



The Mountain GAZETTE

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First let's get something settled right away, if you don't want to listen to me go on and on about what a great meet Joel Slagg and crew put on, PLEASE turn over to the From The Manager column. Oh good you're still here!

What a great meet Joel and crew put on, the First Annual Operations Meet. Joel has spent many, many hours just getting the paperwork figured out and then he came over on Monday before the meet to physically put things in order. Several of the Canadian contingent showed early in the week and also put in many long hours getting us ready for the Ops Meet. As most of you regular readers of the Gazette know I love operations. I have directly involved in many sessions over the 50 years I've been in the hobby of Model Railroading. I have operated with the best operators on the best layouts, but nothing compares to the system designed and written up by Joel, and certainly nothing compares to Train Mountain. Over 80 cars were used in the way freight switching (thanks Train Mountain, Steve Panzik and others), 9 scheduled passenger trains were run per day, and several other special trains were run as well. There were 62 people registered for the meet. The vast majority had never done any operations before and came simply because they were curious about what it was all about. Well novices they may have been but with the really cool system we were running, by noon Friday they all sounded like a bunch of folks who had been doing this all their lives. Now you notice I said 'sounded' like a bunch of pros. For this meet we used a radio dispatch, radio detection system devised by Joel. At pre-designated reporting points we all called in to dispatch to let them know where we were (or at least where we thought we were!). This radio traffic turned out to be a very nice feature of the meet. As an example, we went out for a short four run on Sunday and only saw the usual number of trains in four hours (3). However, the amount of radio traffic added the excitement of a big meet, listening to the other trains running on time tables or doing setouts or pickups. One of the more enjoyable exchanges was when a crew member stated they were leaving Youngstown for Cobra with a setout for Cobra. There was a long silence on the air and then Dispatch replied 'I don't think so!'. If you don't get it, don't worry, Train Mountain will be issuing updated track plans next year and you'll see that you can't get from here to there directly. Bottom line is, we all had a ball. Thank you Joel for a great session and thank you Quentin for Train Mountain and thanks to all of the members who came and volunteered their time and talents to making the first Operations Meet such a great success.

Rumor has it the next Operations Meet will be during the work week prior to the train meet in August 2006. Hurray!

In the news! Tom and Fred Vertel have been very busy folks lately. Seems that Roll Models was selected by Neiman Marcus to supply a 'Fantasy' gift for inclusion in the 2005 Neiman Marcus Christmas Catalog, you know the one that usually has his and her matching airplanes or something of that sort. Well this year it's a train set! A 3¾ scale Prairie, 7½ inch gauge train set including a steamer, two riding cars, a caboose, 1,000 feet of track and other goodies. Roll Models didn't have one in stock so they contacted Tom and Fred and used their engine for the catalog photo shoot. Neiman Marcus got really excited by the whole project and invited Roll Models and the train and the crew (Tom and Fred) to join them in Dallas, Texas for the unveiling of the new catalog and of course the fantasy gifts. A little added drama and excitement was that unveiling was being held the weekend of Hurricane Rita pounding the Texas coastline! All the major TV groups were there as well as all the major press publications. Quite a day, I'd say. So how do you follow up such a great day for Roll Models, Tom and Fred and the hobby of livesteamer? How about a phone call from the 'Today' show requesting that Neiman Marcus bring their 'train set' and set it up in Rockefeller Plaza in New York City so it could be run LIVE on the Today show. The show was scheduled for the morning of the 17th of October.

The next event at Train Mountain is the annual Halloween Party at 7:00 p.m. Saturday, October 29 at Train Mountain. For admission you need to wear the costume of your choice, and, if you wish, bring a decorated pumpkin for the pumpkin contest. Remember that you must come in costume and please bring a main course dinner dish to share with the rest of the party goers. It is a family evening on the Mountain, always lots of fun, with lots of food and some really great costumes.

Jerry Crane, our fearless leader for the upcoming 2006 Triennial has a special request to make, please read his report in this issue.

To contact The Mountain Gazette:
Gazette@trainmountain.org or
The Mountain Gazette, P.O. 927, Chiloquin, OR 97624
Russ Wood, Editor

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Contributors:

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FROM THE MANAGER

The latest information

Well another extraordinary railroading season is slipping on by, every season seems to just get better and better. It's because of you, our members, and the best boss and staff one could hope for that makes it possible for me to say this. Thank you to all of you. With all you do and accomplish the future looks bright indeed.

