



# The Mountain GAZETTE

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**First** Happy Halloween. We hope you are enjoying the changing of the weather and seasons and that you are planning your visit to Train Mountain for the Annual Halloween Party. If you can't make it, well we're sorry but you really are missing one of the highlights of the season. The staff and locals go all out to put on quite a party. If you are coming remember it's costume only!

**Second** let's play some numerology games for a minute shall we? Train Mountain is starting into it's eighteenth year as an organization, as a place, as a phenomenon! In the beginning we didn't have 4 meets a year as we do now, but the number of meets that Train Mountain and Quentin have hosted is well over 50! Imagine, over 50 meets! The IBLS 2000 meet was the first meet anywhere in the world to host such a large gathering of a single gauge of railroad equipment. Train Mountain has since hosted a second International gathering, now known as the Train Mountain Triennial, which is held every 3 years. Now let's have some fun, shall we? Suppose you were able volunteer to come up to Train Mountain for one week's time every year since it started. You would have 17 years times 5 days or a total of 85 days of volunteer time in. Some of you have done that, made at least one meet every year since the beginning. Some of you have come up for the entire summer season and stayed and worked at Train Mountain. We have a 16 week season and so 5 days a week for 16 weeks is 80 volunteer days contributed to the cause. Big numbers, big commitment, a big giant thank you! Where is all this leading you ask? Well, in the last issue I spoke of the Banquet at the September Meet and that Quentin had presented some awards. I mentioned the Order of the Gator Award to Richard Cox, but I did not speak of any other awards. The September issue was quite full and I wanted to make sure we could devote the proper amount of space and ink to the 100 Day Awards. Quentin presented the latest inductees into this great group of volunteers and they are listed in the What Works Column. Please read the names; they should all be very familiar to the readers of this publication since they seem to get their names into just about every issue. Congratulations to them all! Not all of us are fortunate to have the time, or live close enough or whatever to devote that much time to Train Mountain. But please remember it is all cumulative! ANY time spent here is greatly appreciated by all, and it does get recognized by the other members who get to enjoy the many fruits of all of our labors! Thank you, thank you, thank you.

And now a word from the head office (AKA Carol):

The end of this year, and membership renewal time, is rapidly approaching. In order to give you opportunity to renew your membership before the holiday rush is upon us, we're including the renewal form with this month's issue of *The Mountain Gazette*. If you are unsure whether you have already renewed for 2005, please email [Info@TrainMountain.org](mailto:Info@TrainMountain.org) or call 541-783-3030.

Because we have experienced considerable increases in our operating costs, as have so many clubs across the country, we have found it necessary to increase the membership fee for the primary member to \$50 for the calendar year. We have maintained the fee for additional family members at only \$10 each.

**We have had numerous comments regarding the membership roster. In an effort to provide information that is current, we will be getting all renewals before printing the roster, instead of printing last year's information;** therefore, we must have your renewal by **December 31** to assure your inclusion in the 2005 Membership Roster. The roster will go to press the first week of January and will be mailed out with your #18 pin as soon thereafter as possible.

To contact The Mountain Gazette:  
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## **FROM THE MANAGER** **The latest information**

Fall is showing it's colors now, the Aspens are beautiful, and they have covered the tracks in some areas with leaves so guess what must be done! Raking and more raking. The



*(Continued on page 2)*

evening and night temperatures are getting in the freezing zone so the bugs are dwindling off and the days are spectacular with 70 to 80 degree temperatures and light breezes. This is perfect weather in my opinion. The problem with perfect weather is that it is too dry yet and the fire danger is still present.



We are busy with all the “get ready for winter stuff “ and will be for some time. Also in the works are some website improvements that Carol is working on, forestry management work, applications for permits for everything from camping to building, design work for water and sewer systems, road improvement and maintenance, design work for building projects such as cabooses, and some therapeutic work involving trains.

The progress on moving the Rotary and Spreader to the Jeld-Wen site at Modoc Point seems to have stalled. We have a contract with Jeld-Wen for use of the spur track at one of their properties at Modoc Point; the contract is for short term storage and disassembly if we cannot get the funds together to move the machines. This contract was largely due to the efforts of George Turner, Bob Turner and Jason DeVries of Jeld-Wen, and Fred Vertel and his efforts in providing contacts and advising how to make things work. The railroad had in the past offered to move the equipment to Modoc Point for us and I assume that is still available. After discussing the crossing at Modoc Point with our planning engineer, who in turn discussed the idea for opening the road crossing for a one time movement with the public works folks, our engineer advised me to talk to the County Commissioners (the crossing in question is 2 lanes and has been paved over with 4-6 inches of paving. We would cut a strip of asphalt off the top of the rails which are under the paving, roll the equipment across and hot patch the strips immediately). A letter was drafted and all supporting documents were sent to the County Commissioners but to this date we have had no reply. Our contract with Jeld-Wen will expire soon; because of the delays, we will attempt to negotiate an extension to the contract and proceed with the move, providing the crossing can be opened.



