



The Mountain GAZETTE

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Meet Counter
98 days
May 24th

An Official Members Only Publication of the Train Mountain Railroad Museum Issue: #18 February 2003

Happy Valentines Day! The legend of St. Valentine states that a Roman Emperor decided that his troops should all be single. St. Valentine, then just a priest, thought otherwise and performed secret marriages for the troops. He later was imprisoned for these deeds and fell in love with the jailers daughter. While awaiting his execution he sent her letters, always signed 'From Your Valentine'! Now isn't that a touching story? But what the heck does that have to do with your membership at Train Mountain? Good question, I just thought I would try and bring a little cultural enlightenment into your lives, that's all! Actually if you look at the box of chocolates in the upper left hand corner you will see it's almost empty. It's a Valentine in need of a recharge, a refill, a new box of chocolates perhaps. The Triennial needs that same recharge, that refill, that new drive to get it done. (see I segued into it pretty good, but it was a stretch!). Anyhow, please join in the celebration by volunteering a little of your time during the Triennial. Mark Flitton and his chairman need your support. Greg Robinson is still looking for seminar speakers, and Bob Rufenacht is in need of people to run trains (I don't know how this is possible, because isn't that why 'we' come to Train Mountain?). Please get your registrations in and sign up for the activities, bottomline, IT WON'T HAPPEN WITHOUT YOU!

The first meet of 2003 is less than **98 days away!** That's right kiddees, only three months to the first meet. We need lot's of folks to come and help get 25 miles of mainline tuned up, cleaned up and ready for the 'big one'. Please come and help 'get it done'!

Triennial registrations are continuing to come in via Snail Mail and also on the online Registration. This month's drum roll, please! 541 registrations as of February 15th 2003, WOW! Good job guys and gals, That's terrific! If you haven't registered yet, remember the price keeps going up the longer you wait!

Check out the latest from the Triennial Chief Volunteer Mark Flitton and his Triennial Preparations. If you need to contact Mark about the Triennial he can be reached at: mjflitton@msn.com

Greg Robinson mainline@sunset.net needs Seminar speakers, drop Greg a line and he'll take it from there.

Quilters get a non-revenue car for this month for the Train Quilt. Check the For The Ladies column. This month is the fifth installment for the 'block of the month' quilt. This

month's block is a caboose!

If you have a friend or an acquaintance that tells you they haven't received their Gazette or any email's recently, please remind them to PAY THEIR DUES! This year the cutoff date for dues was January 1st; those that have not renewed will not receive *The Mountain Gazette* and will be removed from the email list.

Calling all Vendors out there in Gazette land, it's time for you to register for the 'big one'! The long open air building adjacent to the flag pole and right in the middle of all the Triennial activities is the home to the vendors during the event. If your company's product materials are used by our members or you know of some great company that does, please forward this information on to them. The Vendor Registration form was attached to the last issue.

We encourage you to use the online Triennial Registration. You can register online and either mail a check for the fees to Train Mountain or pay through PayPal. Remember it goes up \$5 each month that you don't register! <http://www.TrainMountain.org/Registration.aspx>

Triennial Registration Fees

Date	Cost	Date	Cost
Feb	\$40	May	\$55
Mar	\$45	June	\$60
Apr	\$50	Gate	\$65

Are you folks paying attention to this table? Notice anything unusual about it? First the DOLLAR amount gets BIGGER every month, but the table is GETTING SMALLER! The Triennial is coming very soon! Register NOW!

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Mark Flitton, Head Volunteer

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FROM THE MANAGER

The latest from the General Manager

From the Manager:

My gosh time flies! During the day it still seems like spring, but it is cold at night. We even have some ground cover starting to bloom. I think it will wish it wasn't cause it is bound to freeze hard yet. We have frost about six inches down and it is coming out fast. I haven't heard from some of the folks that have been running the rails but the ones I have heard from seem to have a different opinion of track conditions every time they run. That is a good indicator that the frost is moving. I saw Debra and Louis with their following walking around yesterday evaluating the landscape work to be done, so spring must be near. Unfortunately, our snow pack is coming up short so my hopes of water behind our dams are fading fast. Predictions for fire season are very poor all over the northwest.

