



# The Mountain GAZETTE

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**Let's** try and clear up a little confusion as to what each Meet this year is really called. For example I called the June Meet, the May Meet, because it started in May. Of course that would be to easy, soooooo here is the plan for 2002. The meet that started in May was called the June meet, the next meet that starts in June will be called the July meet. After that the meet that starts in July will be called, yep you guys are getting this pretty fast, the August Meet. And finally of course the Meet that starts in August will be, all together now, the September Meet, very good class!

**Boy** you guys just won't give a guy a break will ya! So here's the story, see, I did this killer story on the killer dudes from Kitsap. OK so far, right? Photos, names, humor, all the right stuff, right? OK so I made one little mistake, I said they have been doing this special Kitsap Week for two years, right? **WRONG!** It's been **SIX** years they have been doing this! I'm sorry guys I blew it! Anyhow, thanks again and I hope all is forgiven! Six years, 1, 2, 3, 4, 5, 6, yep six years, how about that!

**Now** for the good news! What a May/June work week we had! We had some 65 members registered for the work week and some 112 for the banquet (does that mean we like to eat more than work!). We started from the bottom of the grade coming up the Serpentine and made the connection into the bottom side of Youngstown on 5/28 at 3:10 pm.

**Did** you all get your secret decoder rings with the last issue? In order to make this newsletter special to just members of Train Mountain we have implemented a secure site coding scheme. That's the reason for the funny address for the Gazette. [www.trainmountain.org/Gazette/2002May\\_47A88D78](http://www.trainmountain.org/Gazette/2002May_47A88D78). Want a little secret, once you have it loaded in your browser just hit the 'bookmark' or 'favorites' button and add it to your list of places you like to go. It should say something like *The Mountain Gazette June 02*.

**Remind** your buddies that if they are no longer receiving The Mountain Gazette, or club emails, or club whatever it's because their dues aren't paid yet! For the rest of you, thanks for being so prompt, it sure helps Carol in the front office.

**Speaking** of Carol in the front office, she and I would like to make a special request of you folks. The request is very simple actually, it goes like this: the next time you send in a meet registration form please include the following information: What equipment are you bringing to the meet? What color is it? What is it's number? What road name does it have on it? I.E. Woodside Lumber, red, number 2000, SW1500. If we have this data on file, later on when someone sends in some photos, or we are reviewing the ones we have taken, we know whose equipment it is and can give credit where credit is due. Thanks for your help on this, we all appreciate it!

**Thursday** afternoons will never be the same at Train Mountain. Have your wife check out what's happening on Thursdays by checking out The Schedule.

**The** Over The Hill Live Steamers, AKA the Klamath and Western operators started their summer running season on the Sunday of Memorial Day weekend. They had a good member turnout and lots of 'civilian' passengers. The weather was great, Frank Steuer and crew had the grounds all cleaned up and there was a good time had by all. Thanks Frank and crew.

**Special** note for the next meet, which includes the 4th of July, please **don't** bring any fireworks to Train Mountain. The fire danger is just to great. If you want to see some fire works just go over to the Back Shop and tell Jerry we've decided all the rail flat cars need to have the trucks removed and painted silver, yep, that should do the trick, **Chiloquin Fire Works!**

**If** you have ANY suggestions, or changes, or additional information please email to:

Train Mountain or: [Gazette@TrainMountain.org](mailto:Gazette@TrainMountain.org)

or snail mail to  
The Mountain Gazette  
P.O. box 927  
Chiloquin OR 97624.

Russ Wood, editor

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## **FROM THE MANAGER**

### **The latest information for the July 2002 Meet**

**This** column will appear in the July, August, and September issues of The Mountain Gazette. Ross Perrin (the Train Mountain General Manager) will give us the latest information on what to expect during the upcoming meet. ED.

(Continued on page 2)

**What** a great June meet! A combination of early arrivals and a huge group of workers all workweek made the workweek one of the most successful I have ever seen. Thank you one and all.

**It** was not all work though, the social activities and the revised Banquet format made for a wonderful time and opened the door for some great camaraderie. A big hand goes out to all involved in providing us with a great time. Sometimes we forget that it's not all building a railroad. I am anxiously looking forward to the next one.

**THE NEXT ONE** (the July Meet):

The railroad work is a never-ending job; we will start to focus more on maintenance in the coming months. I have had a suggestion that perhaps we should do some running at the start of the work week and put out green blocks so the people doing the repairs are also the people that discovered the problems. Seems to make sense, what do you think?

**We** also have some incomplete sections to work on. First we will finish the Serpentine, the walls are dry and the back fill is almost completed. Richard is working on water lines and electrical conduits as Dick and Boyer finish up their dirt work, also Debra and her crew are starting to look at areas to plant. Not to forget Paul and Matt building track panels as fast as they can! There is about 2400' to go, double main and a siding.