Here's the rotary and the spreader parked on the Chiloquin siding.

There is a need to preserve this equipment and maintain it for future generations to see. As I have mentioned in the past the preservation of this type of equipment is very important, not only in a visual way but also in setting the backdrop for the stories about things that were done with the equipment and how those things transpired. When this equipment was moved into Chiloquin, a great number of people that follow train movement showed up. Many of them were checking the equipment numbers and relating stories of relatives that had crewed on the equipment; these are the stories that I am referring to. As most are aware, moving a 240,000-pound piece of equipment is expensive and hard work. The 2 tracks for the rotary and spreader in the MOW Display area at the main entrance to Train Mountain have been ready for years.

I want to thank all you folks that send me ideas. Whether we use them or not, those ideas make me more informed on ways to make things work, which allows an educated decision instead of the hit or miss system. An interesting side note is the change from phone calls and notes to email and now digital pictures. The old saying “a picture is worth a thousand words” is definitely true, not only when I send out pictures to answer your questions on how to build things, but especially when you send me pictures of what works. Thanks again for your ideas.

Containerville is moving along, the blocks for expansion of the next 10 units have arrived, 2 roll up doors have been ordered and we will install them quickly so everyone can see how they work. We are down to the sticky parts of a final contract, the first ten units have the power ready, rust on the roofs has been taken care of, the switches for track-side are in, the vents are in and we are basically done with our part. We will, of course, offer our assistance with doors both in ordering and installing and we still have some used track panels available. Over the winter we will get the first transfer table ready and possibly some of the table area. The issue with the table area is that we need the space for the crane to set the north row of containers in the 3<sup>rd</sup> and 4<sup>th</sup> phases.



Time to move on, have to get busy on my Halloween costume!!

Talk to you soon

**Ross**

Ross Perrin, (General Manager)- [tmrrgm@trainmountain.org](mailto:tmrrgm@trainmountain.org)

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## NEXT WORK WEEK

### What do we do next!

**Quentin has** said that our ongoing schedule should be no surprise. It goes like this, the first year we have a Triennial, then the next year we recover, and then the next year we prepare, and finally we are ready for another Triennial. Sooooo, 2003 Triennial, 2004 we recover, 2005 we prepare, 2006 we party! Got it? Good!

**Remember** that next year is the prep year for the next Big One. There are tons of major projects to get finished and lots of major tuning to prepare the railroad for our next Triennial.

### Possible May Work Week Projects May 28th--June 5th, 2005

**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

Meet	Work Week	Train Meet
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
<b>Triennial</b>	<b>Wed June 21-Sun June 25</b>	<b>Mon June 26- Sun July 2</b>
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

### 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!*

*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.*

## PROTOTYPE

### The Full Size Trains

Train Mountain has lots of great prototype equipment on display in the park and it all needs tender love and care just like the 7 1/2 inch stuff does. Some of these pieces of equipment have been restored or are in the process of being restored. In an effort to assist this restoration I've included an excerpt from the full-size Rolling Stock Archives. If you can assist in this particular project your efforts will be greatly appreciated. Here is the excerpt:

**Pullman Standard 10/6 Sleeper.** The 10 Roomettes and 6 Bedrooms car was a popular Pullman-Standard product. The New York Central ordered 97 in December of 1945, which were built under lot 6790, plan 4123 and delivered between September of 1948 and March of 1949 for service on all NYC premiere Streamliners and Dreamliners. This is one of twenty of these cars sold to Canadian National in 1965, seven were wrecked or scrapped by the NYC and the balance were sold to various Mexican Railroads. (Serial No. PS49-1290-001 to 097).

To date we do not have a photograph of the car in its original CN livery. It was purchased by Edward W. St. John in 1988, who had it painted green, red and gold, with the road name "MERCEDES AND WESTERN RAILROAD", car number "NCL 2089" and car name "Isabel". It is equipped with Two-Axle Roller Bearing Passenger Trucks.

