2026

TMI Board Action: Sept. 15, 2026

Train Mountain Institute (TMI) Board of Directors approves the following Plan of Action to develop and construct a new set of member owned containers connected to the Train Mountain track system for storage of member"s model railroad equipment. This will be the third such addition of Train Storage Units.

The tentative location is along the south end of Train Mountain Road adjacent to the east side of South Meadow and along the Train Mountain property line. This will be a possible set of up to 60 containers, each connected to the Train Mountain track system (see artistic layout concept, attached). Each container will be connected to electrical service. The containers will be mounted on a common concrete foundation. Each container will be member owned, but the member will lease the space it occupies on an annual basis from TMI, currently $500 per year. Rates can be adjusted annually by the TMI board of directors.

The following conditions will need to be met in order for the project to proceed to construction:

- The designed layout of containers and connecting tracks fits in the space chosen.
- A budget will be developed to include all of the costs of the project, divided by the number of container purchase pledges, to set a reasonable member price. A minimum purchase number will be required to fund the base infrastructure and project size in order to begin construction. Additional containers can be added up to the physical space available.
- Upon budget determination and TMI approval, container pricing will be announced.
- When sufficient pre-purchase contracts are signed and deposits are received to fund the baseline project, and the conditions of this project document are met, a firm construction start date will be determined.
- Electrical service can be obtained and installed prior to construction commencement. TMI will front the funding of this provision, but the cost will be rolled into the project budget.
- Containers can be sourced, purchased, and converted for this intended usage.

- Rail, ties, ballast, underlayment, and accessory materials can be procured in the quantities required for project completion and within the project timeline (to be determined).
- No internal container provisions (i.e., track) are included in the purchase price or provided by construction crews.
- Obtain necessary county permits, design reviews and approvals for construction and electrical, land use approvals or deviations and related documentation.

Base infrastructure will include at a minimum:

- Container foundations
- Electrical connectivity with area lighting
- A single-track feeder to each container
- A container lead track the length of the container set
- A container yard lead track the length of the container set
- Mainline track connections
- A road for vehicular access and parking
- Emergency services access

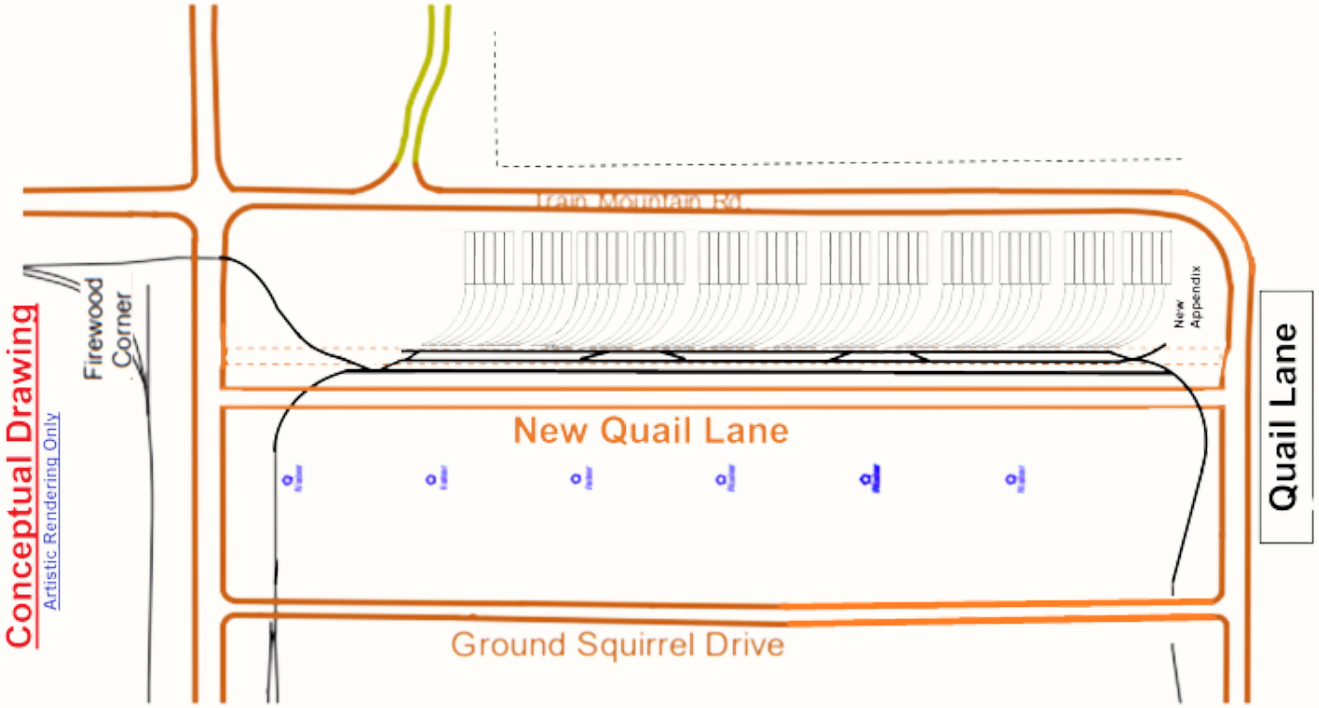
Quail Lane Container Project Provisions:

- Each container will be equipped with a roll-up door, TM red paint on front and back doors, a reflective white roof, and a front and rear vent.
- Electrical service will be an external, 20-amp box on the rear corner.
- 50 feet of track panels, a connecting 50-foot radius left-hand switch, and 2 container rail lip-clips are included. Rail panels are aluminum rail on composite plastic ties.
- Additional 50-foot radius switches, track panels, and clips will be available for purchase separately.
- Rock ballast is included and will be added once a group of containers is installed and track is connected to the container lead track.