As you know, we just closed the books on our first ever Operations Meet. This event far exceeded my expectations, which was a pleasant surprise. There is one person that comes to mind that made this event possible and successful and that person is none other than Joel Slagg, whose untiring efforts and the right formula made this a great meet. Thank you very much Joel! And a special thank you to Hugo Meisser, who designed the stop blocks that were used for this meet, which were a huge success. This event was a fresh new event that brought out some very interesting things, such as new ways to use the railroad, ideas from you as participants that will increase the possibilities of more exciting operations, things we need to learn about radio use, dispatcher control techniques, how to make passenger trains run on time, and also how to work together as train crews and operate on a dispatcher-controlled railroad. What a great experience!

Another aspect of this event was the people of course, the friendship/camaraderie was amazing. I saw folks teach new folks the art of operation and once they figured it out, new folks were taught not only operations but also train operations and all the various operations and positions required to operate a train. I witnessed young engineers operate with seasoned veterans and being taught by these veterans and then many of these veterans taught these young ones how to operate their own locomotives and put them to the task of engineering! I have to commend these folks and praise the fact that they have gone beyond the norm and are the true teachers of the next generation of model railroaders. Many folks stood out during this event and thank you to each one for all your help. Even Howard and Jeannie Springer made the journey down for the meet! They have been absent for some time due to health problems and it sure was good to see them again.

Canada was well represented for this event; they were all

steam powered and did an excellent job switching cars during operations. It was a great pleasure to have these seasoned steam locos and engineers here. I understand that many of them have been hard at it at their home club V.I.M.E.; in particular, bridge additions that can be viewed on the web at Trevor's site LiveSteaming.com. Great job! Just shows you how wonderful railroaders are and the things they can accomplish.

In the past month we not only got to have a new event but Rene' and I were asked to host a tour and train ride for Merle Haggard and his wife and 3 kids, it was great fun. I was a little apprehensive as to what to do with this type of tour but once I had met Merle and his family I was much more at ease. We spent the day chatting and took the longest train ride I have been on here with Merle engineering the Burlington Northern GP50 with fuel tanker and 3 passenger cars and he did a masterful job of it. Merle's son ran out front on the speeder and set switches for the 3 hour ride. Lee and Toni Brooks were available and showed the group their steam engine and diesel and answered questions. Hopefully we will have a new member and get to see more of Merle and his family. Merle was born and raised in oil country (Bakersfield), so perhaps he can show us how to build an oil field and refinery for a new industry along the tracks.

With fall pushing in, we are scurrying to get some cleaning and organizing done outside and prepare the place for winter. Richard and I will be working on roads, the 2% Solution, the bypass from the tunnel to Central Station, the new burn pit loop, 300 acres of brush work for forest management and a few other things until weather is too bad to access the jobs. We hope to get enough rain soon to get lots of dirt work finished. Sarah and Sonya are busy getting the flower beds ready for winter and helping out where ever needed along with their regular chores. Sonya is back in college now, so we only get to make her work part time. Of course Carol is busy as always trying to keep track of us and get ready for the new year and triennial.

Art and Charlie are finishing up some diamonds and working on the main yard in hopes of getting it in shape for the triennial. Ron and Caroline are finishing up some work for the Vertels and will start a series of accessory buildings soon that will be used for storing things used in the towns around the railroad. Jerry has been busy with building a new shop and such at his house, so he has been scarce but comes in a couple times a week and helps out with repairs on trains, cars and heavy equipment. Bert Newberry is making parts for switches so we can get some extended length guardrails installed on switches with steel frogs. Peggy has been doing her normal cleanup work to help keep the place looking good and of course keeping an eye on Charlie to keep him out of trouble. Thanks everyone for your help.

Looking forward to seeing you at the Halloween Party on Saturday, October 29th!

Talk to you soon

Ross Perrin, (GM)- tmrrgm@trainmountain.org

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2006 TRIENNIAL REPORT
Current status of the planning and preparation!

As I mentioned in a previous Gazette we are now putting together our list of chairpersons for the many committees that will be conducting the volunteer activities during the upcoming triennial. Here is our list as it now stands:

Chief Volunteer: Jerry Crane – jerald_maydell_crane@netzero.net
Deputy Chief Volunteer: Mark Flitton – mjflitton@msn.com
Deputy Chief Volunteer: Richard Ledyard – Rledy10314@aol.com

