



The Mountain GAZETTE

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Meet Counter
16 days
July 31st

An Official Members Only Publication of the Train Mountain Railroad Museum Issue: #35 July 2004

Have you heard the story that goes like this. 'You should have been at the last meet, it was terrific!'? Well, it's true you know! As if the evening festivities weren't enough to get everybody acquainted, there were some new venues to partake of. Check out Ross Perrin's letter from the General Manager for details and some great photos.

Speaking of evening activities, for a meet that was supposed to be relatively small, the 'crowds' during the evenings were anything but small! Quentin and Sharon got things rolling with their Saturday welcoming dinner, followed by Jim and Wendy's Tuesday feast. Next came Chuck and Sherry's OTH dinner followed by the Pizza bash hosted by Linda and me. Even the Banquet on Saturday was crowded. All the signs of a growing membership and a growing Train Mountain. We hope you all had as much fun coming to the Mountain as we had in having you here. Please come back, and come back with some friends, the more the merrier.

Calm, breezy, windy, clear, warm, cold, wet, thunder, lighting, hail, these are all words that describe the weather on Tuesday of the Second Work Week of 2004. Of course this was followed by Wednesday and more of the same. Throughout all of this the stalwart members of the Blue Caboose and Six Acre Camping Brigades held their ground and still managed to smile when asked about the experience. Well done campers!

Just a belated thank you to all of the Train Mountain members; you helped make the Over The Hill Meet so successful. That started off our season and the momentum has not let up since. Great crowds, and lots of trains.

Also please remember that until Train Mountain can get its beanery reopened, Sherry Stutts has the OTH Beanery open for breakfast and lunch on both Saturdays and Sundays. She opens for breakfast at 8:00. You can get there by train on the Klamath and Western.

Last month I related all the fun we had during last years' 4th of July celebration. I also stated that we hoped that some of you might try and stay for this years' fun and frolic. What we had hoped for was that it would be as much fun as last year and might actually grow into another Train Mountain tradition. Well let me fill you in, all you Train Mountain members, on what a great job the STAFF at Train Mountain did in preparing for the festivities. They fixed one whole end of Six Acre Campground with a BBQ, horseshoe pits,

volleyball net, picnic tables and the whole layout was just great. The public trains stopped running at 3:00 at OTH and the BBQ was supposed to start at 4:00. Well this being Chiloquin, it was kind of 5-ish before things started happening. Have you ever watched CONTACT volleyball! Well let me tell you, it's not a pretty sight! So the box score is one black eye, one sprained angle, some sore ribs, and lots of smiling faces! Thanks to the staff of Ross, Richard, Debra, Sonya, Sarah and the members for getting the ground set for the picnic and the fireworks. Oh, I almost forgot the fireworks. Remember I said last time we had a couple of bags of fireworks and we all took turns setting them off so it would last longer and we could enjoy it more? It seems you all read that issue of the Gazette as EVERYBODY brought LARGE bags of fireworks and our volunteer group of fire bugs (Kevin, Dale and Veronica) managed to set almost all of them off without mishap. The last bang was heard at around 11:30!

Now in keeping with the one liners of why you need to come to the meets to know what the heck we are talking about, try these on for size: Tammy it's in the truck! And of course everybody's favorite: red, green, red, green, dark! Well that just about sums it up!

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FROM THE MANAGER

The latest information

The July Meet is past and what a great one it was. In thinking about the activities that took place I find myself reminiscing about old times when things were slower and we had smaller groups and did spontaneous things that added to the experience. Spontaneous?

Yes, we surprised some folks by having an Ice Cream Social at Steuer Siding (you had to arrive by train) on the Sunday of workweek. And even though Toni thought I didn't get the Ice Cream it all worked out. Later on in the workweek everyone went to Caboose Ridge for lunch. They supplied their own lunch and we supplied the transportation, watermelon and drinks. How much fun was that! This only added to all the great food and hospitality at Quentin and Sharon's Volunteer Dinner, Kincaid's Jambalaya Night, OTH's BBQ and Wood's Pizza and Beer Night. We even had transportation to Woods for campers that had no vehicles or just enjoyed the convenience of a chauffer. Can you tell that I really enjoyed the extras?