Ownership of the car passed to Train Mountain in 1996. It remains in its original location on a display track between Train Mountain Road and the barbecue, just inside the main Train Mountain gate.

This car is currently being repainted by Steve Vadeboncoeur, John Yardley and other members of Vancouver Island Model Engineers in British Columbia to restore it to its 1965 to 1988 CN livery. During the summer of 2003, they painted the roof and trucks black and the body white primer. During the summer of 2004 they painted the sides dark green and black and the wheels and undercarriage black. During the summer of 2005, they expect to apply gold striping and authentic Canadian National lettering and decals, completing the return to CN livery.

The interior has almost all of its original fittings, including signs in both English and French from its CN service. We are looking for a few replacement light switches and such to fill in these gaps. While restoration to a working car may prove difficult because of plumbing issues, we plan a series of projects to bring the car as close to its CN running condition as is practical. (9/04)

What they need help with is photos of the car as it was run in the original CN livery. HELP!



## WHAT WORKS

### Ideas that seem to make a difference

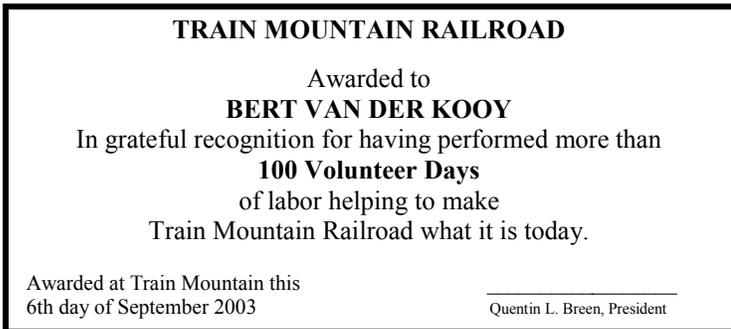
It is not only the ideas that make a difference here at Train Mountain but you, the volunteers, that make a difference. The manpower required to grow and maintain this enormous endeavor is as big as Train Mountain itself. Consider the number of hours volunteers have contrib-

*(Continued on page 4)*

uted to this project. Imagine having to hire someone to do that! Now imagine creating an atmosphere and structure where people want to come and work to see the dream continue to grow and, well I think I'm singing to the choir here! Without the dream there would be no 'us' and without 'us' this would not be a reality. If you followed my numerology bit in the editorial, then you'll see what these awards that Quentin has created are all about. They are about the dedication and commitment that many of you have made to Train Mountain. Please read on. The following is taken from the Train Mountain Encyclopedia:

**Volunteer Awards.** Train Mountain would not be the place that it is without its volunteers. One mark of the appreciation that we have for our dedicated volunteers is the 100 Volunteer Day Award that is given to members who have devoted at least 100 days of their lives to working on the Train Mountain Railroad.

**The award** has two aspects. The first is a TRAIN MOUNTAIN RAILROAD lapel pin with "Volunteer 100 Days" in the center. The second is a framed certificate that reads:



Train Mountain has been presenting these awards at the September Train Meet Banquet since 2003. The recipients for each year are as follows:

2003: Art Crisp, Gordon Felber, Mark Flitton, Caroline Jones, Art Knowles, Jim Lane, Art Miller, Glenn Peterson, Jeff Phillips, Charlie Schubert, Peg Schubert, Bill Shepherd, Howard Springer, Jeanie Springer, Frank Steuer, Chuck Stutts, Bert Van Der Kooy (posthumous), Marty Vitz, Dennis Weaver, Russ Wood and Ron Young.

2004: Jerry Balf, Rich Ledyard, Joel Slagg, Dale Taylor, Veronica Taylor and Al Witcombe.

*Thank you to all those many dedicated volunteers. Kinda makes you want wave a flag or something doesn't it! I just betcha that Quentin would love to give out a whole bunch more of those pins and certificates, I just betcha! ED.*



Here are a few more pictures of the September gathering of the clan! Great looking equipment and just look at dem smiles! Must be heaven or the next best thing! Thank you Quentin, for letting us come over and play at your house!



# TRAIN MOUNTAIN RAILROAD MUSEUM

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Web Site: www.TrainMountain.org

New Membership Application for 2005

Existing Membership Renewal for 2005

I hereby apply for membership in Train Mountain Railroad Museum for the calendar year 2005, which membership includes a copy of the annual *Train Mountain Membership Roster*, a subscription to *The Mountain Gazette* and invitations to, and Member's Rate for, registration at all train meets.