<u>Committee</u>	<u>Chairperson</u>	<u>Email Address</u>
Arrival/Check-in (was Registration)	Doug Auburg Sheri & Jim Beauchamp	dauburg@wa-net.com
First Aid:	Veronica Taylor	4t-shay@msn.com
Unloading:	Lee Brooks Kevin McKinley	brookt11@verizon.net kmctrains@bendcable.com
Boiler Test:	Pat Durand	sewtrain@att.net
Train Inspection:	Toni Brooks Jim Armstrong	brookt11@verizon.net armstrong-j-g@cableone.net
Shuttle Vans:		
Shuttle Trains & Train Rides:	Bob Rufenacht Lee Pirtle Les Dent	rwufenacht@comcast.net leepirtle@hotmail.com les@clesliedent.org
Information Booth:	Russ & Linda Wood	russ@hobby-tronics.com
Fuel Yard:	Boyd Butler ½ Day	linbb@worldnet.att.net
Communications:		
Campground Hosts:	Jeanne Meisser - Blue Caboose Leonard Houpt - South Meadow - Six Acre	hjmeisser@cox.net mary_n_len@hotmail.co
Roving Track Repair:	Mark Flitton Rich Ledyard Jeff Phillips Art Crisp Charlie "Bill" Schubert	mjflitton@msn.com Rledy10314@aol.com charbil@centurytel.net
Yard Masters:	Joel Slagg – Main Yard Ed Ackerman – Main Yard Dale Taylor – Passenger Station	slagg@cableone.net oldberrybear@msn.com 4t-shay@msn.com
Trash Pickup:	Ed Rehberg	edbev@rmci.net
Back Shop Repairs:	Al Witcombe Jerry Balf	alwitcombe@myexcel.ca lnjrvtoter@msn.com
Security:		
Seminars:	Greg Robinson	grobenson@sunset.net

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As you can see we have chairpersons for almost all committees with a few exceptions. We still need a chairperson for three committees. We need individuals to take on the Shuttle Vans, Communications and Security Committees.

As chairperson of the Shuttle Vans committee you would get a daily signup list of drivers for three hour shifts and to make sure the vans receive their daily servicing. As chairperson of the Communications committee you would set up the central family band and CB radio station and get a daily signup list of monitors for three hour shifts. Getting persons to signup for shifts is not that hard in that we have a daily meeting where volunteers can signup for the various activities. As chairperson of the Security committee you would use one of Train Mountains Gators to make random checks to see that all gates are secure and to keep a general eye out for any irregularities. You would not be asked to perform any police activities. You would report any problems to the proper authorities.

We also need a campground host for the Six Acre campground.

If anyone would be interested in any of these positions or you would like additional information, please let me know.

Thank you,
Jerry Crane jerald_maydell_crane@netzero.net

NEXT WORK WEEK (FIRST MEET 2006) What do we do next!

This will be the **LAST work week before the 2006 Triennial work week!** We are now down to just one more work week until the 'Big One 2006' edition! Take another look at this list and you can see that it can be done, but it's going to take your help! And please remember to plan enough time to have some **fun** while you're here!

Meet	Work Week	Train Meet
Polar 2006	2nd Annual Polar Bear Meet	Sat Jan 14—Sun Jan 15
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

Possible May Work Week Projects

May 27th—June 1st, 2006

Main Line Tune up—Several crews, all work week

Main Yard Tune up—Two people, two weeks

Six Acre Yard—Two people, one week

Add switches, ballast.

Grade Crossings Upgrade—Two to four people, two days each

Replace any wooden tie sections within two track sections of all grade crossings with steel rail on plastic ties (this can be an ongoing project)

And of course there is the always popular, rake pine needles and pine cones fun and games!

OPERATIONS MEET 05 ATTENDEES The folks that had the fun!

