



The Mountain GAZETTE

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I've always looked forward to producing The Mountain Gazette, but this issue is turning out to be an extra hard edition to get into your hands. As we are all aware our hobby is somewhat of a senior hobby. Many of us are not quite as young as we once were. This was reinforced by two recent events at Train Mountain. Bill Farmer's family and friends had a memorial service at Bill's property at Train Mountain to honor his passing. The second tragic event was the actual passing of guest Dick Sivers during a meet. Both will be missed by all who met them.

As part of a senior fraternity, I would like to take this moment to remind all of us to take it easy and enjoy this great place called Train Mountain. You all know I always try to remind everyone to drink lots of fluids, remember the altitude, etc. We appreciate all your hard work and the tremendous amount of things accomplished by you, the members. However, you must first take care of yourselves. Veronica is constantly reminding us all to monitor how we feel while we are here. Take your medications, drink your fluids, take frequent breaks, enjoy yourself and make sure to get a good nights sleep. We enjoy your visits, but we enjoy your return visits even more.

At the banquet Quentin helped us put it all in perspective about doing those things you have always wanted to do as there are no certainties. If there is something you wish to accomplish or some place you wish to go, then do it. Bill and Dick are examples of that ideal and both accomplished their desire to be at Train Mountain and to help make it a place where others would like to come. I would like to thank Quentin for letting us live our dreams and Bill and Dick for helping us make it happen.

Also at the banquet Quentin acknowledged those that have made a difference in the Train Mountain experience. Most of us know that the staff at Train Mountain are more than employees, they are also our friends and are as much a part of the experience as are the track plan, the trees and the blue skies. They love this

place as much as we do. Just to make sure we didn't lose Carol as she heads into retirement, Quentin awarded her a Life Membership at Train Mountain. An award well earned and well deserved, congratulations!

Other Awards presented were: 100 Day Volunteer Awards: Hugo & Jeanne Meisser, Jim & Sheri Beauchamp, Lee & Toni Brooks, Steve & Pam Panzik, Jerry Crane, Dennis Ediger, and Bert Newberry; Certificate of Appreciation: Steve Panzik, and Order of the Gator: Art Crisp.

Operations Meet Banquet Menu:

Your choice of TriTip or Grilled Chicken, Potatoes AuGratin, Steamed Vegetables, Caesar Salad, Cheesecake, Rolls, Beverage. You are welcome to bring a beverage of your choice for your group if you wish.

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FROM THE MANAGER
The latest information

Another great meet has come and gone, noticeably smaller than the normal September Meet, but just right. Typically all meets are smaller during a Triennial year, so no surprise to me plus we have spread things out more with the addition of the Operations and Polar Bear Meets. Lots of things were worked on, including the installation of 1290' of track in Aspen Grove Loop which is now ready for ballast. We will continue to lay track there as we have it available and as the roadbed is ready. Many projects were worked on during the event, thank you to all those who helped out. There was some great equipment to enjoy and great friends as well.

With the passing of Dick Sivers there were some sad times too. I am told that Dick had wanted to visit TM for a long time so if he had to go, this was the place he would most likely have chosen. So long Dick, I didn't know you well but the short time I did was great.

The passing of 3 friends (Bill Farmer, Henry Aguirre and Dick Sivers) makes one reflect on what we mean to each other. In Quentin's speech Saturday night at the banquet he commented that we had become a family; how true that is! Richard and I were discussing the feelings we have or realized we have as friends passed on and how deep seated those feelings were for the folks that come to Train Mountain. After a short bit of time we came to the conclusion that we will have many a rough road ahead to deal with. I am sure that some of those roads will be worse than others just because of how well we knew someone, but I guess we will just have to deal with that as it happens. No matter who it is, it is sad!

Along the way these reflections brought into the conversation thoughts of certain members and their accomplishments. I hope I get to know everyone well enough to know about their accomplishments and talk about them with them. We have such a diverse group of people that those accomplishments are amazing at the least. Just last week a fellow asked me if I was aware of some of a particular member's accomplishments, which led to a discussion about jobs which made me realize what special people we have here. Moral of the story? I guess for me it is to not take anyone for granted because you all are special.

Art and Charlie are back to the business at hand, reconstructing the intersection between the Backshop, fuel sidings and Central Station. They have to build a steel diamond for that project as well. Ron and Caroline are working on building restoration projects and

finishing up more fire extinguisher shelters. Most of our summer workers have completed their projects and are packing up and heading out.