If a new application, membership includes a permanent name badge prepared exactly as printed on line 1 below. Renewing members will receive an "18" pin to replace the "17" pin on their membership badges.

1. Name: \_\_\_\_\_ Phone: \_\_\_\_\_  
Address: \_\_\_\_\_ Fax: \_\_\_\_\_  
\_\_\_\_\_ E-Mail: \_\_\_\_\_

I also apply for memberships on behalf of the following members of my family living at the above address, which memberships include the Member's Rate for registration at all train meets.

Please prepare permanent name badges exactly as printed below for any new members.

2. \_\_\_\_\_  New      3. \_\_\_\_\_  New  
4. \_\_\_\_\_  New      5. \_\_\_\_\_  New

Enclosed is my check payable to "Train Mountain Railroad Museum" for my membership (\$ 50.00) and for members of my family at \$10 per person (\$\_\_\_\_\_) for a total of \$ \_\_\_\_\_.

Yes  No  You may publish my address information in the *Membership Roster*.

Yes  No  Include my e-mail address on the *Train Mountain Electronic Mail Distribution List*.

Please select one of the following means of receiving your monthly issues of *The Mountain Gazette*:

Send me the drab black and white printed edition by snail mail.

Send me the full color Internet edition by electronic mail.

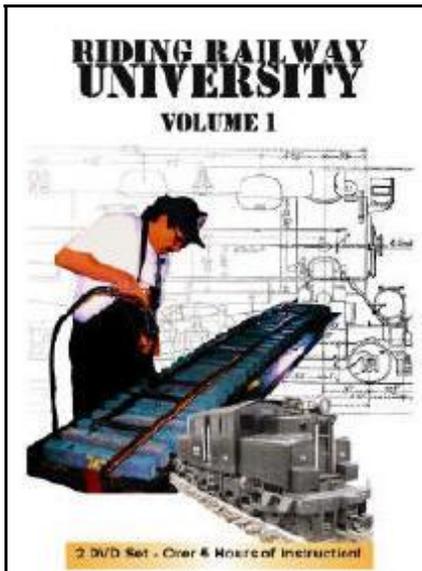
I acknowledge that the 7½" gauge railroading hobby is inherently dangerous. I assume the risk of injury or death resulting from my actions or omissions or the actions or omissions of others. I agree to abide by the Train Mountain Rules of the Road and further agree to be responsible for the conduct of my family members and guests at Train Mountain events.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Signature

TM121.DOC (9/15/04)

Check # _____	Date _____	Badge/Pin Sent _____	Map/Roster Sent _____
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# Riding Railway University

Featuring seminars from the

## 2003 Train Mountain Triennial

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## Volume 1 Features:

### **Designing and Building Track Panels:**

Presented by Paul Aragon, a Train Mountain employee who has built over twenty miles of track.

**Design and Construction World's Largest Hobby Railroad:** Quentin Breen discusses the ideas behind the design and construction of Train Mountain.

**Hydraulic Drive Design:** Paul Garin looks at the different systems available and how to design your own.

**Brakes:** Harry Haas has been refining his automatic air brake systems for fourteen years.

**Injectors:** Rudy vanWingen talks about injectors.

**Switching:** Russ Wood organized this operating session.

**Operation of a Prototype Snow Plow:** Featuring the Train Mountain OC&E snow plow

**Steam Engine Design:** Tom Artzberger is a licensed professional engineer in Wisconsin.

**Boiler Design and Maintenance:** Cal Tinkham discusses boiler inspection and boiler theory

## Volume 2 Features:

**Switch Construction:** Mark Scarbrough has been building switches at Train Mountain for over a decade.

**Steel Caboose Construction:** Dennis Weaver of the Kitsap Live Steamers, who have sold over a hundred 1.5" scale steel caboose kits.

**Surveying:** Bill Shepherd has been doing survey work for years and has survey miles of right-of-way for Train Mountain.

**Steam Theory:** Glenn Peterson has enjoyed the live steam hobby from both a practical and a theoretical perspective for many years.

**Recruiting for the Hobby:** Clarke Simm gives some pointers for encouraging new members.

**Electric Drive Design:** Tom Artzberger has built over two dozen engines in 7.5" and 15" gauge.

**Cylinder Oil:** Presented by Green Velvet, a brand of oils blended specifically for steam locomotives.

**Narrow Gauge Military Equipment:** Presented by Paul Garin