



The Mountain GAZETTE

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Remember me saying that one of my favorite events of the year is the annual Halloween festivities held at Train Mountain. Well, if you were among the 50 or so folks that did attend this year's bash, you know why! From the little kids, to the big kids, to the really old kids, the party was great fun. We ate, we danced, we sang, we ate, we partied, we drank, we ate, we told stories, we karaokied (is that a word?) and did I mention we ate? The main building at Central Station was completely decorated by Sarah and Sonya and others. It looked great. The weather even co-operated by letting us enjoy a dry full moon evening. The pot-luck dinner was terrific with all kinds of food and treats. Dale and Veronica brought along their karaoke machine and tons of CDs. Fortunately we all had enough spirits by the time the singing got real loud so nobody seemed to mind. In case you haven't noticed I haven't mentioned the outrageous costumes for this year's bash! I can't tell them all to you but there was this inflatable cow (don't ask), and tweedle-dee and tweedle-dum, a magical wizard, a clown with an annoying little beeper, lots of little princesses and little fairies (don't even go there!) and, well, lots of cool stuff! The kids all pooped out, but the oldies were still going strong at midnight. Quentin and Sharon sure put on a great party and on behalf of the attending members and other locals, we thank them. Thanks also for all the help in cleaning up afterwards, I'm sure Sonya and Sarah thank you too!

Last issue we put out the membership registration sheet and the first of our reminders to get your forms filled out and your dues sent in. If you want to keep getting this newsletter and your emails, send in your goodies.

We have had a couple of little snow flurries so the snow dudes have been busy getting our equipment in order for this winter's fun and frolic in the chilly white stuff. Our roster now stands at 5 snow-removal-equipped engines including one steamer. We still only have one spreader, but that may change in the not-too-distant future.

Ron Young has designed a great looking fire tower that is to be used to hide the very necessary fire extinguishers from view. Check out the attached plans for details. He built the first one and Quentin really likes it. There is now a need for about 30, that's THIRTY more!

Containerville is really looking good with a couple of the containers having tracks up to them and the arrival of the first couple of door sets. Once the bugs have been worked out on installation more doors will be forthcoming. I've built a couple of switches and I'm in the process of doing the internal and external tracks as we speak. This will really be a great asset to not only the members involved but also to

Train Mountain, as it will certainly clear some tracks in the Back Shop.

We are undergoing a change on how we publish and save the Gazettes for review. Due to the large size and over 38 back issues of the Gazette, Glenn and I have decided to only keep the three most current online versions on the Train Mountain web site. All the back issues will only be kept as the printable PDF versions. The most current PDF version will still be kept as well. Of course this only effects the online folks but that is about 65% of you at the moment. I am working hard at getting an index ready for the December issue. This will list all the articles that have appeared in the Gazette since the beginning. The online version of the index will be linked to the appropriate issue.

If there are any articles you would to have in the Gazette please forward the idea or the article to me and I will make every effort to get it in a future issue. You don't have to have special skills to produce an article, just ask Carol. She makes me look very good by 'fixing' the Gazette so you folks can actually read it! So between Carol and I and the rest of my crew, we can make it happen. Please forward in your ideas and articles. Speaking of crew, I have thanked Peggy before for helping us with the Gazette, but until you have had to copy a thousand copies, collate, staple, fold, and stamp all of the Gazettes, you can't begin to appreciate the amount of work it is. Carol copies and prints the address pages and Peggy does the rest every month (with Charlie Bill's help sometimes) and has done so for a real long time. Thank you, thank you, thank you.

Lots of good things going on at The Over The Hill Livesteamers, please check out their website at www.hobby-tronics.com/OTH for the latest and greatest.

A word from the front office:

I want to thank those of you who have renewed your memberships so promptly! For those of you who have not yet renewed, remember that membership renewals must be in by December 31 to assure that you will be included in the 2005 Membership Roster and to avoid missing any issues of *The Mountain Gazette*. Renewal forms were sent out with the October Gazette and are available at www.TrainMountain.org under "Membership" in both .doc

(Microsoft Word) and .pdf (Acrobat Reader) format. If you need a form and are unable to download them, let me know and I'll send you one by snail mail.

Have a Happy Thanksgiving! Carol

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Now in keeping with my past teasers about why you folks have to attend these events, here comes this month's trivia questions: 1. Where was the tattoo? 2. What was the tattoo a picture of? 3. Whose tattoo was it?