Went it came down to work there was plenty of that. We started with a long list of jobs and although a lot of them were kind of boring, they were still very necessary. By the end of the week 90% were accomplished and many tasks not on the list were also completed. I want to mention another of the fun things that went on during the week which was running trains. Work was done like on a railroad; logs were hauled, firewood was hauled, Maintenance of Way equipment was hauled and used, people were transported to job sites and on and on. Those in attendance worked the railroad from their own trains. Yes, we used gators too, but only when needed to haul rock to the track and pine needles to the pit.

Track work was a main goal, as always, since maintenance is a never-ending job. The folks working on the track did an excellent job and learned a great deal about the quality of work needed to make the system work properly for all the trains. Much like the big railroads, constant attention to detail is necessary to try to stop the larger problems from happening. As I ran around the railroad, I could tell people had been using the green blocks and the track repair folks were able to identify the problems much quicker, find the cause of the problem and correct them as well, which is good preventative maintenance. The upcoming events will benefit greatly due to your fine-tuning the railroad. Thanks to all those who worked on the railroad during the meet and also to those that spend more than just meet time here (even our editor was working on track this past Monday following the meet).

I want to get a big thank you in here for the folks that give train rides, THANK YOU! This includes the people that haul others during meets, the folks I ask if they can take a interested group out on a run, the locals that come over to help out when we have tours but especially to the great job the OTH folks are doing to create interest and fill a demand put on us by the community. The public park train ride is the

single greatest way to acquaint the local community with what we are doing. I have emails, phone calls and direct contact from our community that attest to the fact that they enjoy the railroad and appreciate the job we do. The most recent group that I have heard from is the YMCA folks and parents of some of the kids that got to ride a train; all positive and grateful they were able to come. Another pat on the back of the Over The Hill Live Steamers.

Containerville still does not have a permit for construction from the county, hopefully on the 15th we will close the paperwork part and get the permit. We are having a meeting with all officials involved to iron out the issues of fire, life and safety.

We are told that our Water Pollution Control Facility Permit from The Department of Environmental Control should arrive in the next week. Hurrah! We can then begin planning and budgeting to get our existing septic systems back on line and install new systems. As the budget allows, we will begin with Central Station and the Blue Caboose Campground.

Our latest track adoption participant is Bill Shepard, thanks Bill. He really didn't adopt any track; he adopted the entire milepost system! Thanks to all of you who have adopted a piece of the railroad and have worked so hard to maintain it.

Talk to you soon

Ross

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

What they accomplished! 7/04/04

Rake pine needles from right-of-way – A number of people raked, with Toni Brooks being the "champion raker"

Haul piles of pine needles/weeds – Rhyce Moore was the primary hauler

Work in adopted areas

Clean up Little Falls – Primary was Kevin McKinley

Haul logs from Elizabeth River to firepit – Primary was Larry DaBroi

Haul and stack firewood to Firewood Fence line – Combined efforts of a number of people

Help Debra with grounds – all the ladies

Worked on Backshop project – Nick Buell assisted by Les Dent and Bob McMillan

Changed 2 stubs to aluminum rail – Art, Ken and Greg Reiter and Chris and Spencer Noe were primary, assisted by others

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Second Meet 2004 - Photo Gallery



In case you are wondering where all the hunks of logs end up check out the train and the wall they are building!



Kevin finally let Tammy drive



Did I mention the thunder and lightning? Here's proof of the lightning! Now I wonder if the guys in those tents know?



OK, one more time, what part is the points?



How about a special luncheon on Caboose Ridge? And why on the Ridge you might ask, just check the view!



A little break at Steuer Siding.



The worker bees were everywhere and working very hard, thanks gang!



A 4th of July picnic in the park (Train Mountain actually) and this is either a picture of Dale blowing up Veronica or vice versa!