On the donation front, we have received upholstery materials and work from Dennis Ediger and his crew of happy upholsterers restuffing the dining room chairs, a drill bit sharpener from Hugo and Jeanne Meisser, and of course the great dinners during the meet at the homes of Vertel, Kincaid, Bert Newberry and Wood as well as the Blue Caboose Potluck and Sunday Morning Omelet in a Bag thing. (I heard that was great). Thank you to everyone for their efforts!

Due to the large amount of information to be published this time I will be pushing the Wish List forward to a future addition.

Talk to you soon:

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

OPERATIONS MEET**Calling All Cars! - Joel Slagg**

October is just around the corner, and that means it's time for the second annual Train Mountain Operations Meet. Here's your chance to be a railroader for a few days.

Yes, I know some of you already are railroaders, but there are a lot of us who never hired out, but still find railroad jobs fascinating. For four days in October, we're going to have the world's largest model railroad operating session at Train Mountain.

For this meet, October 6-9, we're going to try to run Train Mountain more or less like a real railroad. We'll have freight train operations that will require switching moves to pick up and drop off cars at industry tracks all around the railroad. Your switching skills and knowledge of the track layout will be tested as you try to figure out the most efficient way to get the work done while staying out of the way of the passenger trains. This year, we'll have several new sidings and industries to switch.

We'll be operating nine or more passenger trains a day on five pre-defined routes. The passenger trains will be running according to published timetables. The morning departures from Central Station will be a little later this year to let the day warm up a bit. The shortest route is just over one hour, and the longest will take about two and a half hours to complete. Passenger trains don't really need to have seats for a lot of pas-

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sengers – they just need to accommodate an engineer and conductor. They are a good way for people to participate who have small engines not suited to hauling heavy freight trains.

To make this all work, we're going to need some people in addition to the train crews. We'll need a Freight Agent to keep track of freight car movements, create waybills, and attach them to cars. We'll need a Trainmaster to organize and keep track of the trains to be operated. We'll need a Crew Dispatcher to keep track of available crews and assign them to trains. The Main Yard Yardmaster will work with a Main Yard Switch Crew to build outbound trains. Even if you don't have a train to operate, there are plenty of ways you can help. Of course, you don't have to do one job all the time – we're a non-union railroad so you can be in management in the morning and run a train in the afternoon if you want to.

To keep all the activity on the tracks coordinated, we'll have a Train Dispatcher. We'll use radios to keep the Dispatcher in contact with trains so he/she can maintain a visual display of where the trains are, using a large map of Train Mountain. The dispatcher will be able to warn train crews of other traffic in their vicinity. The dispatching function worked well last year, and we've made some changes this year that should make it even better.

We'll have a short meeting at 8:30 each morning in the Hall of Flags to go over the rules and procedures and to discuss anything we need to fix or change to make things run more smoothly. Each participant will be given a copy of the Train Mountain Railroad Operator's Guide, which covers all the information you'll need to know. And by the way, you don't need to attend all four days of the meet – we can pretty much guarantee you'll have fun even if you can only be here one or two days.

If all this sounds enjoyable to you, we hope you'll join us October 6-9. This is a regular Train Mountain meet with a banquet on Saturday night, October 7. Advance registration is required. The registration form is available by clicking the "Meet Schedule" button on the Train Mountain website, www.trainmountain.org, and selecting one of the two links on the top line of the schedule page.

You can contact me by email at slagg@cableone.net, or via telephone at (208) 343-1208. We'll make every effort to treat your cars gently!

Joel Slagg

WHAT THEY ACCOMPLISHED

September Results!