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FROM THE MANAGER **The latest information**

For those that attended the Halloween Party, WOW I think (it was a scary night)! For those that did not attend, all I can say is you missed out. As usual when Dale and Veronica Taylor show up, and especially when they are the entertainment with singing, jokes and karaoke, the party is always great. Thank you, Dale and Veronica, and to all those that helped prepare for the party and clean up later. I even saw a new picture of Veronica that I think will outdo the latest released photo, (you know which one I mean Veronica). I think everyone had a good time and were able to try a lot of great food and meet some new folks. Thanks again for a great time.

On to Containerville. Two tracks now go up to the end of containers! Two doors are on hand and being installed as I type. The cutting for the door opening is a little easier than expected, but the header is the difficult part to cut because of the corrugated metal. We are waiting for our saw to be repaired for that part of the cutting. I parked the first train on Containerville track #3! (I think the editor has a picture.) The ditches are dug for foundation blocks for phase 2 and the blocks and gravel sub-base are on site. No new containers located yet though.

I always get questioned about permits that we need to operate and so I offer this explanation as pertains to the campgrounds. This is, of course, is my version. There are many viewpoints that can be taken; my viewpoint is derived by research done through the various government agencies that control and write the rules we follow. We have always had camping as part of our use permit and in the past few years we have received temporary permits anticipating future planning changes. I would like to see a more permanent operation, properly permitted. To accomplish this takes a great deal of funding that is not yet available, so we will go a less expensive route for now and apply for a conditional use permit for the campgrounds as a stand alone per-

mit, separate from the existing conditional use permit for Train Mountain. The agencies involved are numerous: Department of Environmental Quality for Septic Systems, Planning Department for Land Use Permits and Conditional Use Permits, Building, Plumbing and Electrical Departments for construction permits, On Site (Sewer Evaluations), Environmental Health for Water Systems and State Permits for Campgrounds and Travelers Accommodations Permits. Resources needed to accomplish the work and planning are: Planning Engineers, Structural Engineers, Plumbers, Electricians, Landscapers, Water/Waste Water Operator, Sanitation Company, Solid Waste Disposal, Property Maintenance operator, Bookkeeping and Operations Clerk, and various infrastructure requirements. Many of these permits will become permanent but some, such as State Campground and Travelers Accommodations, need to be renewed each year. As you can see by this list, this is one of the more expensive projects going on at Train Mountain. Fortunately, there is a new and much-welcomed attitude of cooperation in the county offices that makes me believe we will be progressing at an acceptable rate, which will make Train Mountain even greater for you to enjoy.

We are spending some time on cleaning up some of the old signal gear that is rusting away. The cabinets are being cleaned up and recaulked and a coat of rust preventive paint is being applied. I hope to find the proper locations for these great museum pieces and complete the restoration process. The installation will be the easy part, but who will make them work?

I have also been working on Forestry Conservation Practices between other things and will continue to put together a plan for Train Mountain. The critical part of this is to preserve the forest from fire and disease, not only to benefit those of us using it and the timber but also the wildlife I enjoy so much and our watershed areas. Our program of cleaning up the areas that have track will continue as will the trimming of trees up to 10 feet minimum and clearing of brush; all of which will make a park-like setting with good visibility and a very low chance of a ground fire damaging the trees or spreading out of control.

Out in the Back shop Charlie Bill has been working hard on something (I think), Jerry has just completed a test run of his new control system in the Trainmaster and all went well I'm told, so he will be finishing up that project. The control system is mounted on a flat car and provides for the lowest possible center of gravity. This will be the prototype for many more engineer cars to come.

John Cooper has been out and is installing a switch machine coming out of the long tunnel and getting the signals to work there. The Grand Junction system has been operating well and continues to do so. Thanks John, and I can't forget Bill Farmer, who has spent a lot of time and effort on the signal and switch systems at Grand Junction and the tunnel with John.

Have a Happy Thanksgiving!
Talk to you soon

Ross

Ross Perrin, (General Manager)- 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
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

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!