The photos on this page are from Ross Perrin, Lee Brooks and myself.

Track repair and maintenance – Lee Brooks was primary

Level Crisp Yard – Art Crisp assisted by Charlie Schubert, Boyd Butler and Ralph Bennett

Signal Work at Grand Junction and Dogwalk – John Cooper with Ralph Bennett (who also worked on the first day of the meet); Bob Hayes worked on Dogwalk during the meet.

Special Note from the editor, this list just shows the primary lead in each of the work groups but we ALL know that you can't accomplish as much as we do without everyone's help; so look at the list of attendees—they all did a great job. Also notice many of the names from last meet are on this list too, was yours? ED.

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. Please give us a hand at accomplishing these tasks. Also remember to plan enough time to have **fun** while you are here!

**Possible Third Work Week Projects
July 31st--August 5th, 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

You do know that you are welcome anytime to come to Train Mountain and volunteer to help, you don't have to wait for a meet, just come on up and check in with Ross to see what needs to be done.

Second Work Week / Meet 2004 Attendees

Name	City	State
Adams, Floyd & Gladys	N. Richland Hills	TX
Aguirre, Henry & Sandra	Nevada City	CA
Anderson, Will & Rich	Denver	CO
Armstrong, Jim & Gwen	Nampa	ID
Balf, Jerry & Louise	Chiloquin	OR
Bartel, Dick & Dorothy	San Bruno	CA
Bennett, Ralph	Brisbane	CA
Berk, Sam	Roosevelt	WA
Bradley, Robert	Santa Clara	CA
Brechtel, Ron & Penny	Chiloquin	OR
Briggs, Gordon & Marlene	Nevada City	CA
Brooks, Lee & Toni	Kennewick	WA
Buell, Nick & Bev	Federal Way	WA
Burgess, John	Longview	WA
Butler, Boyd	Kennewick	WA
Byrd, Ed	Denver	CO
Carpenter, Galen	Veneta	OR
Chapman, Bob & Rhys	Bickleton	WA
Clark, Charlie	San Jose	CA
Crary, Edward J.	San Mateo	CA
Crisp, Art	Chiloquin	OR
DaBroi, Larry	Mt Shasta	CA
Dent, Les	Dublin	CA
Donckels, Bob	Molalla	OR
Dupler, Barry & Janice	Woodinville	WA
Haas, James	Klamath Falls	OR
Hansen, Howard	Santa Rosa	CA
Harold, Robert & Maylene	Carson City	NV
Heaney, Samuel, Kevin & Andrew	Klamath Falls	OR
Hintz, Richard & Bonnie	Yuba City	CA
Hoke, George	Bellevue	WA
Hopkins, Franklin & Chloe	Klamath Falls	OR
Johnson, Robert	London	UK
Kelso, John	Newberg	OR
Knight, Julie, Dawson & Derek	Nampa	ID
Lange, Paul, Virginia, Candice & Michael	Talent	OR

Meet	Work Week	Train Meet
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

If you watch this chart it shrinks by one meet each month that means there are only 7 more work weeks until the next BIG ONE! ED.

Anytime Projects

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!

(Continued on page 5)

