



27 MEG
150 MEG
FRS

The Side Rod

The link that keeps all the wheels turning

WINTER 1997

Over-the-Hill Live Steam Club

BOARD of DIRECTORS

President	Art Crisp	
Vice-President	Bill Shepherd	
Secretary/Treasurer	Sellar Nugent	
Greg Petersen	Don Isom	Charles Stutts
Carl Ziegenhirt	Boyd Butler	

This is the first issue of "The Side Rod". The official newsletter of the "Over-the-Hill Live Steam Club". "The Side Rod" will be published quarterly, to arrive in March, June, September and December.

HISTORY:

It all started in the mid 70's when Ed St. John and his wife Mercedes moved to Chiloquin in south central Oregon from So. California.

First a simple circle of 7 1/2" gauge track, a shop, a second circle, a storage building, a bridge, a loop off the outer circle, then another loop and another until the final tunnel loop to finish off an impressive 8700 feet of railroad.

During this time, Ed was the driving force and sole source of funds (and donations from rides) for railroad construction. He set the direction of Over-the-Hill Live Steam Club that operated on his private track.

Ed and his wife left Oregon in late '96 or early '97 giving ALL his property and railroad to the membership of Over-the-Hill Live Steam Club, Inc. Ed appointed six people as directors of the club. Unfortunately none of

these six had any large scale railroading experience. During the first three months, four had resigned, and only one replacement was found, and a decision had been made to suspend public runs because of a lack of funds for the required liability insurance.

By April 1997 the three remaining board members were talking about resigning and allowing Over-the-Hill Live Steam Club to evaporate. Bill Shepherd requested they hold a meeting in June during Train Mountains Spring meet. Bill, Art Crisp and Sellar Nugent attended this meeting and requested that before they resign and fold up the Over-the-Hill Live Steam Club, they send a letter to all interested persons in the "Hobby" to attend a meeting in September to determine the fate of the club. They agreed and sent a letter to invite interested persons to a meeting that was held September 2, 1997.

CURRENT HISTORY: A special day

September 2, 1997 at 2:00 P.M. fifteen people arrived at the Wood River Justice Court in Chiloquin. Bucky Edgar (Board President) called the meeting to order, welcomed everyone and then conducted some routine business. Then the Board increased the size of the Board from six to eight members, filled the five current vacancies with people interested in large scale railroading. The original three members resigned and their positions were then filled with three persons who were interested in large scale railroading. The "new" Board of Directors then determined their officers (see top of page 1). The meeting was then recessed to reconvene in 30 minutes in the lunch room at Train Mountain.

Re-convene and conducted the following:

1. Set dues at \$25.00 per year, with year to be the calendar year. However, since this was September, it was agreed that our first year would run from September 97 to December 31, 1998 (hard to justify three winter months membership and renew in January).

2. Secretary/Treasurer to determine which, if any, of the \$7,000 in bills are really the club's to pay.

3. We renamed the track. It will be known as the Klamath and Western Railroad.

4. We released all ownership of the property and railroad to Train Mountain Foundation to satisfy the existing lien

against the property. In exchange Train Mountain Foundation will lease (for \$1.00 per year) Over-the-Hill Live Steam Club the land and track, engines and rolling stock as required for the Over-the-Hill Live Steam Club to operate and ride the public. Also, Train Mountain Foundation will dedicate materials and man power to recondition the existing track and road bed. Encourage Train Mountain volunteers to help with the Over-the-Hill rebuilding.

5. Established a quarterly Newsletter. Bill Shepherd will be the first editor/publisher. Your contribution of articles or other information to be published in these pages will be greatly appreciated.

6. Discussed the need and the possibility of having special events on weekends and on days other than weekends - Birthday groups, school tours, etc. If you have any thoughts about this, we would like to hear from you. We discussed, length of visit, cost per hour, staffing needs, advertising, etc. But we did not make or adopt a policy to follow.

7. We accepted several memberships.

8. It was proposed that Train Mountain track and Over-the-Hill track be joined. Passed.

We recessed the meeting until September 3, 1997 at 7:00 P.M. and went out. Divided into four groups, each working on an "end of track" to complete the two connections to join the two railroads. Within an hour, we were holding a "Golden Screw" ceremony. A special day indeed.