I always enjoy talking to you about building railroads, some of you have plans to or are building a backyard railroad and they sound wonderful. As of late, the phone calls and emails about home railroads tell me that I am not the only one with spring fever. When I first became involved in this great hobby I was fortunate to able to tour many clubs and private railroads and they were all very special. Each one has its own built-in personality. Keep up the good work

How about some rumor control! It is always interesting to hear the rumors and be in the position to answer with the right answer. As I have mentioned, we are doing a land use review, which is required each year. Yes, things fall through the cracks and get overlooked. No, we did not have our electricity pulled. Yes, we are correcting some old items. No, nobody is going to shut us down. Yes, we are going full steam ahead for the Triennial in June.

Out in the back shop I see Ron has a new engineer car all ready to go, Tom Vertel is building some brakes for his engineer car, Larry Dabroi's engineer car is hoping to have its

brakes on soon and Jerry is hammering out trucks. I see we have a new member/helper out there quite a bit also, welcome Jerry Balf. I also see Russ going in and out of the shop a lot, but it always scares me to know what he is doing! Just kidding Russ.

Ron and Caroline have been out and about and report that they have a roof off and part of the cement plant has blown down but other than that their outdoor stuff is in good shape.

We had our steam operated water pump delivered last week and I am sure Russ will talk about it some. Thanks to the folks at Jefferson State Rock and the Big Boss Pete O'Neil. They not only donated it but delivered it as well. The pump is an interesting piece of history.

I understand from Carol that we have over 540 pre-registered folks for the Big One. I can't wait! The train action is looking like it will far surpass the 2000 event. I am looking at issues involving water for steam equipment such as soft water, as well as porta potties, food services etc. Everything is shaping up but still lots to do.

Talk to you soon.

Ross

tmrrgm@trainmountain.org



Here's those great picnic tables that Ross mentioned last issue. I think the Fab Shop guys did a great job, what a nice addition to the Train Mountain Park facilities. Good job gang!

TRIENNIAL PREPARATIONS

The latest information for the Triennial

Things are coming along nicely and if you wish to help make it even better, volunteer to help by contacting a specific chairperson or me, Mark at mjflitton@msn.com

Mark mjflitton@msn.com

Train Mountain Triennial 2003 Preliminary Volunteer Chairperson List (01-15-03)

Chief Volunteer: Mark Flitton mjflitton@msn.com

Registration:

Jim & Wendy Kincaid (fishfish@internetcds.com)
Doug Auburg (dauburg@vintagead.com)

First Aid: To be announced

Unloading:

Dennis Weaver (Kitsap Club) (hogger@net-nw.com)

Boiler Test:

Cal Tinkham & Ted Carder

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Turntable:

Ed Ackerman (boobaileys@earthlink.net) (co-chairman to be announced)

Train Inspection:

Lee & Toni Brooks (brooktl@gte.net)

Shuttle Vans:

Rich Ledyard (rich_ledyard@hp.com)
Fred Vertel (ftvertel@aol.com)

Shuttle Trains:

Walter Freihube (wfreihibe@hotmail.com)
Lee Pirtle (leepirtle@hotmail.com)
Bob McMillan (northern484@hotmail.com)

Information Booth:

Russ & Linda Wood (Center of Dealer Pavilion)
(russ@hobby-tronics.com)

Fuel Yard:

Boyd Butler (linbb@worldnet.att.net)

Communications:

Jim Haas
Mike Moran (rosstmm@attbi.com)

Campground Hosts:

Hugo & Jeanne Meisser (Blue Caboose Campground)
(h.meisser@worldnet.att.net)
We will need hosts for the Six Acre & South Meadow.

Roving Track Repair:

Jeff Phillips, Art Crisp, Charles "Bill" Schubert

Yard Masters:

Joel Slagg (slagg@velocity.net)
Jim Lane (lane2j@aol.com) (Main Yard)
Dale & Veronica Taylor (Passenger Station) (4t-shay@msn.com)

Photographers (Still):

Trevor Heath (trevor@livesteamimg.com)
Jeff Flitton

Photographers (Video):

Greg Robinson (mainline@sunset.net)

Gardeners: To be announced (work with Debra)

Trash Pickup: To be announced

Back Shop Repairs:

Al Witcombe (alwitcombe@myexcel.ca)
Paul Garin
(paulvgarin@yahoo.com)

Train Rides: Bob Rufenacht (nrufenacht@cs.com)

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

Tune up, fix up, spruce up, whatever you want to call it, that's what we need to do next. Our big project for 2003 is of course the Triennial meet. To put on such a meet requires that everything we currently have installed is in its proper working order. We have 13.42 miles of mainline track with over 600 switches to tune up, fix up, and spruce up. Please give us a hand at accomplishing these tasks. Also remember to plan enough time to have **fun** while you are here!