Lisonbee, Fred	Ashland	OR
Lovely, John & Cynthia	Flagstaff	AZ
Mairs, Richard & Donna	Tacoma	WA
McKinley, Kevin & Tammy	Redmond	OR
McMillan, Bob	Round Mountain	Ca
Meinershagen, Charlie	Redding	CA
Merrill, Steve & Teddy	Jarrettsville	MD
Messerall, Jerry & Jeanie	Albuquerque	NM
Moore, Rhyce & Connie & Johnson & Angela	Park City	UT
Muckle, Thomas	Portland	OR
Nicholson, John & Callie	San Ramon	CA
Noe, Chris & Spencer	San Jose	CA
Panzik, Crystal	Chiloquin	OR
Paxton, Robert	Fernley	NV
Pearne, Pete & Sally	Chiloquin	OR
Phillips, Jeff	Saanichton	BC
Pickett, Joe & Evelyne	Yerington	NV
Pirtle, Lee	Chiloquin	OR
Prull, Will	Veneta	OR
Ratliff, Allan & Lynn	Corona	CA
Reiter, Ken, Art & Greg	San Jose	CA
Richards, Edward	Woodinville	WA
Rufenacht, Robert	Pleasant Hill	CA
Schubert, Charlie & Peg	Chiloquin	OR
Schubert, Teri	Philadelphia	PA
Senek, Ron & Holly	Elko	NV
Shepherd, Bill	Fort Bragg	CA
Smith, Maxine & Elvin	Chiloquin	OR
Stephenson, Ronald & Daniel	San Francisco	CA
Taylor, Al & Weber & Alma	Vancouver	WA
Taylor, Dave & Veronica	Oroville	CA
Watne, Conrad A.	Seattle	WA
Wolf, Bob & Pat	Salem	OR
Wood, Russ & Linda & Amy & Evie & Alexis	Chiloquin	OR
Young, Ron & Jones, Caroline	Chiloquin	OR

DATE	TIME	ACTIVITY
Tue, Aug 3rd	6:00 PM	Recognition Dinner for all volunteers who have worked at least one day during the work week. Hosts Jim, Wendy, Sierra and Jed Kincaid— SEE SPECIAL NOTES.
Wed, Aug 4th	6:00 PM	Recognition Dinner for all volunteers who have worked at least one day during the work week. Hosts Tom and Fred Vertel— SEE SPECIAL NOTES.
Thu, Aug 5th	1:00 to 4:00 PM	Chiloquilters. Sewers will meet in Central Station, show and tell, beginners welcome— SEE SPECIAL NOTES.
Thu, Aug 5th	6:00 PM	Recognition Dinner for all volunteers who have worked at least one day during the work week. Hosts Chuck and Sherry Stutts at OTH—K&W Track— SEE SPECIAL NOTES.
Fri, Aug 6th	9:00 AM	Third 2004 Train Mountain Train Meet begins, which runs through Sunday. Company Store open Friday and Saturday 9:00 AM to 5:00 PM.
Fri, Aug 6th	6:00 PM	Pizza and Beer celebration for all train meet attendees. Hosts Russ and Linda Wood— SEE SPECIAL NOTES BELOW.
Sat, Aug 7th	8:00 AM 3:00 PM	OTH Beanery open for breakfast. Will be open through 3:00 for lunch
Sat, Aug 7th	6:00 PM	Train Mountain Banquet, held at Central Station, tickets available from info@TrainMountain.org or 541-783-3030. See menu on page 6
Sun, Aug 1st	8:00 AM 3:00 PM	OTH Beanery open for breakfast. Will be open through 3:00 for lunch
Sun, Aug 8th	4:00 PM	The Third 2004 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 first-hand, and finish with some great fun and the camaraderie of new friends.

Please Help the Hosts and Hostesses by signing up for the events you wish to attend. These nice folks need to know how many are coming! Sign up in the Central Station Office.

Quentin & Sharon will host their Volunteer Recognition dinner, the dinner will be held at **6 p.m. Saturday** at Central Station.

The Kincaid dinner for all volunteers who work during the work week will be held at their home at **6:00 p.m. on Tuesday, June 1**. Directions are available at the Train Mountain Main Office.

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Thank you all for all your help!

**MEET SCHEDULE (third work week 2004)
The who, the what, and the where!**

DATE	TIME	ACTIVITY
Sat, July 31st	8:00 AM 3:00 PM	Third 2004 Work Week begins and OTH Beanery opens for breakfast. Will be open through 3:00 for lunch
Sat, July 31st	6:00 PM	Recognition Dinner for all volunteers. Location Central Station. Hosted by Quentin and Sharon Breen.
Sun, Aug 1st	8:00 AM 3:00 PM	OTH Beanery open for breakfast Will be open through 3:00 for lunch

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 **6:00 Wednesday** evening. **All members are requested, if possible, to arrive at their house by TRAIN! If you do not wish to bring your train, you may ride the special trains that will be departing Central Station at 5:00 pm.** You can drive your vehicle to their house but parking is limited. YOU MUST SIGN UP at the Train Mountain Main Office located in the Central Station building as soon as you arrive, the deadline for sign-ups is Tuesday at 5:00 pm—no exceptions. Directions are available at the Office.