FUTURE:

A complete rebuild of the track was ordered and Train Mountain called for a special work week in October to remove most of the track and take it apart. The track on trestles and in the tunnel was not removed. All other track was removed, taken apart, sorted, damaged ends sawed off and made ready for the new plastic ties (to be delivered in November). Thank you to those who could come and help with the work.

Several areas will be regraded to widen tight curves and reduce the grades coming into the station and yard areas and out of the tunnel.

As soon as the grading is complete, track panels can be installed. It is hoped that enough track will be on the ground to haul the public starting Memorial Day weekend. What is needed is some dry days for grading, and some volunteers to help install the new track panels during the weeks before Memorial Day.

The minimum track desired is the double loop around and under the Pena Skyway bridge. Additional track to enlarge our operation to be layed as time and volunteers allow.

CABOOSE:

A BN caboose has been dedicated by Train Mountain to sit on the rails that are near the front gate and turn table. Delivery date is not known at this time. This caboose may become the snack bar since it will be near the loading and public picnic areas.

TREES:

As a way to help with the cost of rebuilding the track, the trees on the property will

be thinned, removing damaged or bug infested trees and thinning tight clusters of trees to reduce the fire hazard. This thinning process will also remove most of the under brush allowing better access and visibility to the property.

NEW HISTORY: The Future

Memorial Day, May 25, 1998 starts the public run season. Between now and then with the weather's co-operation we need to re-grade the approach to the loading and un-loading area, level up the "Y" and additional steaming bay areas, then relay the inner & outer loop track, including up over Pena Skyway and bridge, through the town and return to the station via the "canyon".

Yes, that is a lot to ask. However, most of the old grade just needs a once over to smooth it up. Track and turnout panels will be under construction starting in late January. Enough will be made by the end of March to build the required minimum loops to operate and haul the public. Then over the next year or so we can get the rest re-graded and re-installed.

Who is going to do this work? I'm glad you asked. Train Mountain Foundation has dedicated the heavy equipment and an operator to do the re-grading and will encourage volunteers who come to Train Mountain, either before or during the Spring Work Week (May 23 - 31) to help install the Over-the-Hill track. The Work Week follows Memorial Day and if we are to open to the public then, we must have the first loop completed before the Work Week starts. If you can help during Train Mountain's

Spring Work Week or earlier
(March, April or early May)
call one of the following to
make arrangements:

Train Mountain (541) 783-3030
Over-the-Hill (541) 783-2670
Art Crisp (541) 783-2082

We can use any and all
help you can supply, and the
Over-the-Hill Board of
Directors wish to thank you
in advance for your help and
support (physical, emotional or
financial). Membership in the
Over-the-Hill Live Steam Club
is available to all, no
restrictions. An "Application
for Membership" is included
with this Newsletter (No prior
experience required).

PUBLIC RUN SEASON:

Weekends; from Memorial
Day to Labor Day, is the
normal public run season, and
may extend past Labor Day if
the weather is mild. During
these weekends there will be a
need for volunteers to "man"
the load and un-loading areas,
work as Engineer or Conductor
and other duties. If you can
give us a hand or foot during
these weekends, give us a call
to make arrangements. Your
early notice will help us
schedule our volunteer help.

Thank you for helping us
open this track again for the
enjoyment and education of the
public.

LONG RANGE FUTURE: Forever

Improve and extend the
track and times available for
public visitation and awareness
to the "HOBBY". Expand the
opportunity for the public to
relax at the facility by
enlarging the picnic area and
developing a snack shack/store
in a caboose.

NEXT MEETING
Board of Directors
Saturday May 30, 1998
10:00 A. M.

at
Over-the-Hill
Live Steam Club track
36951 S. Chiloquin Rd.
Chiloquin, Oregon

All members and non-members
are welcome to attend and give
input at meetings of the Board
of Directors. We need your
ideas and participation.

OTHER HOBBY NEWS:

Golden Gate Live Steamers
will be having a Chili Run at
the Tilden Park (Oakland Hills)
track January 1, 1998.

(510) 528-3013

(209) 835-0263

for information/directions

Happy
New Year

Bill