Continued

Member Provisions:

- A container ownership and lease agreement will be required for each container.
- Train Mountain members in good standing are eligible to purchase containers. An intent to purchase list is available for sign-up with Jeff Shelby.
- Initial container deposits of at least 50% of the purchase price are required in order to be eligible to obtain a container. Deposits will be accepted upon completion of the budgeting process. Date to be published.
- Final payments are due 15 days after construction begins.
- Members may only purchase 1 container during the initial offering and construction. These containers must be retained for 5 years before being eligible for resale. Ownership and resale are governed by the terms of the purchase contract. If containers remain available after the initial deposit process, members will be able to purchase a second container.
- Selection of container position within the row will be determined by the order in which initial deposits are received. If a member ends up with two containers, they will be grouped side by side.
- Position of the initial track to each container may be specified once ownership is determined. If not specified, the initial track position will be on the right side facing the container, assuming 3 tracks will eventually be installed.



On Track- Year End Review

By: Dale Furseth

As the trees turn spectacular colors, and the mornings are getting cooler, I look back to another great year of track maintenance that we members have accomplished at Train Mountain. As hard as I tried to remember all the different things we have done, I am sure I have missed some, so I will consider this a highlight list!

This list would not be possible without the great members who have given up their time to come to Train Mountain and help me maintain our railroad. The members come as individuals, or as groups, but they all are focused on improving and maintaining the railroad. Groups like the Wonder Bread Crew led by Matt Thomas, and the Idaho Crew led by Mark Flitton helped with the giant projects, and members from Australia, like Ian Thomas helped with some smaller projects. Members like Mark Madewell and Ron Domoe just kept showing up and helping out. I appreciate each and every one of you for your time and help. Track work on a daily basis can be a very lonely job, but you all helped to make it fun.

Here is a partial list of 2026 track projects.

- Repair road crossing - Molly Lane
- Replace ties and rebuild 22 switches west side of back shop
- Replace siding on Serpentine - removed for water leak
- Realign approach to containers
- Replace track - approach to west back shop
- Replace 18 frogs in front of containers
- New siding near Farmersville Circle
- Crossover switches - East end of containers
- Replace track - 4-way approach selector to road crossing
- Replace track in Fuel Yard / rebuild 5 switches
- Disassemble track and clean track shop yard
- Place stop blocks on all stub sidings
- Measure and place all foul washers
- Removed a dump truck full of tree roots!!



Dale Furseth
Track Super
Member since '06

This was a good year. Remember that just because the meets are over and we have fewer visitors, the work to maintain Train Mountain continues pretty much every day. If you have the time, the help to maintain your railroad is greatly appreciated.

Rules of the Road

By: Lila Swanberg

During the Hot Summer Nights meet I volunteered to audit the Rules of the Road board on the track to see if it matched up with our current rules.

The rules had been posted nearly two decades ago on powder-coated steel. It turns out the lettering held up great over 20 years, but the rules themselves needed an upgrade.

So began the project of getting the Rules of the Road board redone. First, we got the rules updated and approved for the board. Then I explored what it would look like to put up a new piece of steel, but between the steel and powder coating costs, that was untenable. So I went out there one day with a handy dandy razor blade tool from the wood shop and peeled off every single letter, one by one. Every passerby celebrated as the rules came down!

After that, we had to decide whether the board needed to be repainted or just cleaned. With some help and some counsel, we ended up washing the board and flipping it around so the sun-faded outlines from the old lettering would be hidden. A big thank you to Allen Howard, Joe Lagerstrom, Jordan Dobson and the Caldwell boys for helping with that part of the project. They went above and beyond!

Next came the fun part, and the part I am not equipped for: getting the new lettering up. I sent the rules and measurements over to Russ Wood, and he made it happen!

Now the rules are up, they look fantastic, and everybody can ride safely knowing the proper procedures for the railroad.

-Lila



Lila Swanberg
Gazette Editor
Member Since '25

Continued


RULES OF THE ROAD
• A minimum separation between trains of 210' must be observed (equal to two mileposts lengths).
• Crews must flag 2 mileposts (210') behind any stopped train. During nonmeets a cone or 12" triangle may be used.
• A minimum separation between trains of 210' must be observed (equal to two mileposts lengths).
• A safe stopping distance (half the distance to the next train or obstruction) must be maintained.
• All trains must have a red flag. Minimum flag size is 12" x12".
• Drop a green block to the right of any derailment location on the track.
• Steam locomotives operated at Train Mountain must be fired with propane.
• When entering a siding, leave all switches lined for the main line.
• Max speed limit is 7 mph (10 seconds between mileposts). 3 mph within yard limits and at diamond crossings.
• Trains may not pass a signal displaying a solid red indication or a dark signal. All other indications allow trains to proceed.
• All conductors must carry a whistle for communications with the engineer.
• Safety chains, cables, or draw bars are required for all connections between equipment to prevent runaway trains. chains must use threaded quick links.
• All trains must monitor a radio programmed to Train Mountain channels (monitored channel: UHF CHANNEL 1-ADMIN).
• Remote controlled trains must be controlled from on board or directly beside the train.
• Sound horn or whistle (- - o -) at W sign at grade crossings.
NIGHT RUNNING
• White headlight must be mounted on the front of the locomotive.
• Do not sound horns or whistles near campgrounds after 10 pm.
• Red taillight must be mounted on the rear of the last car.
• Conductor must use a flashlight when flagging behind a stopped train.