Chuck and Sherry Stutts will be hosting their dinner for all volunteers who work during the work week at **6:00 p.m.** at **OTH on Thursday.**

Quilters of Chiloquin will hold a special **Thursday Sewing Social** at each of the Train Mountain work weeks. They will meet in the Central Station from **1:00 to 4:00 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.

Russ and Linda Wood will be hosting their regular Pizza and Beer night. 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 **6 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. Directions are available at the Office.

FOR THE LADIES

Something for our other halves

For those that attended the Pizza and Beer night and wanted the recipe for my granddaughter's pasta salad, here it is: One box of Kraft Italian Pasta Salad. Yep, that was out of the box. Her secret is to use that Zesty Ranch dressing instead of what was called for on the box. BTW the salads and such are NOT part of the regular menu! Remember it's called Cheap Pizza and Beer Night! Did you all notice the crowds are getting bigger at each of the member dinners! Wow what a great bunch of dinners, thanks hosts and hostesses! Great food and fun!

WHAT WORKS

Ideas that seem to make a difference

The new super switch stands are proving to be quite a blessing for us 'regular' runners at the Mountain. You just cruise up to the junction, set the switch and off you go. They do take some getting used to and they alter the Operating rules a little. Most switches at Train Mountain are directly in front of your engine when you throw or kick them or whatever. They are also directly behind your conductor when you've cleared the switch. The new ones are not like that, they are 40 feet in front of your engine when thrown and more than likely directly in the MIDDLE of your train as your conductor clears the switch stand. So what does this

have to do with the Operating rules anyhow? Well remember our famous Keep Left and Keep Right signs to allow the 'newbie' behind you to make it back to Central Station? It seems we all have to pay attention to the setting of these new switches. The Circles on top of the switch stand are the same as the Keep Left and Keep Right signs only they are color coded so that if it's green you are aligned for the MAINLINE, if it's yellow you are aligned for a DIFFERENT route. Additionally they have set the throws so that if the handle is on the left hand side of the switch stand you are going LEFT, and if on the right hand side - OK don't get ahead of me now, some of us are slow you know - that's right, we are going RIGHT, Simple eh! So I've covered What Works and Rules of The Road in one subject, don't ya' just luv it!

Another Special Note from the Editor: Before Lee Pirtle and Bob Rufenacht die laughing from reading about this switch throw stuff let me give you the punchline. If its dark and you have a set of passenger cars behind your engine and all of these cars are full - DO NOT CLEAR YOUR SWITCH AS SOON AS THE CABOOSE CLEARS THE SWITCH STAND! Cause if you do like I did you will put the last 40 feet of your train on the ground! We didn't need a lantern to see to put the cars back on the track in the dark as I was glowing bright red at the time! ED.

TRAIN MOUNTAIN BANQUET

Third Meet Menu

Cornish Game Hens
Potato Salad
Macaroni Salad
Broccoli Salad
Homemade Rolls
Dessert
Beverages

You are welcome to bring a beverage of your choice (such as wine or beer) for your group, if you wish.

Banquet fee is \$15 per person, providing reservations are made no later than July 23. If you cannot mail in your registration form to arrive prior to that date, please call Carol at the office, 541-783-3030, between 9:00 a.m. and 4:30 p.m. weekdays, or send an email to info@TrainMountain.org. The fee will be \$20 per person after July 23, and we will have a **limited** number of reservations available after that date.



On the left is an ad for safe trains (think about it!) and on the right is a picture of the new OTH snow cone machine, but Sherry said the snow plow gang can't use it!

