



# The Mountain GAZETTE

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**As I was** sitting here trying to get over my monthly bout of writer's block, it suddenly came to me what to bore you folks with this month. Well relax, it's not more Polar Bear Meet stuff! But it was fun! No, I think I'll go into my favorite subject which is train operation. But with a little twist just to keep most of you awake through the whole issue!

**Last month I** reminded you all of our ongoing wonderful bunch of 'Adopters', those fellow members who have adopted either track, or building or a piece of equipment to help Train Mountain maintain and improve the experience. Well it must have sparked some more interest 'cause we have two new adopters; check out From The Manager for details. Welcome aboard and thanks for the help. So what has this got to do with operation you ask? You all know me well enough by now to know there is no direct route into my logic path so just hang on for a while, OK?

**In the process** of designing and building Train Mountain, Quentin has placed these wonderful little spurs and sidings and what have you all over the place. Some of these are now part of the wonderful experience of coming to Train Mountain, like Youngstown, Little Falls, Colton, New Isom and others. There are other 'bare' spots that could use some 'adopting' and some structures for the railroad to serve. (See I told ya' I get em' related together). Think about the rolling stock you own, maybe a boxcar or flat car or whatever. What kind or kinds of industries need your car? For simplicity's sake let's say it's a boxcar. Pretty safe on this one I think. Almost every industry on the railroad needs freight in and freight out via box car. How about a box factory. The boxcar would bring in raw materials and take out finished boxes. These finished boxes could be used in Youngstown, at the Farm Supply in Colton, or any other producer of goods on the railroad. How about adopting one of the many unfinished spurs on the railroad and building an industry for that spur. Of course that would also mean you would help in the maintenance of that local area but what the heck, we'd gain another car spot. Oops I'm getting ahead of myself with that car spot remark. More on that later.

**After you've** been round and round at your favorite track you start to look for something to add to the enjoyment of the round and round trips. This is true even at Train Mountain. For the first few times you are here, the Mountain itself is overwhelming. If you can only come every few years or so the Mountain has changed so much from your last visit that its almost like the first time experience. But for some of us frequent users, doing a little operation now and again

sure spices up things. Please look at the What Works column this month for some operation ideas and suggestions. BTW the first Train Mountain Meet of 2005 at the end of May will feature way freight switching as part of the running portion of the meet. You do NOT need to participate in the switching if you do not wish to. You can come and enjoy Train Mountain and totally ignore those goofy folks with way bills and switch lists, and . . . .

**OK, now** remember these very important dates:

**35 Days until Kitsap Week!**  
**73 Days until Meet One 2005!**  
**462 Days until the Next Big One!**

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Upper: These 2-1/2 inch scale cars need to be switched as well as the 1-1/2 inch scale stuff.  
Lower: Bob is doing a little switching in the main yard and with a little help from his switchman he will be on his way.

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**FROM THE MANAGER**  
**The latest information**

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We have started off the month with beautiful weather and a bright outlook that it will continue; but like I have said in the past, we will pay for the early mild weather by having high fire dangers earlier than normal and the water issues all around us could cause problems. I understand that Idaho is in even worse shape than we are. It sure has been nice to get outside and work though.

The past month has been productive with the submission of a zone change application from EFU-CG (Agriculture) to F (Forestry) on over 500 acres and a comprehensive plan change application at the same time, which has been well received by the county. I am told they will move the applications on to the state for their approval. Next we begin new Conditional Use Permit applications to make much of the infrastructure more permanent as far as permits are concerned and open up some opportunities for income-generating events. The Department of Natural Resources has toured the property as a result of an application we submitted last year, which might benefit us by assisting in funding for brush removal on the property. This is part of our forestry plan to promote healthy tree growth and reduce conditions which would feed wildfires. Lots of good things happening.