RULES OF THE ROAD

• Maximum speed limit is seven miles per hour (ten seconds between mileposts). Three miles per hour within yard limits and at diamond crossings.
• A minimum separation between trains of 210' must be observed (equal to two milepost lengths).
• A safe stopping distance (half the distance to the next train or obstruction) must be maintained.
• All trains must have both an engineer and a conductor during meets, except for speeders and similar single-unit equipment removable by one operator.
• Crews must flag two milepost lengths (210') behind any stopped train. During non-meet times, a traffic safety cone or triangle (minimum 12") may be used instead.
• Sound horn or whistle (– – o –) at W sign at grade crossings.
• Trains may not pass a signal displaying a solid red indication or a dark signal. All other indications allow trains to proceed.
• When entering a siding, leave all switches lined for the main line.
• Drop a green block to the right of any derailment location on the track.
• Remote control trains must be controlled from on board or directly beside the train.
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• Steam locomotives operated at Train Mountain must be fired with propane.
• Safety chains, cables, or drawbars are required for all connections between equipment to prevent runaway cars. Connections must be made to the equipment's frame; safety chains must use threaded quick links.
• All trains must have a red flag. Minimum flag size is 12" x 12".
• All conductors must carry a whistle for communication with the engineer.

NIGHT RUNNING

• White headlight must be mounted on the front of the locomotive.
• Red taillight must be mounted on the rear of the last car.
• Conductor must use a flashlight when flagging behind a stopped train.
• Do not sound horns or whistles near campgrounds.

Camera Corner

By: Dennis Matzen

Did you know Train Mountain has 47 cameras on the property, so you can see what is going on? They're on the Train Mountain website for members to view.

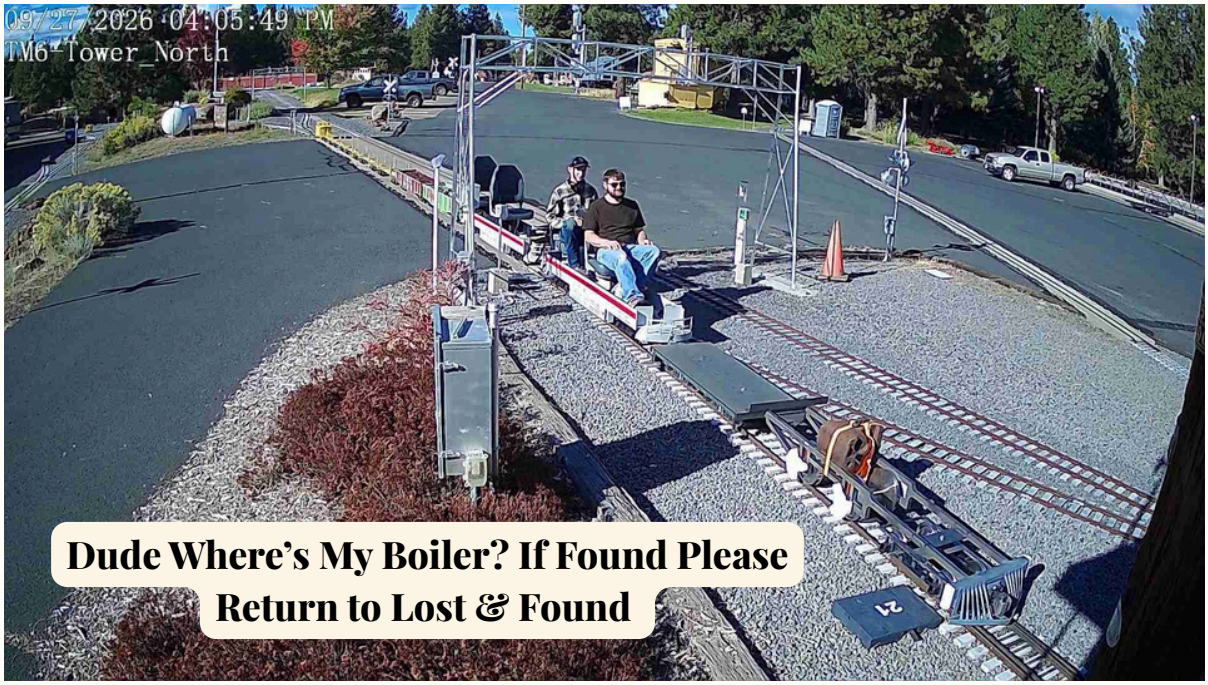
There are three types of camera configurations:

1. Live Cameras
   - These cameras are static images that update about once a minute. They give you a view of locations all around Train Mountain. You can view them in two formats.
     - The first is located at: https://trainmtn.org/DailyPhotos/camera1.shtml
   - This page displays all of the camera images in a "thumbnail" size. Click an image to view the full-size image. Then use your "back" button to return to the thumbnail images.
     - And the second is located at: https://tower.tmrr.org/cam.html
   - This page has a slightly different format. The thumbnail images are displayed on the left side in a "slider." The right side shows the full-size image of the "selected" thumbnail. Use the slider on the left to find the image you want, then click the thumbnail to display it in full size on the right.