Last Name	First	City	State
Armstrong	Jim	Nampa	ID
Auburg	Doug	Vancouver	WA
Boshion	Bo & Pearl	Shingletown	CA
Breen	Quentin & Sharon	Chiloquin	OR
Brooks	Lee & Toni	Kennewick	WA
Buckle	Bob	Victoria	BC
Crane	Jerry	Auburn	WA
Crisp	Art & Genevieve	Chiloquin	OR
DaBroi	Larry	Mount Shasta	CA
Dent	Les	Dublin	CA
Flitton	Mark J.	Caldwell	ID
Gray	Betty	Roseburg	OR
Gringan	Ken	Victoria	BC
Haas	Jim	Klamath Falls	OR
Halliday	Allan	Sidney	BC
Hanam	Owen	Victoria	BC
Hayes	Bob	Chiloquin	OR
Haupt	Leonard	Woodland	CA
Jones	Al	Dexter	OR
Kludt	Bill & Joyce	Centralia	WA
Knight	Julie, Dawson & Derek	Nampa	ID
Ledyard	Rich	Boise	ID
Leonard	Andy	Victoria	BC
Leonard	Richard & Laura	Woodland	CA
McKinley	Kevin & Tammy	Redmond	OR
Meinershagen	Charlie	Redding	CA
Newberry	Bert	Chiloquin	OR
Olson	Leonard	Roseburg	OR
Pape	Jeff	Gresham	OR
Pirtle	Lee	Chiloquin	OR
Plumpton	Cliff	Victoria	BC
Rickman	Jim & Sabra	Chiloquin	OR
Rufenacht	Robert	Pleasant Hill	CA
Schubert	Charlie & Peg	Chiloquin	OR
Simon	Joe	Dallesport	WA
Slagg	Joel	Boise	ID
Smith	Bill	Victoria	BC
Springer	Howard & Jean	Poulsbo	WA
Stark	Richard	Dublin	CA
Stutts	Chuck	Chiloquin	OR
Veltman	Tom	Springfield	OR
Wegerif	Mike	Victoria	BC
Williamson	Judith & Grant	Victoria	BC
Wood	Russ	Chiloquin	OR
Yardley	John	Victoria	BC
Young & Jones	Ron & Caroline	Chiloquin	OR
Yunker	Donald & Jan	Klamath Falls	OR

Now if you take the time to check out the list of attendees something very interesting starts to appear. There are 44 of 62 out of towners on the list above. People drove for many miles to get here and try out this thing called Operation. Ask anyone of them if they will be back for the

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next one! What a great meet thanks for letting me join in the fun, it was a ball!

2006 Triennial is coming up. Please get your registration in early and save yourself a couple of bucks. The registration form is included with the "snail mail" version of this issue and is available at www.TrainMountain.org for those of you who get the internet version.

Membership Renewal is due by January 1 to assure that you'll be included in the 2006 Membership Roster. The form is available at www.TrainMountain.org for those of you who have internet access. For those who do not, it is included with this issue and will be included again in November.

Thank you to Peg Schubert, who so reliably and cheerfully shows up every month when it's time to collate and prepare *The Gazette* for mailing! And Peg offers her special thanks to Pam Panzik for her assistance with the September issue.

OPERATION MEET 05 PHOTO GALLERY

Check out those smiles!

The first morning briefing where we all got our first look at the terrific Ops Manual that Joel had written.



The tools of the trade for an Ops meet. Way bills, track skates, instruction booklets and sheets, and various other goodies to help put on the show.



Joel presided over each morning's briefings and he and Al took turns dispatching. On Sunday we even let him go play a little running a way freight.



The dispatch panel was made from a sheet of metal covered with a very large printout of the Train Mount track plan generated by Glenn Peterson. The trains are indicated by magnetic strips.



Each train was assigned a train number based on its class. The passenger train ran according to schedule, and unlike Amtrak, actually ran on time.



Thanks to Train Mountain, Steve Panzik and others we had a very large selection of rolling stock from which to choose.



We also had lots of kibitzers on the side lines 'helping' the crews get their trains in order for the days work.



Eventually the crews made it out of the yards and onto the mainline for a days work. Les Dent and crew switching at Colton.



Crew and train assignments were handled at Central Station adjacent to dispatch.



Just in case you think that only the diesel folks like the operations game, think again, the steamers had an equal number of crews to the diesel folks and most of them were from Canada!



Youngstown was a lively spot on the Serpentine throughout the entire meet with trains coming and going all the time.



Speaking of the Serpentine the hill was full of trains and smiles. You would think these folks were having fun or something!



By the way the junior members were represented during this meet and they performed as well as any other member. Well done!



Now running a meet in October is risky because of the nature of the weather, it was cold and drizzly to start the meet, but Mr. Sunshine broke through and we were blessed with some great weather and some spectacular fall colors. Just take a look at the Lumber Camp background or look back up Dam 3 through the Aspens! What a sight!



At the end of the last day the group gathered for an informal critique of the meet with the following result: What a ball, When's the next one? Answer: August 2006, right after the Triennial.



Now you might ask what does a bunch Train Mountain members do to follow up on such a great meet, well we headed over to Bob Hays's house and laid some 250 feet of track, put in a switch and then ran a train over it.



Happy Halloween and from Quentin, Sharon, Ross, the staff, and all of the locals to all of you, thanks for a great 2005 season. See you at the Triennial if not sooner!