**The** approach to the long tunnel is still in need of new track. We may have this one accomplished during Kitsap's club visit; yes those Kitsap Live Steamers are coming down again, with all those great folks we will surely be ahead of schedule.

**The** refill on Elizabeth River Loop is underway and the track is being built so we can finish that also. There is about 1985' of single line track, the wye; close to the end of Elizabeth River Loop is about 900' plus whatever tail track is needed. My measurements are by wheel, not quite as accurate as Joel's will be.

**Of** course there is and will be ballasting to do.

**I have** two rants this time if Russ allows them. The first is FIRES! These things really scare me. We are already in a burn ban situation and it looks like the fire restrictions will come early this year. The woods are dry and we must be careful. A new problem with steel rail is sparks, in the right conditions a derailment could cause sparks just like the cat operators in the woods with their steel tracks. I know it's a slight chance but something to ponder. Please be careful so we all can enjoy The Mountain in its green state. The second is green blocks. We have blocks located at the turn table and will have some at the rule board leaving the yards at Central Station, please take a few with you and mark all problem areas. Remember the more blocks there are the more serious the problem may be, this will also help the engineers watch for danger areas.

**See you at the meet, Ross**

**THE SCHEDULE  
May 2002 Work Week**

**Welcome to** the schedule of events for the June 2002 meet. The May meet was so successful, that it will be tough act to follow, however I know you are all up to the task! Here's what's happening during June Meet Week 2002.

DATE	TIME	ACTIVITY
Saturday, June 29th	9:00 AM	Begin Work Week, which runs through Thursday, July 4th at 4:00 PM
Saturday, June 29th	6:00 PM	Recognition Dinner for all volunteers who worked on the first day of the June Work Week. Location is Central Station, Sharon Breen hostess.
Monday, July 1st	7:00 AM	Food service starts at the Beanery. Open Monday through Saturday. Breakfast 7:00 to 10:00 AM, Lunch 11:00 AM to 2:00 PM, Snacks from 2:00 PM to 5:00 PM
Thursday, July 4th	1:00 to 3:00 PM	Quilters of Chiloquin. All sewers will meet in Central Station, show and tell, beginners welcome- <b>SEE NOTES BELOW.</b>
Thursday, July 4th	4:00 PM	Work Week ends, no work permitted for the remainder of the week.
Thursday, July 4th	6:00 PM	Recognition Dinner for all volunteers who have worked at least one day during the work week. Host's Tom and Fred Vertel— <b>SEE SPECIAL NOTES BELOW.</b>
Friday, July 5th	9:00 AM	Train Meet begins, which runs through Sunday. Company Store open Friday and Saturday 9:00 AM to 5:00 PM, Sunday 9:00 AM to 11:00 AM
Friday, July 5th	5:00 PM	Pizza and Beer celebration for all train meet attendees. Host's Russ and Linda Wood— <b>SEE SPECIAL NOTES BELOW.</b>
Saturday, July 6th	6:00 PM	Train Mountain Banquet, held at Central Station, tickets available from tmrr@cvc.net or 541-783-3030. See menu on page 1.
Sunday, July 7th	4:00 PM	The June 2002 Meet ends.

**SPECIAL NOTES FOR SOME SPECIAL EVENTS:**

If you have not been a volunteer or an attendee at Train Mountain, here's an opportunity to come a day or two early, get to know the Train Mountain Experience firsthand, and finish with some great fun and the camaraderie of new friends.

**Quilters of Chiloquin** will hold a special Thursday Sewing Social at each of the remaining Train Mountain meets. They will meet in the Central Station from 1:00 to 3:00 pm. This is not just for quilters, this is for all kinds of sewing, needlework, crafts, etc.,. What ever project you are working on, please bring it for show and tell.

**Tom and Fred Vertel** will be hosting a dinner for all **Work Week** volunteers who have spent at least one full day during the Work Week contributing to the Train Mountain effort. The dinner will be Thursday evening prior to the Train Meet weekend. **All members are requested to arrive at their house by TRAIN! If you do not wish to bring your train, please ride the special trains that will be departing Central Station at 5:00 pm. YOU MUST SIGN UP** at the Train Mountain Main Office located in the Central Station building as soon as you arrive, the deadline for signups is Wednesday at 5:00 pm—no exceptions. Directions are available at the Office.

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**Russ and Linda Wood** will be hosting their regular Pizza and Beer night. Because Friday night is also a good time for night running at Train Mountain, Russ and Linda will be starting a little earlier than normal at 5:00 pm. If you are going to be running at Train Mountain please keep your consumption directed towards the pizza and not the beer! The event is an ongoing event and is held at 5 p.m. Friday evening during all **Train Meet** weekends. Their home is located a short but scenic three miles from Train Mountain. Bring nothing but your appetite. PLEASE SIGN UP at the Train Mountain Main Office located in the Central Station building as soon as you arrive. Directions are available at the Office.