2. Motion Capture Cameras
   - 20 of the 47 cameras take snapshots when they detect motion. This offers views of trains as they travel around Train Mountain. To view the snapshots, go to:
   - https://trainmtn.org/dailyphotos/dailyphotos.aspx
   - As above, the displayed images are thumbnail images. To view the full-sized image, click a thumbnail. This opens the full-sized image and lets you scroll through the images from that camera. Click either the right or left side of the image to move forward or back. To exit the full-sized image, click anywhere outside of it. At the top of this page are two arrows that let you change the day of the images. You can view the last 5 days of images using these arrows.

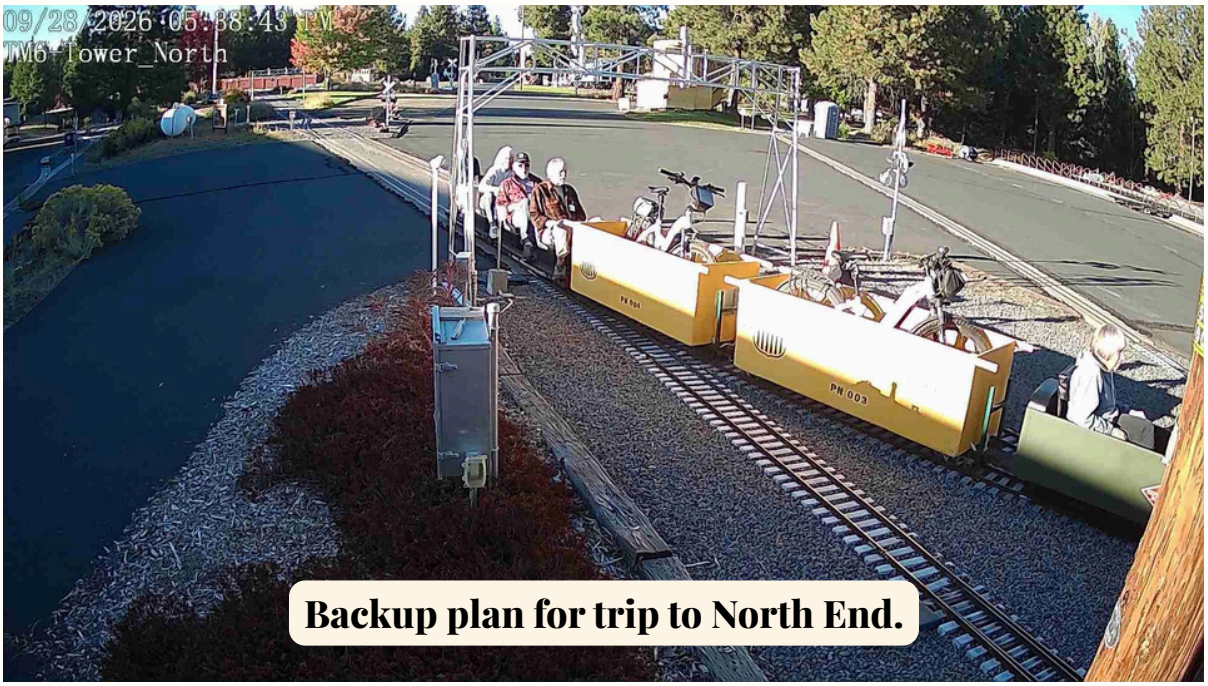
Continued

3. On Demand Images
    - These are special camera configurations with a button that lets you take snapshots on demand. This configuration lets you press the button, then get in position and pose for the picture. The box with the button has a light that flashes once per second when you press the button. This gives you 10 seconds to get into position. Then the light will display one long flash to indicate the image has been stored on the website. You can find the images on the Motion Capture camera page. Currently, the only on-demand camera is located at Hope Circle.





Dennis Matzen
IT Crew
'21


09/28/2026 05:38:43 PM
TM6-Tower_North
Backup plan for trip to North End.


08/10/2026 08:24:41 PM
TM17-Turntable_West
If found return to lost and found.


10/09/2026 01:12:16 PM
TM51-Hope
Fun for everyone at Hope Circle.

Connecting with the Klamath YMCA

By: Joe Lagerstrom

Back in September, a few members of the Comms Team (Joe and Lila) visited the Klamath Chamber of Commerce networking event, “Awake at 8ish”. One of the enthusiastic members of local businesses we met was Tori Hayman, from the Klamath YMCA.

There’s a growing sentiment around Train Mountain that we would like to see more youth involved here and in the hobby in general. So, when we heard that the YMCA, like so much of Klamath County, either didn’t know we existed or didn’t understand what we were about, Joe invited Tori and some of her team to Train Mountain for a special tour.

On October 6, during the Fall Colors work week, Joe and Train Mountain hosted Cindy Pasko, the Associate Executive Director, Kelly Hernandez-Alvarez, the Associate Operations Director, Suri Mendez, the School Aged Director and Tori Hayman, the Marketing & Community Campaign Director.

What happens next? What sort of collaboration could we see between TM and YMCA? We don’t know yet. But we’ll continue the conversation and the creative team at the Y are very excited about what they saw here. They plan to reach back out with ideas for the 2027 season.