TRAIN MOUNTAIN RAILROAD
Setting a Guinness World Record for
MINIATURE RAILWAY LONGEST TRAIN
Revised July 12, 2004

Following the publication of Train Mountain being the Longest Hobby Miniature Railroad in *Guinness World Records 2004* and the determination to set a new record for Miniature Railway 24-Hour Distance we want to explore setting a record for Miniature Railway Longest Train. Our initial discussions were with the Riverside Live Steamers group in an attempt to make it a longest steam train. Unfortunately, two of the necessary engineers can not make it in 2004. Therefore, we have determined to try a record using gasoline-powered locomotives.

We would like to see the record as follows:

MINIATURE RAILWAY LONGEST TRAIN

The longest miniature railway train ran at Train Mountain Railroad on its 00.0 km (00.0 mile) track, near Chiloquin, Oregon, USA, on August 3, 2004. The train had 000 cars, weighed 00,000 kilos (00,000 pounds) and was pulled by five gasoline powered 1.6 scale ___ locomotives built and owned by Steve Flanders of Salt Lake City, Utah. A total crew of ___ engineers, conductors, brakemen and observers participated.

Dates. Because the track should always be open to members during regularly scheduled Train Meets, we schedule special events, such as setting world records, during the workweeks that precede train meets. We also schedule them after two full workweeks, so that the track can be in its best running condition. **This attempt to set a Guinness World Record will occur on Monday and Tuesday, August 2 and 3, 2004.** During the actual day of the run, the track will be closed to other traffic so that the entire railroad can be devoted to this historic occasion.

Documentation. Greg Robinson of *7+ Railroader* has undertaken to produce the official video and/or DVD documenting the setting of this Guinness World Record that will be available to the hobby. As a part of this, he will try to shoot preparatory footage at the home tracks of the participants in advance of the actual event at Train Mountain. He may also try to place the video on one of those cable channels needing to fill all of those hours in the program schedule.

Speed. Because this would be a first record, there are no specific requirements for speed or distance. Due to the substantial weight of the train, we propose that the speed be slow, in the range of 3-5 miles per hour.

Support. Jerry Balf and Ross Perrin will provide Back Shop support. This includes minor repairs, tools, nuts, bolts and any assistance possible. The Back Shop will be available for use during the entire event. Train Mountain will provide two Gator Crews, one each stationed on the north and south sides of the South Chiloquin Road tunnel. Each crew will carry re-railing, track repair and first aid equipment and be equipped with Train Mountain Staff radios. However, they will not carry fuel or water, as those items are the responsibility of the train crew.

Locomotives. Mark Flitton has arranged with Steve Flanders of Salt Lake City to bring five of the six identical gasoline powered locomotives with MU capability that he has recently built. Steve will be arriving at Train Mountain the afternoon of August 1.

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Rolling Stock. Train Mountain has approximately 150 pieces of rolling stock available for this trial. Most have been individually weighed and labeled with their actual weight. By August we expect to have actual weights available for each car. We expect the total weight to be in excess of 150 pounds per car, which is the minimum car weight.

Publicity. To avoid the possibility of word leaking out and encouraging another attempt by another group at another track, we have not had advance publicity of this record attempt. The first verbal announcement was at the Saturday night banquet on July 3, 2004. The first written announcement will be in the July *Gazette* released on July 15, 2004.

Radio Communications. Train communication will be FRS radios. In addition, the support crew will be using the Train Mountain Staff radios.

Route. We have designed a route that does not require throwing any switches. We will spike (well, screw) all the main line switches for the official route, leaving sidings available if anyone gets into trouble.

The route begins at milepost 0.00 in the Ellingson Yard, then to the K&W junction, then around the entire K&W track (except for the Isom segment), then to Grand Junction, then on Track 3 down the Serpentine to just past the Williamson Water Siding, then right up the grade to Red Ant Junction, then right to Douglas Loop, then around Douglas Loop including Elizabeth River Loop (omitting Vertel Loop), then around Rio Grand Loop to Midway Circle, then around Midway Circle, then around South Meadow and Firewood Loop, then up the Serpentine to Diamondback Junction, then down across Bottleneck, then up the Inside Loop past Little Falls and across Cox Bridge, then right on the south side of the Main Yard to Ellingson Turntable. This is approximately ten miles. We will have determined the exact mileage by July 31.