May Work Week Projects

May 24th--June 1st, 2003

Tune Up, Fix Up, Spruce Up, Clean Up, Weed, Clean, etc.

Possible July Work Week Projects

July 26th--August 3rd, 2003

Aspen Grove Loop - 5,200 plus feet—work crew
(depending on rail)

Anytime Projects

Siding Extension - 2 people one day

Steuer siding, extend from 120 feet to 140 feet, install new switch.

Main Yard Tune up - 2 people two weeks

Six Acre Siding and Yard - 2 people 1 week

Six switches, one siding, four stubs.

North Portal Siding, Wye, and Yard - 4 people 1 week

Seven switches, two sidings, one wye, and one stub.

Grade Crossings Upgrade - 2 to 4 people 2 days each

Replace any wooden tie sections within two track sections of all grade crossings (this can be an ongoing project)

And of course there is the always popular, rake pine needles and pine cones fun and games!

Meet		Work Week	Run	Days
May 2003	First	Sat May 24	Thu May 29	-Sun Jun 1
June 2003	Triennial	Sat June 14	Sat Jun 21	-Sun Jun 29

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!

WHAT WORKS**Ideas that seem to make a difference**

Thank you all for your kind comments about the riding car seats that we featured in last month's Gazette. I did build another pair and used the 8 inch height at the front edge and I think I like that the best.

Back to the **What Works** column. The 'Track Adoption' plan does work. It has proven itself to be the most workable and reliable maintenance procedure for Train Mountain. It is real easy to see which sections of Train Mountain have been adopted and which ones have not. I have the very good fortune to be able to run at Train Mountain all year round, including in the snow. I can see where the 'adopters' have cleared the brush, cleaned the mainline, and maintained the track. It is really quite obvious. The little section of track that my 'gang' maintains, AKA Woodside Lumber, is a good example. The first season we took it on was a lot of work. Now it's much easier. The brush is already cut back and only needs a trim. The heavy concentration of pine needles are gone and only needs the mainline raked and stacked. The track is in good shape and is awaiting the ground to thaw for the final 'big meet' tune up. I've included a couple of pictures to show you the difference YOU can make.

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Now I have a sneaky suggestion to make to those of you that have NOT signed up to adopt 'some' track at Train Mountain. Some of our track has been redone! Some of our track is on plastic ties, with clean ballast, and nice heavy steel rail! Some of this kind of track doesn't need much maintenance, just raking and clean up! Still more of the Train Mountain track is aluminum on plastic ties with clean ballast! Why the emphasis on clean ballast and plastic ties, because that is the most stable track at Train Mountain, very little maintenance is required. Sign ups for being a track adopter are on a first come first served basis! Are any of you paying attention out there in Gazette land? Did you get the SUBTLE hint? The hint is now going to be spelled out for you, here goes, SIGN UP NOW! Douglas Loop is on clean ballast and plastic ties, Elizabeth River Loop is steel rail, Serpentine is steel rail, Dogwalk is clean ballast and plastic ties, Firewood Loop is steel rail, the list goes on, get signed up NOW!



If you notice I did not show the obvious pine needles and pine cones but rather the surrounding grounds. I also picked clean ballast and plastic ties so you can see the track is in really good shape. Now is the time to sign up to adopt your favorite section of Train Mountain.

Remember my warning last month—I will continue to bug ya' til' ya' do sign up!

PROTOTYPE

The growing collection at Train Mountain

Last year Jim Lane built Train Mountain a great Fire Fighting rail car setup with dual water tanks, a center pumper flat car, and it really looked and worked well. However he got a lot of heat, sorry about that, because the pumper was gasoline powered and not steam powered. So the story goes he put in a request to Ross for a 'steam pumper'. So far so good, but he neglected to tell Ross what size! Well, Jim I wanna' see ya' put this on a flat car!