Left to right: Tori Hayman, Suri Mendez, Kelly Hernandez-Alvarez, Cindy Paskos



Joe Lagerstrom
Communications Director
Member Since ‘21

On Track

By: Dale Furseth

This was another big month of track work at Train Mountain. The Wonder Bread Crew, led by Matt Thomas, came to help me replace all the old wooden track panels in the fuel yard. We replaced the old panels with new aluminum rail on plastic ties. It turns out this was the biggest track project of the year, replacing a little over 800 feet of track, and rebuilding 5 switches.

After the fuel yard was done, the crew still wanted to work so we decided to take apart over 1000 feet of old aluminum on old wood that was stored in the track shop yard. Both of these projects helped so much. I really appreciate the help.

Members who helped me on this project were Matt Thomas, Dennis Matzen, Mark and Maggie Madewell, Lila Swanberg, Jordan Dobson, Luke Conner, Kim Beard, Lindsay Eddy, Ron Domoe, Mike and Angie Hoak, Tom Watson, James Hughes and Sebastian the Wonder Dog. Thank you to each and every one of you for your help.

Now for a little behind the scenes on how this project came together, and the planning involved. This project actually started a couple of years ago when unused track was removed from way up north in the old fire zone and has been stored in the track storage yard. For this year's Big Build project, where steel rail was needed to replace the track from the switch selector to the 4-way road crossing, I used the reclaimed north end track. Over 600 feet of aluminum on plastic was removed and replaced with the reclaimed steel. This was a huge Big Build project headed up by the Idaho crew. The track that was removed was then used to replace the old wood panels in the fuel yard in this months Wonder Bread project. The removed Big Build track was not enough for the fuel yard, so Mark Madewell, Lindsay Eddy and myself built an extra 250' of track which was enough to finish the fuel yard. Lastly, the old wood panels removed from the fuel yard were disassembled and the rail was recovered for use in building switches and access tracks for use in the area of the new containers. This is the Train Mountain version of recycling.

Be safe this Fall and Winter and see you in the Spring. The track work will continue, rain or shine. Check that - don't look for me out working when it is raining!

Dale.





Dale Furseth
Track Super
Member since '06

Photos courtesy of Matt Thomas









Hello from G-Ville

By: Jim & Sue Moore

Another Train Mountain season has come to an end. This past month another large branch broke off at G-Ville. We thank Dale, Marcia, and Jim Eakin for clearing up the mess. The debris was then run through the chipper by Dave Koetje and his crew. Jim Henry and I cut the tree down and then cut it up into manageable size logs. With the help from Mike and Wendy Mulder, these logs were picked up and transferred by Gators to an area opposite the appendix at South Meadow. These logs are available for pick up by anyone who could use them for firewood.

With the help of a donation of wood to TM, Jim Henry and I completed building 20 feet of shelving in the railcar for storage. This project enabled us to complete the lengthy task of picking up and storing all the decorations, buildings, gnomes, etc. for the winter. This would not have been possible without the help of Mike, Wendy, and Jim Henry.

Many thanks to Dale and Marcia for their valuable help at G-Ville. This Spring will be beautiful with all the plants and bulbs that we all have put in. They also put down a log-lined walkway from the track to G-Ville.

Mike and Wendy also helped us remove a very large manzanita plant in front of G-Ville. This opened up the view to G-Ville and the tracks tremendously. Additional track work was also completed and two switches were installed by Mike.

Thanks to Mike and Jim Henry, I was able to install and complete the Gator bed sides which will be great for hauling large loads.

In closing, Sue and I appreciate all the help we have received at G-Ville throughout the season. See you all next Spring!!

Jim and Sue Moore



Jim & Sue Moore
G-Ville Stewards
Members Since '15

Communications Team Update

By: Joe Lagerstrom

We're working to strengthen Train Mountain's connection to four audiences: Members, Visitors, Donors and Locals. Over the past few months, we've been meeting every two weeks and working from our homes between meets. As of September, we've delivered to all those audiences!

Here's what the Communications Team has worked on since the last Gazette.

- Published the September Gazette.
- Emailed details of the container project to current members. The general public will see this information in the Gazette and on social media.
- Compiled a list of donors. This isn't easy since we receive small amounts from so many sources (cash drop boxes, membership upgrades, donation buttons, Visitor Center, Office, etc.). We know we missed some. Apologies, but we're working to get better!
- Sent an email to those known donors, thanking them and giving some updates on our recent projects.
- Planned and began filming a video to encourage people to become members.
- Sent an email to visitors who left us their email addresses. The email thanked them for coming and encouraged them to come back again during the winter or in 2027.
- Released videos and photos to social media (Facebook, YouTube, Instagram) to increase our visibility with potential visitors, members and donors.
- Promoted attendance at the Fall Colors meet.
- Posted recognition of a few of the awesome volunteers at the recent work week.
- Took some new ideas to TMRR for consideration.
- Shared the Gazette and other public information on the main Facebook page.
- Hosted a team of creative planners from the Klamath YMCA.

Questions? Ask one of the team. (Jen, Joe, Lila & Lindsay) or, if you can't find us, Communications@tmrr.org.