Scheduling. At 3-5 mph, the train is going to take between two and three hours for a full circuit. We propose that the train leave Ellingson Turntable at 1:00 P.M., planning to complete the run between 3:00 and 4:00 P.M.

Speed Limit. The usual speed limit at Train Mountain is 7 M.P.H., except for Elizabeth River Loop, where the speed limit is 10 M.P.H. We do not expect to exceed these speeds.

Train Requirements. This is an invitational event and for this year there will be one train. There will be a two-passenger Train Mountain riding car between each consist with a minimum of one riding car per 140' of train. Each car will have two conductors to watch for derailments ahead of them. This means that there will be approximately seven riding cars and fourteen conductors spread throughout the train.

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TRAIN MOUNTAIN RAILROAD
Setting a Guinness World Record for
MINIATURE RAILWAY 24 HOUR DISTANCE
Revised July 12, 2004

Following the publication of Train Mountain being the Longest Hobby Miniature Railroad in *Guinness World Records 2004*, Trevor Heath suggested that we might want to consider setting a new record for Miniature Railway 24-Hour Distance. This is the most recent update.

The current record is as follows:

MINIATURE RAILWAY 24 HOUR DISTANCE

The greatest distance covered by a model steam locomotive in 24 hours is 269.9 km (167.7 miles), by the 18.4-cm (7.25-in) gauge Peggy, with ten drivers working in shifts, at Weston Park Railway, Shropshire, England, on June 17–18, 1994

We would like to see the record as follows:

MINIATURE RAILWAY 24 HOUR DISTANCE

The greatest distances covered by 7½" gauge model locomotives in 24 hours were at Train Mountain Railroad Museum on its 00.0 km (00.0 mile) main line track, near Chiloquin, Oregon, USA, on July 31 and August 1, 2004: 000.0 km (000.0 miles) by a Roll Models steam powered locomotive owned by Tom Vertel of Chiloquin, Oregon, 000.0 km (000.0 miles) by a Rail Systems gasoline powered locomotive owned by Lee Pirtle of Chiloquin, Oregon and 000.0 km (000.0 miles) by a Lindsay McDonnell built GP-60M battery powered locomotive owned by George Hickok of Portland, Oregon. A total crew of ____ engineers, conductors, pit crew, timekeepers and observers participated.

Dates. Because the track should always be open to members during regularly scheduled Train Meets, we schedule special events, such as setting world records, during the workweeks that precede train meets. We also schedule them after two full workweeks, so that the track can be in its best running condition. This attempt to set a Guinness Word Record will start **10:00 A.M. Saturday July 31 and end AT 11:00 am Sunday August 1, 2004**; during that time, the track will be closed to other traffic so that the entire railroad can be devoted to this historic occasion.

Documentation. Greg Robinson of *7+ Railroader* has undertaken to produce the official video and/or DVD documenting the setting of this Guinness World Record that will be available to the hobby. As a part of this, he will try to shoot preparatory footage at the home tracks of the participants in advance of the actual event at Train Mountain. He may also try to place the video on one of those cable channels needing to fill all of those hours in the program schedule.

Endurance and Speed. The average train speed for the existing record (167.7 miles in 24 hours) is 6.9875 M.P.H. and is really two separate records. The 24-hour time span is a test of engine endurance. The relatively high average speed is a test of slowing down enough for curves, which is easier at Train Mountain because we have a minimum curve radius of 75'.