Friday Night Pizza, hosts Russ and Linda Wood



**Highlights** from last month's social events.



Saturday Night Early Bird Dinner, hostess Sharon Breen



Thursday Night Thank You Dinner, hosts Fred and Tom Vertel

Saturday Night 15th Anniversary Banquet, host Quentin Breen

*(Continued on page 4)*



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**NEXT WORK WEEK****What do we do next!**

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**First** a little clarification, the things listed here are things that might / maybe / could be accomplished / finished or should be accomplished / finished by the Triennial 2003 meet. They are not the goals for the next work week! We get a little of each of these things done every meet. The big projects get the ink and we talk about the relaying of the Serpentine, but members like Tom Vertel look at this list and pick out the things they can work on. Tom is relaying the track panels approaching the grade crossings with new steel panels and has already completed several, thanks Tom. Some of these are full work week projects, some are one or two day projects. They all need to be done. If you can make it for a work week, terrific, if you can only come up for a day or two, terrific. We can certainly use the help. Remember to plan enough time to have fun while you are here! Check out The Schedule for additional activities during the June Work Week.

**Possible June Work Week Projects****June 29th--July 7th, 2002**

**Serpentine Upgrade** - 2,400 plus feet *remaining*—work crew  
**Elizabeth River Loop** - 2,800 plus feet *remaining*—work crew  
**Aspen Grove Loop** - 5,200 plus feet—work crew (depending on availability of steel rail)

**Anytime Projects****Siding Extension** - 4 people one day

Steuer siding and lumber camp, three switches 500 plus of feet track.

**Main Yard Tune up** - 2 people two weeks**Cement Plant Sidings and Stubs** - 2 people 1 week

Six switches, two sidings, 2 stubs.

**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.

**Repaint Steaming Bays Crisp Yard** - 2 people 1 week**Paint Steaming Klamath & Western Yard** - 2 people 1 week

Paint steaming bays and two transfer tables.

**Blue Mountain Coal Yard Tune Up** - 2 people two days**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!*

Meet	Work Week	Run	Days
July 2002	Second	Sat Jun 29	Thu Jul 4 -Sun Jul 7
August 2002	Third	Sat Jul 27	Thu Aug 1 -Sun Aug 4
Sept 2002	Fourth	Sat Aug 31	Thu Sep 5 -Sun Sep 8
May 2003	First	Sat May 24	Thu May 29 -Sun Jun 1
<b>June 2003</b>	<b>Triennial</b>	<b>Sat June 14</b>	<b>Sat Jun 21 -Sun Jun 29</b>

*A special note about the Triennial schedule, there is a work week just before the Triennial June 14—20, for all those last minute, clean up, finish up, set up kinds of things. Come early and get a good spot to park, it will be lot's of fun in the sun!*

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**RIGHT OF WAY****Constructing the right of way**

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**The** Train Mountain staff has prepared a great right of way for

the track laying crew. How good is it you might ask? Well for those of you who have been lucky enough to ride on any of the new track at Train Mountain, let me tell you that virtually all of that track has NOT been tuned. It is laid directly on the plastic sheeting placed over the finish grade prepared by the Train Mountain staff. It is aligned by the track crew, ballasted by the ballast crew and operated on by all. Check the accompanying photos of last months track gang working on the smoothly graded right of way.

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**CURRENT YEAR****What we've accomplished in 2002**

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**The** Second official Work Week / July Meet is about to start and the list is already growing for accomplishments you have made in 2002. Gray items were completed during the first un-official but great Kitsap work week and prior to the May meet, bold items were accomplished after the last issue of The Gazette and during the First official Work Week (June). If I've missed anybody's project, please don't take offense, it's just you folks do so much it's really hard to keep up with. We all appreciate the extra effort and the Train Mountain experience is directly derived from your efforts, thanks.

1. Dog Walk exit switches and 200' track headed west, completed.
2. Installed storage yard at Main Yard for switch storage, completed.
3. Installation of 2 transfer tables, 10 steaming bays, garden tracks, ballasting at Klamath and Western, completed.
4. First 1,000+ feet of Serpentine re-laid, 7 switches and partial ballasting.
5. Rewired crossing signal Grand Junction, completed (it works!)
6. Rewired electrical outlets north side Back Shop, completed (winter damage)
7. **Extended Dam 2 siding, installed three switches, ballasted, completed.**
8. **Installed new track Lower Serpentine, ballasted, completed.**
9. **Ballasted new track at Diamond Back to Bottleneck, completed.**
10. **Installed additional track Elizabeth River Loop, ballasted.**
11. **Rebuilt one railbender and repaired many other shop tools.**
12. **Assembled 28 rail flat cars, new Train Mountain trucks and safety cables.**
13. **Raked, stacked, weeded, gardened, hauled tumble weed, etc, etc, etc.**
14. **Installed new model powerhouse at Youngstown.**
15. **Re-installed repaired miniature buildings Little Falls and Youngstown.**
16. **Transported switches to new switch storage yard in Main Yard.**
17. **Replaced track panels approaching grade crossings, completed**
18. **Over The Hill Live Steamers rebuilt their miniature town (looks great), completed**