Adopter Name	Milepost	Description
#1 Jeff Phillips		South Portal thru Rio Grande and Back
#2 Kitsap Live Steamers	7.0—7.5	North Portal to Dam 4
#3 Woodside Lumber	1.0-1.32 9.40-9.72	Ellingson Bridge to South Portal and Return
#4 Holly Hill and Nancy Burns	11.17-11.76	South Meadow Loop
#5 Jim Lane		#18 Track—Main Yard
#6 Lee and Toni Brooks		Fuel Siding Area
#7 Fred and Tom Vertel		Vertel Loop and Siding
#8 The Kincaid Family		6 Acre Campground Tracks



Well here it is Jim, have fun.



The photo on the left show two tracks just a few feet apart. Both tracks have had no work done on them since last running season. The bottom photo shows how non-adopted track gets overgrown and starts to look a little on the shabby side. The photo on the upper right after the same period of time still looks good and will take little effort to finish up the cleanup for the new season. The track on the upper right is maintained by the Over the Hill Livesteamers.



As you can see by the size of this beastie in comparison to the crane or the pump house, this is no little steam driven water pump!



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RULES OF THE ROAD

Reviewing the Rules

- 1. ALL TRAINS MUST HAVE BOTH AN ENGINEER AND A CONDUCTOR.** 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 A CB RADIO TUNED TO CHANNEL 1 OR 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.**

If you have any questions pertaining to these rules please contact me:

Gazette@trainmountain.org
gazette@trainmountain.org

The Mountain Gazette
P.O. 927
Chiloquin, Or 97624

OPERATION

More than round and round!

Passenger train service for the Big Meet requires two things, first it requires a train equipped to haul passengers, and second it needs a crew to man the train. Well this sounds very simple and it is, all you have to do is pick out whether you want to supply the train or the crew or both.

After you decide which it is going to be you need to contact the Triennial Train Rides chairman, Bob Rufenacht at rwrufenacht@cs.com and let his committee know what day or days and times you will be available. See I told ya' it was simple. All Aboard!

FOR THE LADIES

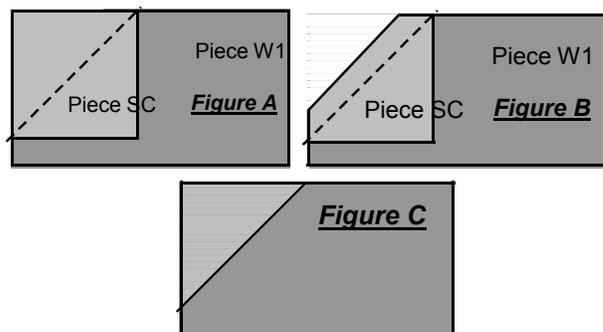
Something for our 'other' halves!

Just like last month's block, this month's block has lot's of little pieces, so go slow and make sure your finished sizes match the drawing. Special Hint: Linda cuts out all her pieces from the cutting instructions list, pins a tag on each one identifying the part number, slips them into baggies, and then starts to follow the rest of the instructions.

Strip One is actually a couple of little strips sewn together. Start by sewing CB4 to S7, then to a second CB4, sew the top of this, to the bottom of CB5, sew this to the S6 and S8 pieces after sewing on the little corner pieces as shown (remember these are the same colors as the caboose). Sew the top of this to the bottom of S1 and strip one is complete. Check your measurements here so that Strip One is 12 inches by 4 inches.

Strip Two is the hardest and actually can be sewn as separate strips to make the final strip as follows: C1 sewn to S2, then make a strip starting with CB2 to S3, take this combined piece and sew it to another CB2, then another S3 and then finish with CB3. With this partial strip made, sew the top of CB1 to the bottom of the strip, then sew the top of the strip to the bottom of the other CB1. Add on the little caboose colored corners to the upper right hand corner of the first S2 piece (use the wheel diagrams below as a guide), sew on this C1/SC piece to the mini strip, Repeat the C1/S2/colored corner for the right hand end, this completes the complicated strip two! Whew! (make sure your finished measurements let you end up with a 12 inch by 4 inch long strip).

Strip Three is built by making the W1 wheels the same as last month (see figures below), then sewing S4 to the completed W1, add the next W1, sew top of S5 to bottom of CB6, then sew these to the first set of wheels, complete the right hand end set of wheels and sew to complete strip three.



