



The Mountain GAZETTE

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I hope you didn't forget your Valentine. It's that time of year to tell your better half what a great person they are for letting you come up to Train Mountain so often.

Speaking of coming to Train Mountain so often, it won't be long now before it's Kitsap Time again! Yep the Kitsap gang is expected to be here on the 18th of April. If you want to see how a bunch of volunteers can get a bunch of work done and have a bunch of fun doing it, then come join in the fun yourself. *Remember though this is an un-official event! ED.*

Now I'm going to do one of my 'wander around the topic' things here for a minute, but I think you will see where I'm going! Now suppose you were an amateur golfer and you heard about this place called Pebble Beach in Monterey. This place was very special because it was known to be 'world class' and one of the premier facilities of its type anywhere. Sounds great, right? Well here's the best part, the green fees are only \$40, not for 18 holes but for a year! Can you imagine playing Pebble Beach all year round for only \$40! Amazing. Well if you haven't figured it out yet, its dues time again and that's right its \$40 for a whole year! The best bargain in the hobby! I was going to do a whole piece on what 'hobby dollars' are and how 'we' spend them and all that stuff! I think we are all way above that stuff and we just need a special reminder to get our monies in to Carol so she can get your annual supply of goodies off to you. As a matter of fact here's a message from the lady herself.

From Carol:

Most of you have received the Meet Registration Forms with your rosters, although I failed to include them in some of the first mailings. We're including the form with this edition of *The Mountain Gazette* for your convenience, and it's also available in a fill-in Word document format at www.TrainMountain.org under "Meets". Register early!

A number of you have already sent in your membership renewals, which I appreciate. It makes life easier when we get them before we get into the thick of preparing for the train meets. If you haven't renewed yet, be sure to get them in by March 1 to avoid missing any issues of the Gazette and being removed from the Train Mountain E-mail list! As an

added note, please remember to notify us if you change your e-mail address, most particularly if you're subscribed to the list and/or have requested the internet version of the Gazette.

I'd like to echo Ross for a moment to extend my thank you to Peg Schubert. Peg has spent many hours assembling the rosters and the paper issues of *The Mountain Gazette*. Her participation makes my job much easier! *See From The Manager ED.*

See you in the spring!
Carol

Are you excited about the upcoming season? We all are. The gang of locals continue to work on as many little projects as the weather will allow. Some of them, though, are large projects and those folks are really doing a great job. Who are they and what are they doing, ask Ross!

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The drifts by Central Station are not to bad, but if you check out the north side of the Back-Shop you can see we had a little snow.



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February 04

FROM THE MANAGER
The latest information

Yes, it is still cold here, 9 degrees F the other night I'm told. The good news is that the snow is slowly melting but the bad news is we are predicted to only be at about 83% of average in filling the lake up, which makes it sound like we could have some dry spells again this year. I predict some water behind the dams and good ground saturation into early summer though. It will be nice to see our native plants and wildlife flourish. Speaking of wildlife, Gordon Felber, a member who lives up on the north end, alerted us to an elk herd crossing onto Train Mountain so we went to look. By the time we made way to the interior of TM, there were lots of tracks but no animals. From the number of tracks, it appeared there were 20 plus animals. I hope we can get a glimpse of them before they move on.

The snow removal folks are still trying. I have witnessed Ron Young and Jerry Balf discussing what was wrong with the snow and making plow and car repairs a couple of times. I also saw plowed tracks around South Portal from Vertel's direction, so Tom has been hard at it too. I'm afraid it's a losing battle, but the sun will soon prevail and the rails will pop out of the snow cover. I also heard rumors that the Gazette editor, Russ Wood, may be debuting a spreader of sorts soon.



Ron Young's plow is just amazing. He has designed the best so far and it works like a dream. Check the snow flying as Tom Vertel plows the tracks near his home. The plow mounts in the coupler pocket of a riding car. ED



Art and Charlie have completed the K&W riding cars; all they need now is some clear track to test them. Those guys are always busy at something. Their next project will be a contraction to allow the easy transport and lifting of switches. That will be a welcome tool. I thought the wood tie switches were heavy until we built plastic tie switches; they are back breakers! Any implement that makes handling switches less strenuous will be great to have.

Ron and Caroline and crew have finished their produce shed with complete interior.



Here's the requested forklift truck by yours truly.



Some more of the produce facility. Looks pretty good to me!

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Ron, Caroline and Jerry Balf are hard at building a gas station and the next project is ready to start. It is amazing how much imagination they can come up with. Ron and Jerry have been working on Ron's train equipment too.