*(Continued on page 5)*

**June Meet Attendees, thank you!**

Ackerman, Ed & Sara, Hillsboro, OR  
 Auburg, Doug, Vancouver, WA  
 Bennett, Ralph, Brisbane, CA  
 Brooks, Lee & Toni, Kennewick, WA  
 Butler, Boyd, Kennewick, WA  
 Crisp, Art & Genevieve, Chiloquin, OR  
 Doud, Jonathan, Chiloquin, OR  
 Durand, Pat & Nancy, Alaska  
 Ediger, Dennis, Camas, WA  
 Flitton, Mark, Caldwell, ID  
 Freihube, Walter & Theresa, Eugene, OR  
 Gochmour, Ralph & Rosie, Salt Lake City, UT  
 Gustafsson, Ake, Sweden  
 Haas, Harry & Annie  
 Haas, James, Klamath Falls, OR  
 Harold, Robert, Carson City, NV  
 Hauge, Barry, Grover Beach, CA  
 Heath, Trevor, Tacoma, WA  
 Hill, Holly & Nancy Burns, Eugene, OR  
 Hinkel, Al, Spokane, WA  
 Kincaid, Jim & Wendy/Sierra  
 Knowles, Arthur, Seabeck, WA  
 Lane, Jim, Vancouver, WA  
 Lavrich, Michael & Katherine/Daughters  
 Leach, Harold, Bend, OR  
 Ledyard, Rich, Boise, ID  
 Lisonbee, Fred & Otis Oredson, Medford, OR  
 McMillan, Bob, & Scott  
 McMillan, Dick, Seattle, WA  
 Messerall, Jerry & Jeanie, Albuquerque, NM  
 Miller, Arthur & Amy Winter, Florence, OR  
 Petersen, Greg, Eugene, OR  
 Peterson, Brad & Mitchell Carson, Prineville, OR  
 Peterson, Glenn, Redmond, WA  
 Peterson, Joe, Fremont, CA  
 Phillips, Jeff, BC, Canada  
 Pirtle, Lee, Chiloquin, OR  
 Rehberg, Ed, Boise, ID  
 Rosen, George, Sweden  
 Rufenacht, Robert, Pleasant Hill, CA  
 Sandidge, Paul, Boise, ID  
 Scarbrough, Mark, Redding, CA  
 Shepherd, Bill & Mary, Fort Bragg, CA  
 Shifley, Alan & Amy, Philomath, OR  
 Skudstad, Donna & Friend, Klamath Falls, OR  
 Slagg, Joel, Boise, ID  
 Sparkes, John & Eileen, Chiloquin, OR  
 Springer, Howard & Jeanie, Poulsbo, WA  
 Steuer, Frank  
 Stieh, Chris, Poulsbo, WA  
 Taylor, Dale & Veronica  
 Tillotson, Lee & Jerry Fey, Spokane, WA  
 Tinkham, Calvin & Mignonne, Reno, NV  
 Ugstad, Brian & Barbara, Merlin, OR  
 Vadeboncoeur, S, Victoria, BC, Canada  
 Vertel, Tom & Fred, Chiloquin, OR  
 Weaver, Dennis & Marie, Retsil, WA  
 Wheelock, John, Klamath Falls, OR  
 Wilkinson, Douglas, Seattle, WA  
 Wood, Pop, Pleasanton, CA  
 Wood, Russ & Linda, Chiloquin, OR  
 Yardley, John, Victoria, BC, Canada  
 Young, Ron & Caroline, Chiloquin, OR



**MAJOR PROJECT STATUS**

**What is ahead for Train Mountain**

If the new Serpentine is any indication of what's ahead for Train Mountain, look out world, here comes Train Mountain! WOW! The track gang and the Train Mountain staff have prepared a dynamite new addition to Train Mountain, the old Serpentine is dead, long live the Serpentine! It's smooth, it's all in steel, with clean ballast, and a magnificent 1.6% grade that's just a pleasure to cruise up or down. A great big well done to all for a terrific job. With the completion of all 3 retaining walls and the back filling this week, we should complete the Serpentine during the July meet. We should also be able to complete the Elizabeth River loop during the July meet.