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Strip Four is built by sewing G1 to E1. *Note: Strips Three and Four will be repeated in most of the remaining blocks for the Train Quilt.*

To complete the block sew the bottom of Strip One to the top of Strip Two, the bottom of Strip Two to the top of Strip Three (special note: these seams won't line up for Strips Two and Three as the rectangles are all different sizes), and finally the bottom of Strip Three to the top of Strip Four. Block Five complete!

Start thinking about the finished size of your quilt as that will determine how many of the blocks you will need. As an example a 6 x 7 block quilt will require 42 of these blocks to complete the quilt. We will have dimensions for the more popular size quilts in future issues.

Cutting Instructions

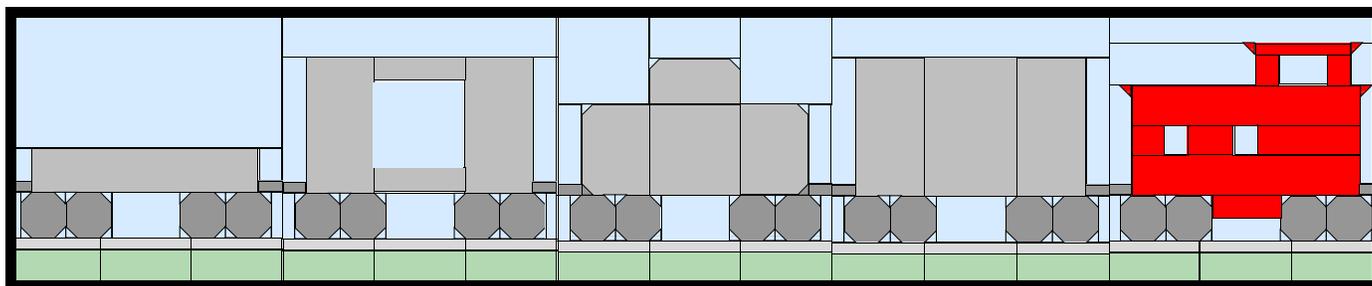
Note: These sizes include the 1/4" seam allowance.

- S1—1 piece sky material 2 x 12 1/2
- S2—2 pieces sky material 1 1/2 x 4
- S3—4 pieces sky material 1 1/2 x 1 1/2.
- S4—2 pieces sky material 1 x 2 1/2
- S5—1 piece sky material 3 1/2 x 1 1/2
- S6—1 piece sky material 3 x 6 1/2
- S7—1 piece sky material 1 1/2 x 2
- S8—1 piece sky material 1/2 x 3
- SC—16 pieces sky material 1 x 1 (corners)
- CB1—2 pieces caboose material 2 x 10 1/2
- CB2—2 pieces caboose material 1 1/2 x 2
- CB3—1 piece caboose material 1 1/2 x 5 1/2
- CB4—2 pieces caboose material 1 1/2 x 1 1/2
- CB5—1 piece caboose material 1 x 5
- CB6—1 piece caboose material 3 1/2 x 1 1/2
- CC—4 pieces caboose material 1 x 1 (corners)
- C1—2 pieces dark material 1 1/2 x 1 (couplers)
- G1—1 piece light gray material 1 x 12 1/2 (track)
- E1—1 piece earth colors material 2 x 12 1/2 (earth)
- W1—4 pieces dark material 2 1/2 x 2 1/2 (wheels)

A special note from your editor, Linda and I are writing the instructions for these blocks and any and all criticism is greatly appreciated. If you have a different way or a better way or have any kind of a question regarding this quilt, please drop us a line: Train Quilt, P.O. Box 927, Chiloquin, OR 97624 or linda@hobby-tronics.com or gazette@trainmountain.org



Check out some of these great looking blocks. I just love the variety of colors, backgrounds, and artistic ability of the sewers, I can't wait to see some of the final quilts. Good job ladies. It looks like even the passengers on the train are reading the Gazette, I'm impressed! Just look at those background scenes, looks like a great spot to go hunting



Chiloquilters Train Quilt, Block Five The Caboose

All dimensions shown are 'finished dimensions'
remember to allow for 1/4 inch seam allowances when cutting pieces