The track has been run a few times now since the thaw or maybe I should say the continuing thaw; mostly good reports but as always some heaving problems from the frost. A couple reports of track damage and wear and tear issues, but all in all it sounds pretty good. In many places, as Quentin pointed out to me, we need to change out the long switch machine ties and install kick switches mainly because the long ties always lift up in the freeze and thaw process and are too light out on the outer end to reset themselves. Russ reported a broken joiner at south portal, which is an unusual event (I have just looked at this and discovered it is both rails and it is an insulated joint made of fiberglass so not so unusual.) but until that ground completely thaws I think we would damage it more if we move it around much.

You can tell spring is close when you see pine needles starting to accumulate in the burn pit! Ron and Caroline have been cleaning up and hauling in needles and Sonya and Sarah hauled needles to the pit for the Rickmans. Who are the Rickmans? Our latest adopters of course, Sabra and Jim Rickman are new members and new residents to Chiloquin (for those at the Polar Bear Run the Rickmans made the Polar Bear Cookies). They have adopted the lower section of the Serpentine from Youngstown to Train Mountain Road and have been hard at it raking. Just before Jim and Sabra came in to sign up, Bert Newberry came to our aid and took over the Firewood Loop. This area was adopted but has not been maintained over the past couple seasons and Bert was willing and able to take up that slack. Thanks guys and thanks to all of our adopters. A note to those local folks with adopted areas, guess what is ready to rake up? If you make piles and let me know we can have others haul it off or we might even let you haul them off if you like.

Yes, Charlie is still building parts out in the shop and Jerry is still playing hooky in sunny California while the work just keeps piling up! Just kidding, Jerry. Peg has been helping in the office as well as John Wheelock. Ron, Caroline and Pat have been finishing up water towers and reorganizing the shop with new wood racks and maybe some new tables to build stuff on.

Richard has been recovering from a hernia operation and is pretty much back to normal, whatever that means. Paul, Sarah and Sonya have been keeping this place cleaned up, working on the signal cabinet restoration project and lots of outside work. Paul and Richard have also been taking the Blue Caboose interior out so it can be redesigned and go through the permit and inspection process. I know you never hear about Carol, that's because she is too busy to tell me what to write! As you know we would fall apart if not for her efforts in the head office, she must be doing a good job cause we are still here. Thanks Carol.

Seven doors have arrived for Containerville and Richard and Paul are hard at it cutting holes and installing doors out there. The ground is drying up so we can resume work on the drainage and foundations for the next ten, no news on affordable, quality containers yet.

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!**

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The time is running short for you get your personal projects completed so you can come join in the fun and frolic at 4200 feet!. It's just a few more weeks and we'll be a party'n like crazy and if you're not here it just won't be the same! So come on now, no more excuses, finish your home duty chores, and load your stuff, we'll be a'waitin fer ya!

**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

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## **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)

**Containerville Owners Projects** - 2 to 4 people 3 weeks

New switch at Four Way Crossing for entrance into Containerville

Connecting track from new switch to yard throat

Finish ballasting and leveling yard throat tracks.

Explore alternate switch arrangement at Central Station end of Containerville yard.

*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. There is also the Adoption System that has worked so well. Lots of ways to help all we need now is you!*