**TRACKSHOP**

**What's built and waiting for installation**

**Records**, records, records, is that all that Train Mountain is about? YOU BET YA! Just ask the Track Shop crew! We can make all the plans in the world but if mother nature doesn't cooperate, we have to change our plans. We had planned on relaying the Serpentine from the top down. The Track Shop built lot's of curved track for that project. Sooooo what happened? Mother nature drops several days of rain on our cement crew trying to get the retaining walls in on the TOP part of the Serpentine. Sooooo we can't lay the top so we start to lay from the bottom up. It's mostly straight track, which we were short of. The cry goes out to the Track Shop crew, HELP! Well, help they did! First day **50 panels, 500 feet of new track in one day!** Second day, now pumped up by what they found out they could do, **57 PANELS, 570 feet of new track!** What a great effort by a great crew of regulars and volunteers. BTW the regulars of Paul and Matt along with Art Miller (volunteer) all showed up at 6:00 in the morning each day to build our track for us! Now that's above and beyond, thanks guys!

TRACK INVENTORY	
June 1, 2002	
Alum Straight	49
Steel Straight	102
Steel 165' Radius	165
Steel 150' Radius	152
Steel 135' Radius	112
Steel 120' Radius	118
Steel 105' Radius	98
Steel 90' Radius	120
Steel 75' Radius	109
Sub Total (Steel)	901
Used Alum (wood)	511
<b>Total</b>	<b>1616</b>
<i>Total Feet ( miles )</i>	<i>3.06 miles</i>

SWITCH INVENTORY	
June 1, 2002	
Alum 75' Right	43
Alum 75' Left (4 on wood)	60
Alum 75' Wye (all wood)	16
Alum 100' Right	
Alum 100' Left (2 on wood)	3
Alum 100' Wye (on wood)	
Steel 75' Right	10
Steel 75' Left	3
Steel 100' Right	11
Steel 100' Left	11
Alum 50' Right	
Alum 50' Left	
<b>Total</b>	<b>167</b>

The wizard and his apprentice stirred the magic cal-dron and the sparks and track panels flew out the door, ok, ok I'll go back to decaf! Seriously great job!

*(Continued on page 6)*

## WHAT WORKS

### Ideas that seem to make a difference

**The** new track storage area completely full before the start of any Work Week really helps. Paul and crew did a great job in keeping up with the volunteers who worked so hard during the Work Week and kept setting track laying records. It's really a team effort. Quentin and Ross have designed a great running *people power* machine! The future looks mighty bright for Train Mountain.

**Now** that I've mentioned *people power* let's talk a little about another idea at Train Mountain that certainly works but needs some *more* help to make it *really* work. The idea I'm talking about is the Adopt-A-Track idea. You've all seen those signs along the highway where this company or that has adopted some piece of the road to help maintain, clean, and beautify the area. It works. It also works at Train Mountain. We all like the nice running track and the cleaned out area known as the Rio Grande Division, right? Well thank member Jeff Phillips for Adopting the Rio Grande Division as his track area. In addition to all the other things he does at Train Mountain (which is a lot!) he maintains that whole Rio Grande area. How about sending me an email or a snail mail and let me know which area you or your group would like to take over. BTW, Jeff is also one of our summer regulars and is in fact already in attendance at the Mountain and hard at work. Thanks Jeff.

**Family** also works at Train Mountain. What family you ask, how about the Cox Family and of course the members of the Train Mountain family. Debra has undertaken the tremendous job of preparing the banquet dinners for Train Mountain. To assist her is mom, pop, husband, daughters, and a few friends. She did a great job, the food was delicious, most of the circuit breakers seemed to stay on to get things heated up, and it was just a great evening to cap off a great work week. Thanks Debra and family.



A cast of thousands and is that Ross, can't be, yep there he is, just one big happy family (*the food was great, ED.*).



So what does one do for an encore from gardening and running the beanery all week, why just a little sit down dinner for 112 of your closest friends, that's all! Let's have three cheers for Debra and crew, hurray, hurray, hurray! Can't wait until the next meet to see what she'll come up with!

Debra even got Pat and Richard to help, and there's dad hard at it, good going Debra!

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## MY FAVORITE MEMORY

### What Makes This Place Special

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**In** a letter from a friend Bob, who had come for a visit and was introduced to Train Mountain.

**From** my one weekend of experience, I would have to say that the most memorable experience is the awesome steaming area around the turntable, the shops and car barn, and Quentin Breen for allowing all of us to enjoy the hobby to the extent he provides for us. He is a most gracious person.

**Well**, the most unforgettable is the un-upholstered seats on the riding cars. They get really hard after two hours on the main!