Of course they've also been doing their usual repaints and refurbishing. Nice work gang!



Jerry has made great progress on the Trainmaster; he is about to the point that he needs to fire it up to determine what to do for control linkage.

One of our volunteers always seems to be in the background helping; that is Peggy Schubert. I appreciate the amount of help she gives Carol and I know Carol does also. Carol has been very busy with memberships, rosters, brochures, gazettes, etc. and Peggy has been busy assembling most of those items.

The staff is busy with maintenance projects, some painting, repairing and servicing vehicles and equipment, some much needed maintenance on shop equipment and preparing for spring.

The K&W Beanery now has its own electrical service and the track shop has been rewired. Our next electrical project will be new pedestals and electric service in the Blue Caboose Campground.

Speaking of campgrounds, last year we operated under temporary permits with the intention of having permanent permits by now. Unfortunately that has not been accomplished due to budget restraints and the hours needed to complete the paperwork. I have been notified by the county, with no explanation, that we cannot have temporary permits again so I have requested an explanation and will work that out when I receive more information. Our only hold up on camping is the waste disposal issue

at this time and this permit will come from The Department of Environmental Quality. That doesn't necessarily mean we get immediate use of the campgrounds, but it does mean we can gain the permits needed to install and/or repair systems for waste disposal.

Preliminary talks have begun on code requirements for containers for train storage. Any input you have would be useful. I need photos and comments on electrical, ventilation, fire safety, etc. Any information I get will be presented to the Building Department during the permitting phase. The intended progression of things, once we have a building permit, is to get runners in for the containers to be set on, at the same time install runners for a transfer table, run electrical and water lines, install the first few containers, build a one level transfer table to get us started, get tracks to the table, get a final inspection and store some trains. As we complete the installation, we will design a beautification program and maintenance schedules. At this time we intend to install our old container with the windows in it on the northeast corner of the container area, which will become a common room.

Talk to you soon

Ross

Ross Perrin, (General Manager)- tmrrgm@trainmountain.org

NEXT WORK WEEK

What do we do next!

More Track, More Track is that all you folks think about? Well me too! The First Meet of 2004 is lining up to be a very busy week indeed. We have a couple of great projects to do. First is the replacement of the mainline we took out last year, from Ellingson Bridge to South Portal. Ross and crew have the ground all prepared and as soon as the snow clears they can do the final touch ups. Aspen Loop should be settled after a nice moist winter. Lots of moisture and snow makes for a good solid roadbed. The Aspen Loop completion will also be the completion of Phase I of Train Mountain. At the Triennial Quentin explained his planning for Train Mountain and what the future holds. Phase I is the completion of the basic infrastructure of a complete railroad. Phase II will be the filling in of that structure with more industries, yards, etc.,. Major projects like Caboose Ridge will be self-funded by things such as timeshare sales or something similar. We've only put track on the first 300 to 350 acres of Train Mountain, we only have another 2000 or so acres to go! Stay Tuned! Anyhow I'm rambling again, so lets get back to the topic at hand, the next work week. It starts May 29th and we look forward to seeing all of you again this year.

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Possible May Work Week Projects

May 29th--June 6th, 2004

Relay Outside Mainline—Ellingson Bridge to South Portal—1,500 plus feet double track—work crew

Aspen Grove Loop - 5,200 plus feet—work crew (depending on availability of steel 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	Train Meet
First 2004	Sat May 29-Thurs June 3	Fri June 4- Sun June 6
Second 2004	Sat June 26-Thurs July 1	Fri July 2- Sun July 4
Third 2004	Sat, July 31-Thurs Aug 5	Fri Aug 6- Sun Aug 8
Fourth 2004	Sat, Sept 4-Thurs Sep 9	Fri Sept 10- Sun Sept 12
First 2005	Sat May 28-Thurs June 2	Fri June 3- Sun June 5
Second 2005	Sat July 2-Thurs Jul 7	Fri July 8- Sun July 10
Third 2005	Sat, July 30-Thurs Aug 4	Fri Aug 5- Sun Aug 7
Fourth 2005	Sat, Sept 3-Thurs Sep 8	Fri Sept 9- Sun Sept 11
First 2006	Sat May 27-Thurs June 1	Fri June 2- Sun June 4
Triennial	Wed June 21-Sun June 25	Mon June 26- Sun July 2
Third 2006	Sat, July 29-Thurs Aug 3	Fri Aug 4- Sun Aug 6
Fourth 2006	Sat Sept 2-Thurs Sept 7	Fri Sept 8- Sun Sept 10