-Joe Lagerstrom, TM Comms Director

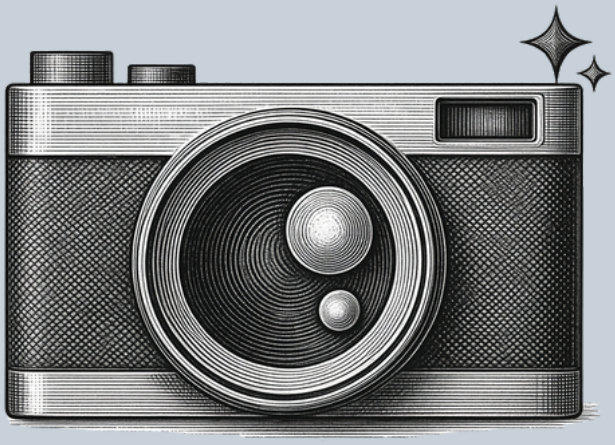


Joe Lagerstrom
Communications Director
Member Since '21

High Quality Photos Needed

The Visitor Center is looking for high resolution photos that we can enlarge to put in the center. These photos need to be of TM showing what Train Mountain is all about. Please make sure the photos are not blurry.
Please email them to me at cheryl@tmrr.org
Some suggestions:

- Hope Circle
- Crane Siding
- Clyde Station
- Central Station
- Triennial - The Big Toot
- Photos of the different seasons



**The name of the photographer will be listed on the photo*

Please let Cheryl know if you have any questions.
Cheryl McInnes cheryl@tmrr.org

Thanks, Cheryl

Vintage Luggage Needed

We need some vintage luggage for the Train Mountain Baggage Cart. This cart isn't just for holding coffee mugs, it's a historical representation of how baggage has been moved, both historically and in modern times. To really conceptualize this piece, we'd like to outfit it with some luggage. If you have any to donate, please contact Theresa Shelby.

trshelby@gmail.com



Kitty Litter Buckets Needed

For Train Mountain projects and maintenance, kitty litter buckets are essential! And our stocks are very low.

If you are a proud cat owner, or kitty bucket collector consider donating your extra buckets to our Train Mountain work force.

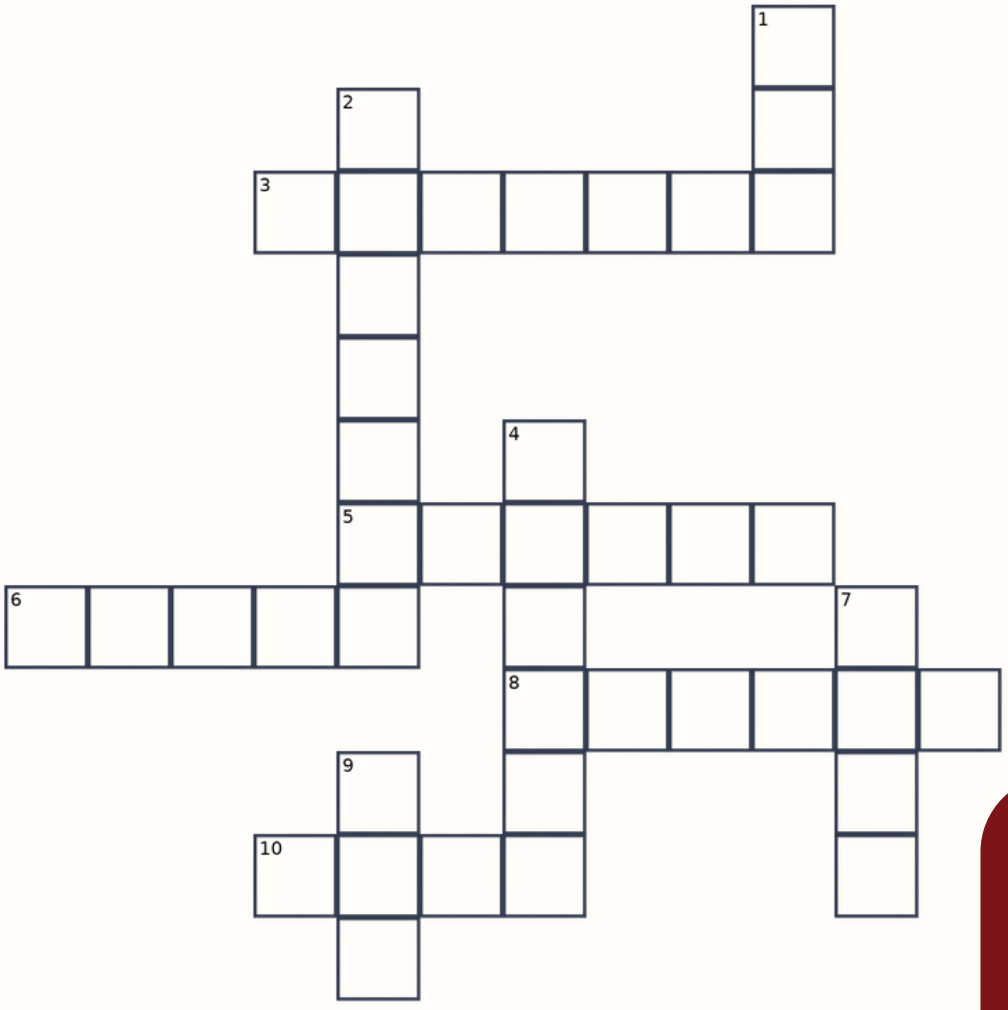
(Empty) Kitty bucket donations can be given to Jeff Shelby.