Bob Ferguson

*Let me explain Bob's last remark about the seats. Bob came up for a visit and attended one of the Train Mountain meets. Bob is a shay fan and fell in love with a beautiful 2 truck shay some member had at the meet. Bob talked to the member while he was firing up the shay and the member asked Bob if he wanted to go for a ride, of course Bob was elated. Bob had never ridden at Train Mountain and neither had the engineer of the shay. All good news so far right? Well, you know those little pieces of 1 x 4 we stick in the gondolas and use for riding cars at all those other tracks, well that was what prompted Bob's comments, a two hour shay ride at Train Mountain on those little pieces of 1 x 4! Ed.*

**No** pictures, just memories (some good, some, ouch, bad!).

**This** issue I'm going to bend the rules a little and include an additional memory of Train Mountain and this one will include a couple of pictures. The story goes like this, a gentleman, George Rosen, is a livesteamer, he reads about Train Mountain in the Live Steam magazines. He dreams about the day he might get to come to America to see Train Mountain, Oh did I forget to tell you he lives in Sweden? Well he does. His family is getting pretty tired about hearing about Train Mountain so as a surprise birthday present the family gets together and gives him his dream vacation, a trip to Train Mountain. Now the bad news, they force him to take along his good buddy, Ake Gustafsson, also a live steamer from Sweden, as a chaperone (I don't know who was chaperoning who!). Well let me tell you these two guys were a delight to be around, they had a great time working on the railroad, running diesel trains, steam trains, and just riding around. Judging by the way everyone was feeding them and partying with them they will probably need to go to weight watchers and take a long rest upon returning to Sweden! If they had half as much fun with us as we had with them, they had a great vacation and stored lots and lots of Favorite Memories of Train Mountain!



George (on left) and Ake (on right) doing what they did best, being friends, enjoying a great birthday present, and of course enjoying Train Mountain, happy birthday George!

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## PROTOTYPE

### The growing collection at Train Mountain

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**My** buddy Phil sends me this email about some great railfan viewing spot called Calimus Hill, and I reply where's that? Instantly I get this caustic email back (all in caps) WHAT DO YOU MEAN WHERE IS IT? IT'S IN CHILOQUIN, DUMMY! Well now I live here and I've never heard of it, so I start asking around, nobody local has heard of it either. I get on the web and there are these great mountain shots taken at Calimus Hill, Chiloquin, Oregon! OK, what's going on here? I get out my U.P timetable and the very next siding above Chiloquin is called, yep you guessed it, Calimus Hill. Well I jump in my little 'ol truck and head out the forestry service roads. 8 miles from my house (10 from Train Mountain) is this awesome railfan spot. You are up on a cliff looking down on the trains and the Williamson river below. Both sides of the canyon are shear rock walls, very much like Colorado only not as high. Plan on spending some camera time here on your next trip, it really is a great spot for photos, oh yeah, thanks Phil!



It was cold, it was high, it was terrific, only one thing wrong, no trains!

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## FEATURED PRODUCT

### From the Company Store

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**The** Company Store has a complete line of consumables as well as the regular fare of t-shirts and trinkets. Consumables in the form of gasoline, diesel fuel, propane, coal and other goodies for your hard working trains. Contact tmrr@cvc.net or call 541-783-3030 for details and pricing. Propane tank cars require an advanced reservation so call now!

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## RULES OF THE ROAD

### Reviewing the Rules

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- SEVEN MILES PER HOUR MAXIMUM SPEED EQUALS TEN SECONDS BETWEEN MILEPOSTS.** Exceptions are posted trackside.
- 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.
- CONDUCTOR TO FLAG TWO MILEPOST LENGTHS (210') BEHIND ANY STOPPED TRAIN.** This rule probably prevents more accidents than all of the other rules combined.

**I know** you are getting tired of seeing the same old rules published over and over, but guess what, some of you are not getting the message! I can't understand why somebody would come all the way to Train Mountain, the world's biggest 7 1/2 inch gauge railroad, and then go as fast as they can, to see how SMALL they can make it. Sit back, enjoy the scenery, smell the wild flowers, take a sip of soda or water, enjoy the fresh air, do whatever tickles your fancy, just one thing more, SLOW DOWN! Until we all have

(Continued on page 8)

train brakes, engine brakes, and a fully functioning signal system, our ONLY safety resource is SPACE, something Train Mountain has tons of. Of course it only has space if WE are smart enough to use it. Remember count to ten between mileposts, allow two mileposts between you and your neighbor, and most of all, enjoy the splendor of the Pacific North West.

**OPERATION**

**More than round and round!**

**During** the summer months I'll use this column like a photo gallery of the members using Train Mountain. I will also review any operations that may change do to track changes made during the last work week.

**First** operation change due to the Upper Serpentine to Bottleneck and the Lower Serpentine to Youngstown being completed. So now you can go down the Inside Main (track #3 at Grand Junction) to Serpentine to Motor Pool, take Bottleneck to the Outside Main, down the Outside Main, right to Rio Grande Loop at South Portal, to South Meadow Loop, around Firewood Loop, up the Serpentine to Dog Walk, down Dog Walk to Douglas Loop, and then up the Outside Main. That will do until we have a 'long run'!