Track Shop: Converting Track Panels: Hugo Meisser, Les Dent, Bill Dwyer, Bruce Eaton, Dick Sivers, Frank Steuer, Tom Veltman, Dennis Ward, Bob Wolfe, Russ Wood

Track Repair: Cal & Mignonne Tinkham – switch maintenance on whole track

Switch Machine Servicing (RWSO: Robinson Weaver Switch Operators): Jerry Crane, Lee Brooks

Switch Shop Work: Hugo Meisser - Continued work on track & turnout handbook, patterns for #9 frogs, & switch points

Track Laying (Aspen Grove Loop – 1290'): Art Crisp, Charlie Bill Schubert, Joe Simon, Jerry Crane, Bob Wolfe, Dick Sivers, John Kelso, Bill Kludt, Lee Brooks, Conrad Watne, Dennis Weaver

Containerville Bypass Tracks: Laid by: Joe Simon, Ballasted & Leveled by: Boyd Butler & Russ Wood

Grounds work: Frank Steuer—weed eating, hauling, mowing etc.; Jim & Sheri Beauchamp—chainsaw work and piling on Elizabeth River, Dam 4 and Aspen Grove area; Toni Brooks—Weeding around Central Station

Steam Water Pump Restoration: Ed Ackerman (continued work)

Back shop work: Al Witcombe

Central Station Dispatch Tower: Dale & Veronica Taylor

Carpenter shop: Car Stop Blocks – Jim Lane, Dennis Ediger (cutting), Carol LaBerge (painting), Painting Buildings - Jeanne Meisser, Carolyn Steuer, Caroline Jones, Building Repair: Lee Brooks, Jeanne Meisser, Ron Young

Reupholstering Chairs: Dennis Ediger, Joyce Kludt, Larry DaBroi, Jim Lane

NOTES FROM CAROL

This will be the last issue of *The Mountain Gazette* published before my retirement, so I wanted to take the opportunity to again thank each of you for being such a pleasure to work with, and to send special thanks to all of you who helped make the banquet at the September meet such a wonderful evening for me. I will take with me many fond memories of my years at Train Mountain. In the future, you will be working with Cheryl, who has been training since the first of September. I know you'll be patient with her during the learning process, as you were with me.

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TRIENNIAL PHOTOS AVAILABLE

Will Landon's Special Photos

Following is a listing of photos and their display locations taken by and donated to Train Mountain by Will Landon, photographer. A 5" x 45" copy of the 2006 Triennial Turntable photo is available from Train Mountain (541-783-3030 or info@TrainMountain.org) for \$20.00 plus \$3.50 shipping per copy. If you would like to purchase a copy of any of the other photos listed, please contact Will Landon, P.O. Box 6073, Bellevue, WA 98008, phone 425-746-3143, email wblandon@isomedis.com.

1. Train Mountain office, over front desk: Boyd Butler (3041) (8').
2. Hall of Flags clock wall: Breen freight train (3035) (16').
3. Hall of Flags clock wall: Short Train Collage (2' x 4'): Noe riding Allen 4-6-0 (3033), Lisonbee with Pacific locomotive (3039), McLaughlin with Allen 10 wheeler (3042B) and Ulin shay and cars (3037).
4. Hall of Flags, west wall (former frying pan wall): 2006 Triennial Turntable (19').
5. Hall of Flags, west wall: Short Trains Frieze (21'): Swain on 2-6-0 (3181B), Heffner on A-B-B-A (3183A), Watne on Hunslett 0-4-0 (3285A), Potter on Pacific Coast #6 (3185B), Gochnour on Utah Pacific (3187B), Vadeboncoeur on Canadian Pacific #5303 (3187C) and Anderson on Erie Triplex (31288C).
6. Hall of Flags, west wall: Jerry Crane on Consolidation 63 (no photo number) (3').
7. Hall of Flags North: Short Trains Frieze (21'): Challenger and Big Boy (3192), Hoke on Fitchberg Northern (3188A), Vadeboncoeur on #5303 Canadian Pacific (5303), Flitton on #2860 Canadian Pacific (3187A), Crane on #63 Consolidation (3186B), Hackett on Union Pacific 4-8-4 (3186A), Potter on wood burning locomotive (3185B), Watne on Welsh Hunslett 0-4-0 (3185A), Reiter on #4158 Frisco (3183B) and Dobbs on D&RGW K-36 (3181A).
8. Hall of Flags East Wall: Long Trains Collage (4' x 8'): Dobbs on D&RGW K-36 (3181A), Reiter on #4158 Frisco (3183B), Moseley on #268 Rio Grand Western (3182B), Ulrich on #9 Colorado & Southern (3182B), Johnson and Saylor and their Virginia and Pennsylvania trains (3182A), Dobbs on D&RGW K-36 (3181A) and Hackett on Union Pacific Train (3186A).

MOUNTAIN TALES

by Hugo Meisser

Ten Little Indians at Blue Caboose

Ten little Indians doing just great,
Two built a house and then there were eight.