WHAT WORKS

Ideas that seem to make a difference

You've all heard the story about the two guys talking at the bar and one tells the other he was an ex-paratrooper, and the other gentleman replies why would anybody want to jump out of a 'perfectly good' airplane? So here's the rest of the story; Linda and I, Quentin and Sharon, and the Vertels were having a nice dinner in a 'perfectly good' warm house. We were watching the new Triennial 2003 video and enjoying each others' company. What we did next just shows ya' that the paratrooper wasn't the only strange one around. It's 15 degrees outside, it's foggy, the ground is covered in about 2 feet of snow, but we bundled up, jumped on Tom's train with Ron Young's plow on

the front and go for a night time TRAIN RIDE! Did we have fun, you bet, all except Linda. Seems we stuck her on the plow, turned out the lights and went blasting into the night. Now I know this is print so here's a word picture for you, imagine you are at the base of the biggest roller-coaster around, the train rolls over the crest of the hill and starts down and the lights go out. That scream you hear as the train approaches the bottom of the hill is Linda. What a night. She may never speak to any of us again!



That's Linda in the top view and Quentin in the second view (did I mention it was a freezing fog), and that's me hanging on with Tom at the throttle. Also along for the ride was Fred, Sharon, and our 8 year old granddaughter Evila. Her comment: You guys are nuts!



Just in case you are interested in how deep a snow drift you can plow through, check out this elbow brushing pile that Tom has plowed.

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Since that time Tom and I have been plowing over on his loop, from South Portal to Dam 3, and almost all the way up to the Serpentine on Dogwalk. We have been using a combination of Ron Young's plow (which is awesome by the way) and my homemade plywood wedge plow.. This snow fighting equipment is about to be joined by my 'spreader' and I have some pictures for this issue. The spreader mounts on a flat car and is pushed by a locomotive. The ultimate snow scheme seems to be a couple of double headed engines with a wedge plow followed by some sort of spreader. Tom and I also think we have figured out how to get the Train Mountain snow blower to function better but it will have to wait for next season now. Check out the photos and see if you can tell who was having the most fun!

In addition to having a 'blast' plowing through the snow and ice I have been busy making up some more of those portable seats for the Train Mountain flat cars. Check out the stack!



Speaking of things that mount on flat cars, here's that mystery spreader that Ross was talking about. It mounts on a flat car or riding car and is the second section of a working snow train. The main box is held on to the flat car by tie down straps the same as the portable seats are. The wings on the spreader are 24 inches long and extend out at a 45 degree angle. The wings are also adjustable from the low position up to an additional 7 inches in height should the need arise. The front 'wedge' is 16 inches wide the same as a Train Mountain flat car. It has yet to be tested, so far it's all just theory!



TRAIN MOUNTAIN RAILROAD MUSEUM

2004 TRAIN MEET REGISTRATION FORM

1. Name _____ Phone _____
 Address _____ Fax _____
 _____ E-Mail _____

Member Yes No

Names of family members and personal guests:

2. _____ ^{Member} Y N 3. _____ ^{Member} Y N
 4. _____ Y N 5. _____ Y N

I wish to register for the following Train Mountain 2004 Train Meet:

First Train Meet (June 4-6) Second Train Meet (July 2-4)
 Third Train Meet (August 6-8) Fourth Train Meet (September 10-12)

I enclose my check payable to Train Mountain Railroad Museum for the following:

	<u>No. People</u>	<u>Sub-total</u>
Registration-Member @ \$10.00/person	_____	\$ _____
Registration-Non-member @ \$20.00/person	_____	\$ _____
Saturday Banquet (more than two weeks in advance) @ \$15/person*	_____	\$ _____
Saturday Banquet (less than two weeks in advance) @ \$20/person*	_____	\$ _____
Total Amount Enclosed		\$ _____

*To reserve \$15 tickets for the Saturday evening banquet, we must have this Registration Form and your check payable to Train Mountain Railroad Museum in our office **NO LATER THAN TWO WEEKS PRIOR TO THE BANQUET. Because of the increased banquet costs for late registrants, banquet tickets for which payment is received later than two weeks before the banquet will cost \$20.**

I will be attending the work week preceding the train meet.
 I plan to arrive on _____.
 I will be bringing the following engine(s) _____

Mail to: Train Mountain Railroad Museum
 36941 South Chiloquin Road
 Chiloquin, OR 97624-9728

PLEASE USE A SEPARATE FORM FOR EACH MEET YOU PLAN TO ATTEND