**And** now some pictures of members having fun on the railroad, also some shots of just trains, trains, trains!



Check out Elizabeth River Loop with the new track down but before the ballast, looks great! Even running the new track panels out to end-of-track was smooth. Great right of way!



From end-of-track on the Elizabeth River Loop, to track laying, to end-of-track on the Serpentine, the new methods and new steel rail make the 'new' Train Mountain even more special! What a team! I



I don't know what kind of fertilizer Debra is using but the diesels were popping up everywhere. Fortunately the anti-venom steamers were popping up everywhere too! Judging by their faces I'd say everyone was having fun during the run portion of the June Meet.



As fast as the track crews were, the ballast crews managed to keep up! Of all the track laid during work week only about 600 feet is not ballasted, everything else is ballasted!



There was also some great displays of brake systems on various cars and Super Scale was there to dazzle us with their many great detail parts!



## *Garden Railroading's*

WEST COAST REGIONAL EVENT 2002

SPONSORED BY: THE BAY AREA GARDEN RAILWAY SOCIETY

JULY 24-28, 2002

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Here's a great garden railroading experience for the whole family—at low cost... that is centered within easy driving distance within your own regional backyard.

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- ◆ Five days of self guided tours to over 80 of the best and most creative garden railroads in the San Francisco Bay Area. Remember, open house tours provide the greatest opportunity to get ideas and learn the “how to do it” of garden railroading on a one to one basis.
- ◆ ◆ An all day event at **Historic Ardenwood Park, Saturday, July 27th** which will feature:
  - ◆ The BAGRS Shortline, the Bay Area Garden Railway Society's own successful modular operating G-Gauge layout, with it's great and varied scenery and action.
  - ◆ The BAGRS Live Steam Modular Layout. Bring your live steamers to run, or just learn of and enjoy the great sensory action that real live steam operation provides.
  - ◆ Softball, horseshoes and volleyball...with all equipment provided.
  - ◆ Over 100 Door Prizes of significant value. Each registrant's registration number is a ticket.
  - ◆ All-you-can-eat Banquet Dinner. An outstanding menu featuring: Barbecued 6-ounce top sirloin steak, barbecued chicken and ribs, fresh garden salad with choice of dressings, sliced red potato salad in a light sour cream/dill dressing, shell pasta in a creamy pesto dressing, hearty beef and pinto bean mix simmered with mild chilies, sweet French rolls and butter, chilled ripe watermelon and unlimited beverages.
  - ◆ Our exclusive use of Ardenwood's Deer Park with special as well as self-guided tours of the entire Historic Ardenwood Farms complex.

### **To a train enthusiast, Ardenwood is a destination in itself.**

It is centrally located, within easy freeway access, in the East Bay city of Fremont, just North of San Jose, CA. Ardenwood is home to the historic collection of artifacts from the *South Pacific Coast Railroad*. The museum, supported by the *Society for the Preservation of Carter Railroad Resources* (SPCRR), contains more than a dozen pieces of historic California narrow-gauge rolling stock and literally thousands of smaller artifacts that comprise its collection. **The SPCRR volunteers will be on hand to give our group private tours of the museum's collection.** From Deer Park Station, you'll have unlimited round trips or one way access to Ardenwood's historic three-foot gauge horse-drawn railway. This, in itself, is a rare railroading experience.

In addition, you'll have a **guided tour** of the beautifully restored **Patterson House**, home to three generations of the Patterson family that founded Ardenwood. The house was built as George Patterson's bachelor farmhouse in 1857; expanded with a Queen Anne addition in 1889 as the family, the farm, and their place in East Bay society grew. Amazingly, this house holds most of the original furnishings and fixtures, even to the original and extensive library, as well as a piano and organ. On your tour, you'll have access to all the rooms...nothing will be “roped off”.

You'll be provided a self-guided tour booklet to enjoy the rest of the active 300-acre farm including: the Ohlone Indian village and burial site; the milk house, the cook's house, the kitchen heirloom vegetable garden, the Victorian gardens (which will be in full bloom in July), the walnut orchard, the animal-pens with sheep, goats, pigs, turkeys and chickens, the original gazebo, the granary, the hay-barn, blacksmith shop and equipment shed, and the horse corrals.

Registration fee: \$60 adult (age 13 & over); \$40 child (age 5-12) Under 5: free.

Late registration (Postmarked July 1st to 15th): \$70 adult; \$40 child.