Like this!

Amusements

Railroad Crossword



Across

3. hack
5. divert
6. station
8. flashing light
10. steamer fuel

Down

1. cross support
2. rock
4. SD-45
7. steel
9. engineer



Mike Raypholtz
Member' Since '13

Answers on the next page!

Puzzle by Mike Raypholtz

Mike Raypholtz

Talk Like a Railroader

Back in the steam and interurban days, railroad crews had a lingo all their own. Can you match these old-time nicknames to the right job?

Nicknames

1. **Hogger**
2. **Tallow Pot**
3. **Shack**
4. **Big Ox**
5. **Goatherder**
6. **High Ball Artist**
7. **Boiler Washer**
8. **Dolly Flapper**
9. **Mud Hop**
10. **Pencil Pushers**

Jobs

A. Brakeman
B. Yard clerk
C. Engineer
D. Switch tender
E. Conductor
F. Fireman
G. Clerks
H. High speed engineer
I. Engineer of a yard engine only
J. High water engineer

Answers on the next page!

Did you know? An "Engine Pilot" was an engineer assigned to ride with a crew unfamiliar with a stretch of track, to guide them over its rules and quirks. Sounds a lot like a good mentor at Train Mountain!

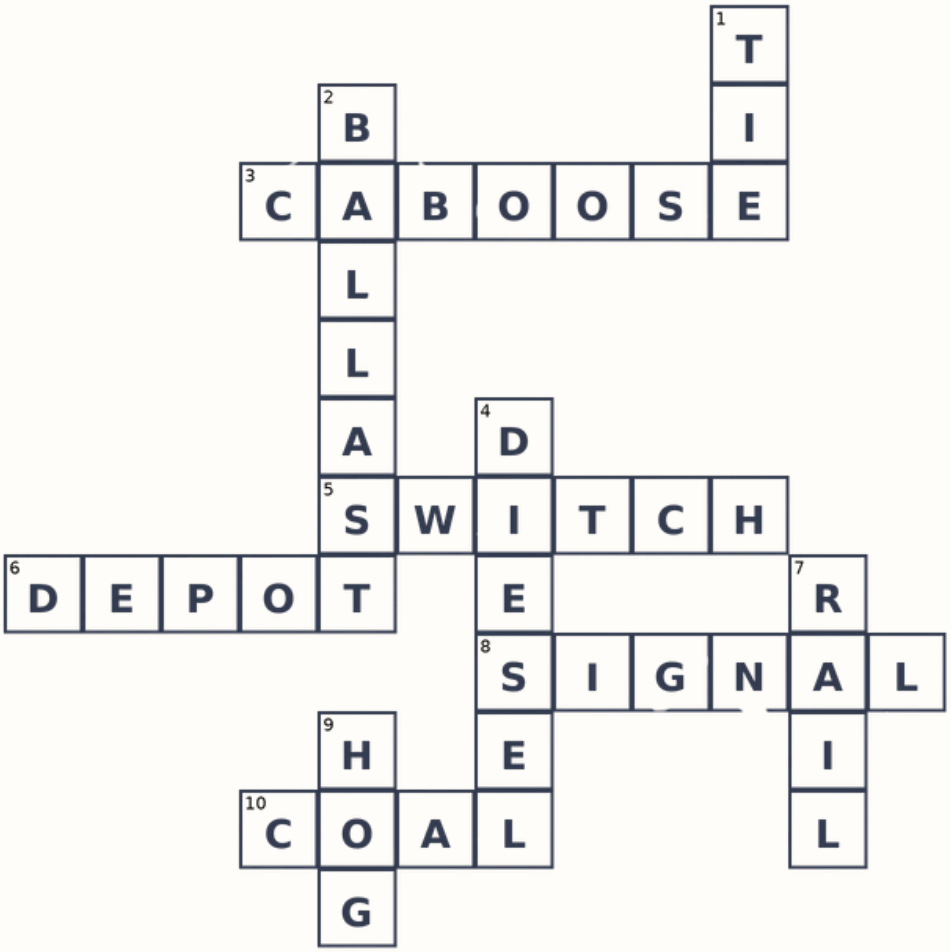
Railroad lingo from Blackie's Railroad Handbook donated to the Gazette by Steve Panzik

Amusements

Talk Like A Railroder Answer Key

Answers: 1-C, 2-F, 3-A, 4-E, 5-I, 6-H, 7-J, 8-D, 9-B, 10-G

Railroad Crossword - Answer Key



Across

3. hack
5. divert
6. station
8. flashing light
10. steamer fuel

Down

1. cross support
2. rock
4. SD-45
7. steel
9. engineer

Puzzle by Mike Raypholtz

On Track- Quick Fact

By: Dale Furseth

We have just gone through a stretch of weather where the daily temperature varies by 50 degrees - 30 in the mornings and 80 degrees F in the afternoons. This causes the rails to expand and contract every day because of the temperature difference. Bottom line, the track at Train Mountain gets almost 300 feet longer in the afternoon, and then shrinks back at night.

The boring math behind this is …

A 10 foot panel with steel rail expands by about 1/8” in the heat of the day.

There are 528 panels in a mile.

For this example, we will say there are 35 miles of track.

35 miles time 528 panels in a mile is 18,480 track panels.