Eight little Indians at train heaven,
One fell in love and then there were seven.

Seven little Indians picking up sticks,
One got stung and then there were six.

Six little Indians going for a ride,
One fell asleep and then there were five.

Five little Indians on a painting spree,
Two got shellacked and then there were three.

Three little Indians with track to do,
One went logging and then there were two.

Two little Indians having great fun,
One lost his arm and then there was one.

One little Indian, oh what a pity,
So he went back home to Sun City.

TRIENNIAL PERSPECTIVE

By Pam Dong

Reprinted from the LALS Engine Booster with permission from Pam Dong

Train Mountain is an amazing railroading experience. It's big about 26 miles of track, and a fun place to operate your train. You leave the top at the station and head down into the lower grounds. You are gone for at least 2 hours, and then your hardly see another train in front of you, even though there were over 300 trains registered, and 1000+ people in attendance from around the world. If you were looking for an unencumbered railroading experience, this was it at their 3rd Triennial Meet in June. Several local LALSRM members were in attendance: Dan and Fran O'Brien, Dick and Nene Jensen, Bruce Ward, Cary Steward, Mel Breese, Peter Nott, Leonard Evans, Louis Mooney, and Pam and Wilbur Dong. In addition many non-resident members from around the country attended. If we missed you, I apologize. It's a big place. If you would like to see some of the trains in attendance, go to Trevor Heath's website: www.livesteam.com.

On a more somber note, Quentin Breen held a very engaging seminar on 'Proposed North American Stan-

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dards for Operations and Equipment.' It was very well presented from the point of view of an attorney. Of course he used LALSM as an example and the catalyst for this recommendation. In essence he stated that we are living in a new era, one that is more litigious than ever before. One way of protecting the hobby and individual clubs is to seriously look at having some form of a universal set of standards that all clubs can abide by along with specific club requirements. The purpose of the standards is to allow the clubs to develop a 'Business Record' or paper trail that can be demonstrated and documented minimizing loopholes for an attorney to penetrate. A fellow from Australia noted that Live Steam clubs in Australia have adopted a uniform code such as proposed and this has served everyone very well. One can go from club to club based on one's certification, and everyone is protected. Quentin posed the idea that he would be willing to have the Train Mountain website serve as a clearinghouse for this information and discussion.

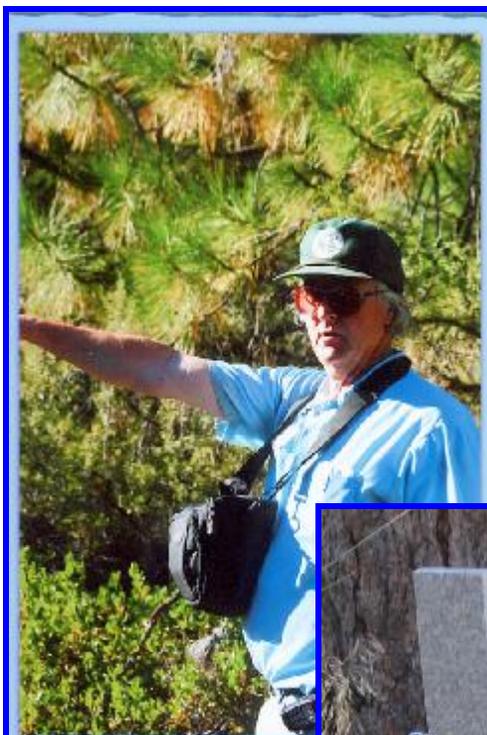
LALSRM has taken a good step in this direction in the training and certification programs the Board has implemented. While we were obligated to take this step, it has certainly stimulated discussion around the country for establishing a common set of operating standards. Many live steamers find this step an uneasy and discomforting state of affairs, mainly because it requires changes in how we enjoy the hobby, and maybe changes to our equipment which will require our time and money. The source of some unhappiness is that oftentimes, one looks to a hobby as a relief from the stress and strains of living. We have found miniature railroading as a wonderful hobby to get away from it all. Now we are faced with having to look at our hobby in a more imposing way. (Like work?) That is an unpleasant feeling! And this makes everyone unhappy and angry to have to change. Human nature hates change!