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## **WHAT WORKS?**

### **Oh No - Operation!**

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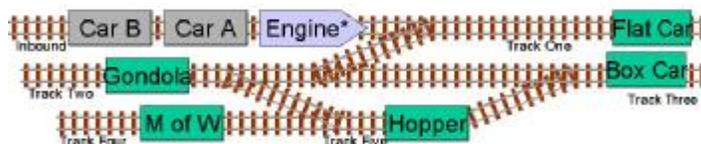
**The train** rides in the woods of Train Mountain are certainly memorable and beautiful. However we must remember it is a railroad and not an amusement park ride. There's work to be done and commerce to conduct. After all, the railroads' many customers must be served! Geez, sounds just a late night infomercial! Yeech! But of course we do have rolling stock, track, and industries. Why not put them to some good use? During the First Meet 2005 we will be doing our Way Freight stuff. If you'd like to join in, please feel free to do so. This is not just for experts or the experienced. We have challenges for all skill levels and we will try and make it interesting for all who wish to participate. If you would like to have your rolling stock included in the fun, please see me before Wednesday of the work week so I can have the proper way bills made out in advance. Your cars must be available through Saturday evening. Our system here at Train Mountain is really quite simple. You go to Main Yard track 108/109 and pick up a freight car. On that car will be a 'Way Bill'. On this Way Bill will be a Destination. Put the car into your train and go for a ride. When you get to the destination listed on the way bill, drop off the car. Remove the way bill (don't litter) and look to see if there is a car already on that 'spot'. If there is, follow the instructions on that car's way bill. If it has no way bill, return it to main yard track 110/111. We will not have any cars on any sidings, only stubs or spurs. Any train may be stopped and inspected to insure that all safety cables are properly fastened. If you are communicating by FRS or CB radio please go off the main frequencies for your switching duties and return to channel 1 or FRS 10 when completed. All trains NOT operating with the way freights have priority over the way freights. That is, the way freights must take the sidings, keep the mains clear, and let all other traffic proceed before the way freight continues.

**Some special** rules for the more experienced. Special moves as outlined on specific waybills may require an additional flag man. If you are running a steamer or early diesel you must have a caboose. Way freight cars will be cut in in front of the caboose. No tank cars or stock cars may be directly coupled in front of a caboose. If you are running a modern diesel the last car in the train must have a 'Fred' in operating condition day or night.

**Now some** of us may be intimidated by trying to do way freight switching out on the mainline during a meet with all the trains and folks watching and so on and so forth. How about trying your hand over at the little switch yard known as the Timesaver. It's located next to the fuel depot where we usually have the inspection tent during the big meets. This little area has facing point switches, trailing point switches, a run around and all kinds of goodies. Besides it's a lot of fun. One word of caution, the switches are very tight so selective engines will work there. If your engine won't work there but you would still like to 'give it a go' then see me and I'll let you use big red (AKA Woodside Lumber 2000) so you can see how its done.

**Additionally** some of you just don't want to get off your train and throw switches and uncouple cars, etc.. Then how about some operation with a different twist. This will take you and two of your train running buddies to make it work. Here goes. Plan to have 12:00 lunch at Steuer siding on Saturday of the meet. One of the trains is in charge of getting all the non-perishables delivered ahead of time to Steuer, say at 11:30 or so. This allows time to set the table, get the stuff out and ready to rock and roll. A second train has to deliver the perishables (lunch and the drinks). And lastly, the third train has passenger duties and is scheduled to arrive at Steuer at 12:00. You each are to take different routes when leaving Central Station. The passenger train must go all the way out Elizabeth River Loop and arrive as close to 12:00 as possible. Remember, it's a meet and you are not the only ones running trains, so plan your time accordingly. You will need to make a couple of trips on Thursday and Friday to get the timing down. Good Luck.

**So there** you have it folks, some fun in the sun at Train Mountain. I think after you get a chance to play the railroad game you will start to see where some more industries along the right of way will not only add to the visual spectacle of Train Mountain but also to the 'game'. I know of some planned industries such as junk yard, another lumber camp, a pier/dock scene, and a couple of others. What would you like to see? Where would you like to see it placed? How about adopting that industry as your project and get together with Ross and get it listed. Sure sounds like fun to me!



**John Allen Timesaver**

# Oh yeah, but what about? . . . . .



Name these cars, what do they carry, how are they loaded / unloaded, what industries have need of their capabilities? These are all questions that need to be answered to play the 'game', are you ready?



And how's this for a special set of rules and characteristics for switching. The log camp cars on their way out to Steuer Siding and Camp 1.

Special purpose cars have their own set of rules applied by the very nature of the loads. These work trains need to be taken out to the waiting crews, but at what speed, by what route, and at what time?



How about a propane shuttle train between Crisp Yard and the fuel depot?



The play area known as the Timesaver is clearly marked so you know where the cars are 'supposed' to end up! Right? Give it a try, you may find out it's a lot of fun.