TRAIN MOUNTAIN RAILROAD MUSEUM

36941 South Chiloquin Road • Chiloquin, OR 97624-9728

Voice: (541) 783-3030 • Fax: (541) 783-2013 • E-mail: info@trainmountain.org

Web Site: http://www.trainmountain.org

TRIENNIAL 2006 REGISTRATION

June 26 to July 2, 2006

Please enter the names of those attending exactly as you want them printed on your Triennial 2006 Name Badges:

1. _____ 2. _____
3. _____ 4. _____
5. _____ 6. _____

Address: _____ City: _____ State: ____ ZIP: _____ Country: _____

Telephone: _____ E-mail: _____ Arrival Date: _____ Departure Date: _____

Please provide information for each locomotive and train consist you plan to bring on the other side of this form.

Vehicle Parking Permit Information (check one):

- My vehicle's description: Make, Model: _____ State: ____ License No.: _____,
 I will be driving a rental vehicle and will provide this information upon arrival, or
 I will not be parking a vehicle onsite.

We will be staying (check one):

- Local Motel Local RV Park Local Campground With Friends
 Self-contained RV at Train Mountain South Meadow (which has limited water & no electricity)
 Tent camping at Train Mountain Six-Acre Campground (which has limited water, no electricity & portable toilets)
 Other: _____

Each attendee will receive a Triennial 2006 Name Badge. Each car will have a Triennial 2006 Parking Permit. The Registration Fee Schedule is for each person attending and is designed to encourage early registration, so that essential services can be booked well in advance. The Registration Fee payable is based on the postmark date on the envelope. For children age 6 and under registration is \$5, for children age 7 to 12 it is \$25 and for everyone over 12 it is the following (check one):

- | | | |
|--|---|---|
| <input type="checkbox"/> \$50 through November | <input type="checkbox"/> \$56 during February | <input type="checkbox"/> \$62 during May |
| <input type="checkbox"/> \$52 during December | <input type="checkbox"/> \$58 during March | <input type="checkbox"/> \$70 during June |
| <input type="checkbox"/> \$54 during January | <input type="checkbox"/> \$60 during April | <input type="checkbox"/> \$75 at the Gate |

Enclosed is my check payable to "Train Mountain Railroad Museum" for Registration Fees to attend Triennial 2006 at Train Mountain for _____ persons under 7, for _____ persons 7-12 and _____ persons 13 and over for a total of \$_____.

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. I agree to be responsible and financially liable for the actions and conduct of my family members and guests. I agree to be responsible and financially liable for any injury or damages arising from the use of my equipment.

Train Mountain Office Use Only:

Date

Signature

Date _____ [] check # _____ [] cash
[] Visa [] MasterCard # _____
Exp. Date _____ ID # _____
[] Megan's Law Check _____

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TRIENNIAL 2006 REGISTRATION

June 26 to July 2, 2006

Name (in case pages get separated): _____

To assist us in assigning you a storage siding, we ask that you provide us with the following information for each locomotive and freight or passenger consist you plan to bring to the Triennial. If you bring several locomotives, we will attempt to assign all of your equipment to the same track or to adjacent tracks. Please remember that the maximum train length for operating on the main line is 140'.

1. Engine Description: Type: _____ Road Name: _____ Road Number: _____

Fuel: Unleaded Gas Propane Diesel Coal Electricity Other: _____

Length of engine consist (engine, tender, and engineer car) _____'

Length of freight or passenger consist _____'

Total train length _____'

2. Engine Description: Type: _____ Road Name: _____ Road Number: _____

Fuel: Unleaded Gas Propane Diesel Coal Electricity Other: _____

Length of engine consist (engine, tender, and engineer car) _____'

Length of freight or passenger consist _____'

Total train length _____'

3. Engine Description: Type: _____ Road Name: _____ Road Number: _____

Fuel: Unleaded Gas Propane Diesel Coal Electricity Other: _____

Length of engine consist (engine, tender, and engineer car) _____'

Length of freight or passenger consist _____'

Total train length _____'

4. Engine Description: Type: _____ Road Name: _____ Road Number: _____

Fuel: Unleaded Gas Propane Diesel Coal Electricity Other: _____

Length of engine consist (engine, tender, and engineer car) _____'

Length of freight or passenger consist _____'

Total train length _____'

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New Membership Application for 2006

Existing Membership Renewal for 2006

I hereby apply for membership in Train Mountain Railroad Museum for the calendar year 2006, 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 "19" pin to replace the "18" 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.

2. _____ New Renew 3. _____ New Renew
4. _____ New Renew 5. _____ New Renew

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

For Train Mountain Office Use Only:

Check # _____	Date _____	Badge/Pin Sent _____	Map/Roster Sent _____	Megan's Law Check _____
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