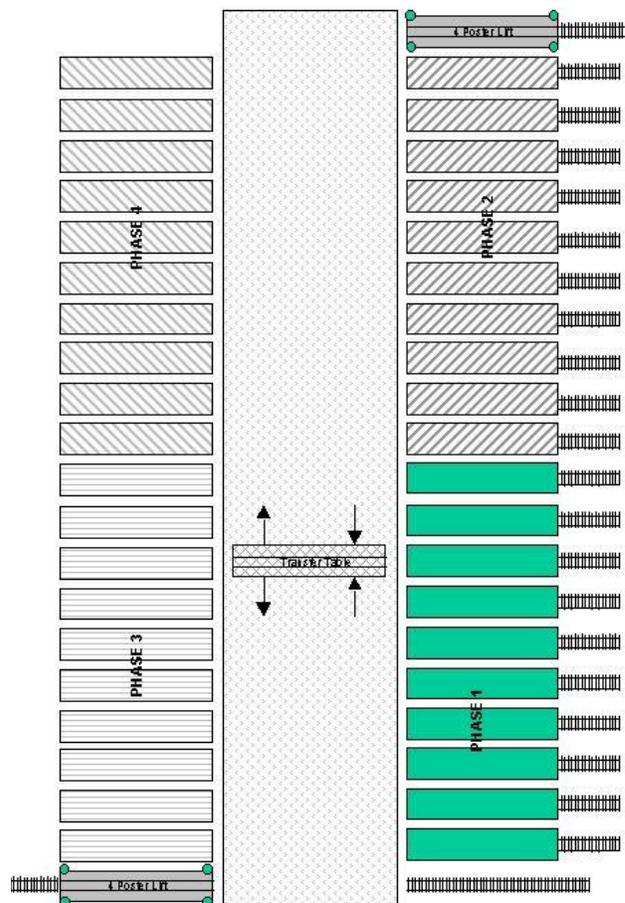
You do know that you are welcome anytime to come to Train Mountain and volunteer to help, you don't have to wait for a meet, just come on up and check in with Ross to see what needs to be done.

PROTOTYPE

The Full Size Buildings

Train Mountain is now well under way on the Container-ville project. The first ten containers have been set on their new concrete foundation blocks. Wiring has been connected for night lights and a few of the power boxes. At the last meet the group installed the yard ladder to reach the containers. As of this writing two of the containers have track leading up to the containers but not yet into them. Richard and Paul are working on the door installation process and making the first cuts into the ends

of the containers. By next issue we should be able to show you some equipment in the containers. Now I know some of you are saying so what, how does this affect the general membership? That building located in the middle of the main yard complex, you know the one we call the Back Shop is for Quentin's trains. It is not nor was it ever designed to house members' equipment. Sure, some of us have had a pretty sweet deal by using those two tracks in the center of the building labeled 'Guest Tracks', but they are intended for temporary storage. Also lots of the equipment in the Back Shop does not have to be in a heated space, or have elevated track access, or need to have battery chargers plugged in. Those pieces of equipment will go in some of the containers that will be owned by Train Mountain. All in all, it will free up a lot of space in the Back Shop, it will allow many members to store their equipment here without the constant wear and tear of transporting. Some containers will be jointly owned by members, some will simply have 'extra' tenants in them. Bottom line is, Train Mountain gains an enormous amount of covered, protected, and usable storage space. As an example, I will have almost 240 feet of storage space in my container, now figure that most will have less than that but still have 120 feet or more and with 40 containers, you can see we will gain almost a mile of storage track. A major side benefit will be during the 2006 Triennial those garden tracks leading away from the containers can also be used for the electrics that need overnight charging. A suitable replacement for the late but great 'Thursday' yard.



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PHOTO GALLERY Halloween 2004

Now let's see, there was dancin', lots of dancin', and there was this wizard dude that was pretty weird and then of course there was our host and hostess, Quentin and Sharon.



Now I ask you, would you let this chap work on your engine! How about the dynamic duo of Dale and Veronica and their wonderful toys (think about it, oh never mind you had to be there) and of course there was the old scarecrow and his lady!

Did I mention we also had some food, what a spread! The decorations as always were just terrific, the Cox family sure knows their job when it comes to making Central Station shine! Thank you for the great looking Halloween fare!



Fortunately for you folks there is no sound with the Gazette, cause unless you started when they started it was, well you know! Everybody having fun, fun, fun. Now Ross please don't wear that outfit to the next permit hearing, please!



WHAT WORKS Ideas that seem to make a difference

Ron and Caroline have a very clever and neat idea for storing all those fire extinguishers out in the field. You know all those chrome plated, glaring in the sun, fire extinguishers that are so very necessary in the summertime. Ron has designed a fire lookout tower, that doubles as the 'closet' to store the extinguishers in. The dimensions shown are approximate outside dimensions. The inside dimensions will vary with the thickness of the skin. Ron suggests that we should end up with about 3/4" walls, floors, and roofing. Remember these are outside 'toys'! The prototype pictured below has a 1/2" plywood shell with a 1/4" skin giving the desired 3/4". If you model the door in the front it should be 14" tall and 8" wide. The back side is left completely open for easy access!