Unfortunately, the reality of today's world has changed. In many ways this change maybe perceived by some, as for the worst and that makes people unhappy. We need our unhappiness to be acknowledged, and then we need to move on. If I may take the liberty to stand on my soapbox, we live in an age where some people don't take responsibility for their actions, e.g. passengers who have accidents on our trains that they may have caused, are instead, blaming the train club and hiring attorneys. Insurance companies and park owners become nervous and want to be protected. Such is the new reality. So while this new world is an unpleasant one, each person and club needs to ask itself, do I want to remain in this hobby? If the answer is yes, then what mental

and emotional changes do I have to make, i.e. to go with the flow and help to keep the hobby operating or not. Otherwise, our live steam hobby will cease to exist.

Pam Dong.

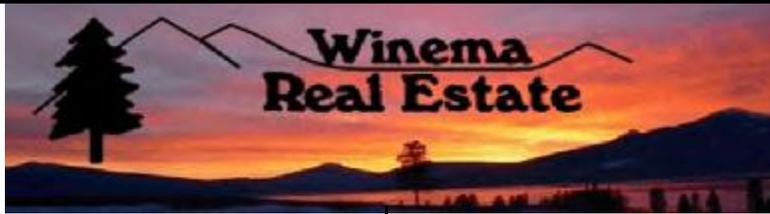
Meet	Work Week	Train Meet
Sept 2006	Sat Sept 2-Thurs Sept 7	Fri Sept 8- Sun Sept 10
Operations 2006	2nd Annual Operations Meet No Work Week	Fri Oct 6- Mon Oct 9
Polar Bear 2007	No Work Week	Fri Jan 12- Mon Jan 15
Narrow Gauge	Sun April 22 -Thurs April 26	Fri April 27 Sun April 29
June 2007	Sat, May 26-Thurs May 31	Fri June 1- Sun June 3
July 2007	Sat, Jun 30-Thurs July 5	Fri July 6- Sun July 8
August 2007	Sat, July 28-Thurs Aug 2	Fri Aug 3- Sun Aug 5
September 2007	Sat, Sept 1-Thurs Sept 6	Fri Sept 7- Sun Sept 9
Operations 2007	3rd Annual Operations Meet No Work Week	Fri Oct 5- Mon Oct 8



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Fax: 1-541-783-2313



Here is that **mainline track and beautiful Williamson River view!!** Two-home approved 1.25 acre lots plus .8 acre rectangular roadside lot that would be great for garage or shop, outside of Chiloquin. The whistle from trains is a pleasant sound, as the distance is just right! So think seriously about this one, come see & make an offer to the motivated seller!! LESS than 19K PER ACRE! #AS727/61974

Can I invite you into this custom-built home? Only walking distance from Train Mountain's south boundary. Plus-size double garage, great balcony with hot tub, cozy living room open to well-planned and beautiful kitchen. Landscaping done around home & natural beauty of pines on rest of 2.5 acres. Sellers asking \$297,000, very reasonable for this quality!! #HS924/63201 Call Sharon Breen for more pictures & information on this 2 bed/2 bath home.

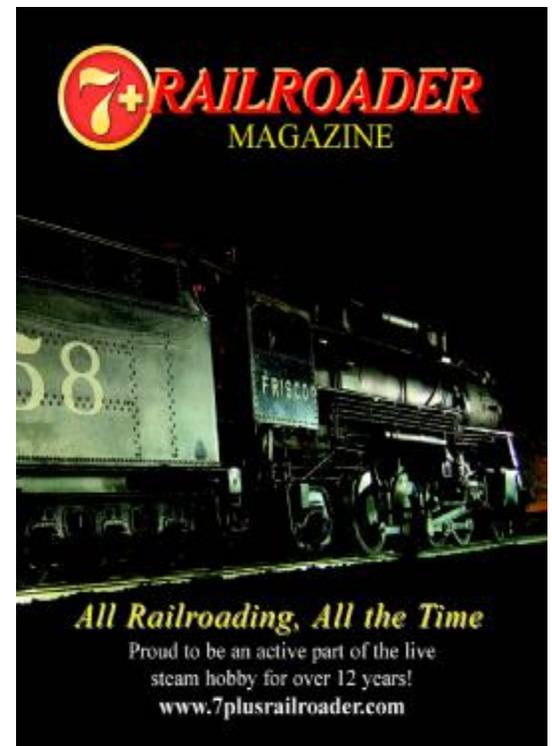
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