Support. Jerry Balf and Ross Perrin will provide Back Shop support. This includes minor repairs, tools, nuts, bolts and any assistance possible. The Back Shop will be available for use during the entire event. Train Mountain will provide two Gator Crews, one each stationed on the north and south sides of the South Chiloquin Road tunnel. Each crew will carry re-railing, track repair and first aid equipment and be equipped with Train Mountain Staff radios. However, they will not carry fuel or water, as those items are the responsibility of the train crew.

Participant: Electric Power. Lindsay McDonnell is builder of the battery-powered locomotives used by the British Columbia Society of Model Engineers to pull the public at their track in Confederation Park in Burnaby, BC. The GP60M in Portland and Western livery that he built for George Hickok last year will be the battery-powered participant. He is planning for a crew of six.

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Participant: Gasoline Power. Lee Pirtle owns a GP-38 in CORP livery built by Rail Systems in Sutherlin, Oregon. This locomotive pulls the public for the Over-the-Hill Live Steam Club on the Klamath & Western Railroad. He is planning for a crew of six.

Participant: Steam Power. Paul Garin is the owner of Roll Models, Inc., builders of a line of narrow gauge steam locomotives. He has arranged for Tom Vertel of Chiloquin to provide his RMI Prairie locomotive. He will also arrange for a crew.

Pit Stops. Ellingson Turntable will be set as a drive through connector between Bays 1 and 16, so that if locomotives need to stop they can be readily available to their respective pit crews for lubrication or repair, as appropriate. If needed, spare battery cars can be staged on the ash pit track near Bay 1, or on adjacent bays. If a locomotive needs the Back Shop, we will be able to alert as requested by FRS.

Publicity. To avoid the possibility of word leaking out and encouraging another attempt by another group at another track, we have not had advance publicity of this record attempt. The first verbal announcement was at the Saturday night banquet on July 3, 2004. The first written announcement will be in the July *Gazette* released on July 15, 2004.

Radio Communications. Train communication will be FRS radios. In addition, the support crew will be using the Train Mountain Staff radios.

Route. We have designed a route that does not require throwing any switches. With all trains using the same route, which has measured mile markers the whole distance, all we have to do is count laps to count distance, allowing for a portion of the last lap when the 24 hours for each locomotive will have elapsed. We will spike (well, screw) all the main line switches for the official route, leaving sidings available if anyone gets into trouble.

The route begins at milepost 0.00 in the Ellingson Yard, then to the K&W junction, then around the entire K&W track (except for the Isom segment), then to Grand Junction, then on Track 3 down the Serpentine to just past the Williamson Water Siding, then right up the grade to Red Ant Junction, then right to Douglas Loop, then around Douglas Loop including Elizabeth River Loop (omitting Vertel Loop), then around Rio Grand Loop to Midway Circle, then around Midway Circle, then around South Meadow and Firewood Loop, then up the Serpentine to Diamondback Junction, then down across Bottleneck, then up the Inside Loop past Little Falls and across Cox Bridge, then right on the south side of the Main Yard to Ellingson Turntable. This is approximately ten miles. We will have determined the exact mileage by July 31.

Scheduling. We expect that each train will take between an hour and an hour and a half to make a full circuit. By providing for maximum spacing between trains, we should be able to avoid train conflict. **The present plan is for the first train will leave at 10:00 A.M., the second at 10:20 A.M. and the third at 10:40 A.M.,** so that if a train breaks down, there is time to get it to a siding so that it will not block the next train.

Speed Limit. The usual speed limit at Train Mountain is 7 M.P.H., except for Elizabeth River Loop, where the speed limit is 10 M.P.H. **For the time period of this event we are suspending Train Mountain speed limits.** This also applies to yards, where the normal speed limit is 3 M.P.H.

Train Requirements. This is an invitational event. There will be three trains, one each of steam, gasoline and battery power, representing the three branches of our hobby. **The minimum length for each train will be a locomotive and seating for an engineer and conductor.** Participants can have as many fuel, water or other cars as they wish. The maximum train length is 140'.

Lapping. With three trains on the track at once, it is possible that one train may lap another at some time during the 24-hour event. Rules for lapping will be established prior to the start of the run.

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