Each panel expands 1/8”

1/8” x 18,480 is 2,310 inches.

The railroad expands by 192.5 feet each warm day.

And that is part of the reason maintaining the railroad is difficult!



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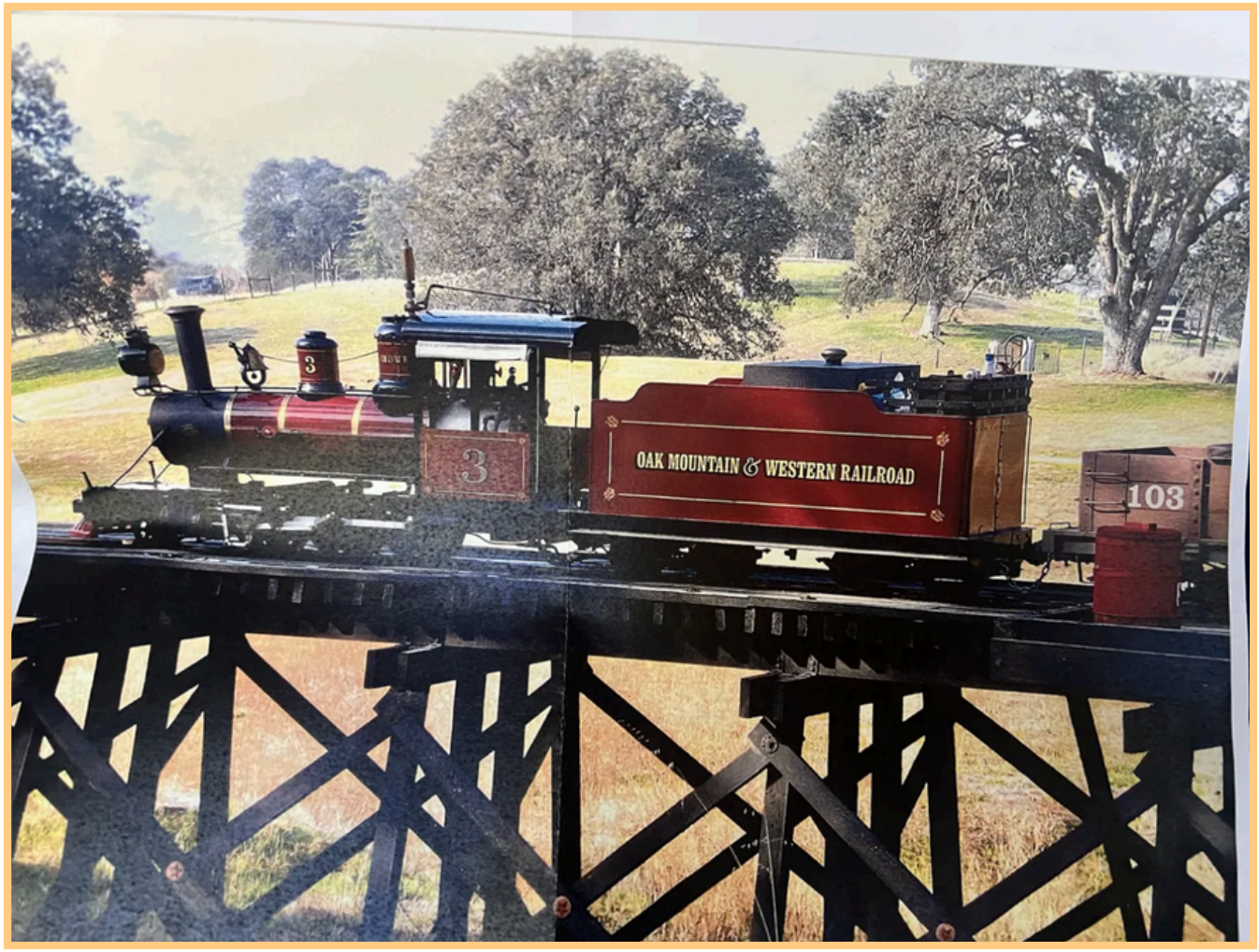
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Reach out to Lila at

gazette@tmrr.org

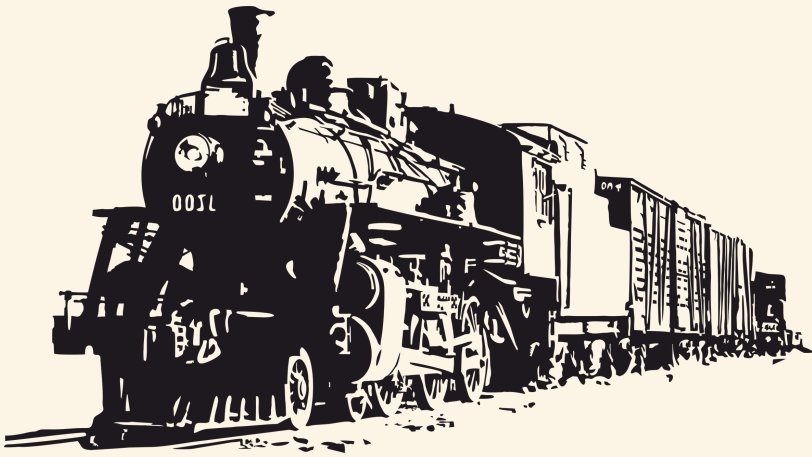
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And don't forget to stay connected between meets

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