Remember, this all-inclusive package includes everything described! Your Registration Package will be sent ahead of time and will contain the following:

- ◆ Your tour guidebook with maps and descriptions to the 70 open house guided tours, divided into easy to reach geographic groupings for each day.
  - ◆ Ardenwood farms map, tour guide and directions.
  - ◆ General admission to Ardenwood Park with parking included.
  - ◆ Identification-Bracelets. These provide: 1) Admission to Ardenwood Park; 2) Admission to Patterson House tours; 3) Unlimited rides on the narrow gauge railway; 4) Special tour of the South Pacific Coast Collection; 5) Exclusive use of all Deer Park facilities; 6) Admission to the all-you-can-eat banquet-dinner.
  - ◆ Guides and brochures to additional recreational interests nearby.
  - ◆ A directory of selected local accommodations.
  - ◆ Your name tags (which must be worn to all open houses as well as Ardenwood).
  - ◆ Each paid registrant's number is a ticket for over 100 great prizes, which will include locomotives, cars, accessories, gift certificates, etc...all of real value!
- Since tickets are limited, your odds of winning are really great!

When you stop to review all that is included in this package, the West Coast Regional Event 2002 is an extraordinary entertainment and educational bargain. Sign up now!

Fill in the registration form below and mail today!

Special rates at hotels available!

<p style="text-align: center;"><i>The Bay Area Garden Railway Society Presents</i>  <b>2002—West Coast Regional Meet</b>  <b>July 24—28, 2002</b>  <b>REGISTRATION FORM</b>                  (Adult: 12 years and up. Child: 5—11. Under 5—Free!)</p> <p>Standard Registration: .....\$60 Adult; \$40 Child                  Postmarked May 1, 2002—July 1</p> <div style="border: 1px solid black; padding: 2px;">                 Late Registration: .....\$70 Adult; \$40 Child                  Postmarked after July 1st, but on or before July 15th.                  ⚠ <b>WARNING</b> See special mailing instructions bottom right.             </div> <p style="text-align: center;">◆◆ NO REGISTRATIONS ACCEPTED AFTER JULY 15TH ◆◆</p> <p style="text-align: center;"><i>Please Print</i></p> <p>Name: _____</p> <p>Address: _____</p> <p>City: _____ State _____ Zip _____</p> <p>Phone: _____ Fax: _____</p> <p>E-mail: _____</p> <p><i>Complete form above and on the right. Use the back for additional Names and Counts. Please make a copy for your record.</i>                  Send Check or Money Order for Grand Total Payable to:</p> <p style="text-align: center;"><b>BAGRS Regional Event 2002</b>  <b>c/o Fred Vertel, Co-Chairman</b>  <b>1475 Redwood Dr</b>  <b>Los Altos, CA 94024-7250</b></p> <p>Phone: 650-968-9056                      E-mail: ftvertel@aol.com</p>	<p style="text-align: center;"><b>Name Badges &amp; Registration</b>  <i>Please Print! Enter Count by Type of Registration</i></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 80%;"></th> <th style="width: 10%; text-align: center;">STD</th> <th style="width: 10%; text-align: center;">LATE</th> </tr> </thead> <tbody> <tr> <td>Adult: _____</td> <td></td> <td></td> </tr> <tr> <td style="text-align: right;">Total Adults</td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">x \$60</td> <td style="text-align: center;">x \$70</td> </tr> <tr> <td style="text-align: right;"><b>Adults \$ Total</b></td> <td></td> <td></td> </tr> </tbody> </table> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 80%;"></th> <th style="width: 10%; text-align: center;">STD</th> <th style="width: 10%; text-align: center;">LATE</th> </tr> </thead> <tbody> <tr> <td>Child: _____</td> <td></td> <td></td> </tr> <tr> <td style="text-align: right;">Total Children</td> <td></td> <td></td> </tr> <tr> <td></td> <td style="text-align: center;">x \$40</td> <td style="text-align: center;">x \$40</td> </tr> <tr> <td style="text-align: right;"><b>Children \$ Total</b></td> <td></td> <td></td> </tr> </tbody> </table> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p><b>Adults \$ Total + Children \$ Total = Grand Total</b></p> <p style="text-align: center;">+                      =                      <span style="border: 1px solid black; display: inline-block; width: 100px; height: 20px;"></span></p> <p><i>Confirmation will be in the form of an e-mail or postcard. Your Registration Packet will be mailed by type— 7/5/02, other ASAP.</i></p> </div> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>If your Registration is postmarked after July 1st, but on or before July 15th, mail to the following address:</p> <p style="text-align: center;"><b>BAGRS Regional Event 2002</b>  <b>c/o Irene Zajac</b>  <b>424 Girard Drive</b>  <b>Medford, OR 97504-6314</b></p> </div>		STD	LATE	Adult: _____			Total Adults				x \$60	x \$70	<b>Adults \$ Total</b>				STD	LATE	Child: _____			Total Children				x \$40	x \$40	<b>Children \$ Total</b>																				
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