



# The Mountain GAZETTE

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## Train Mountain Railroad Museum *Membership Advisory*

On April 20, 2007, The Vertels asked us to cease using that portion of the mainline track passing through their property north of the South Chiloquin Road tunnel, claiming insurance concerns. For the present, this has created a gap, effectively closing Douglas Loop, Elizabeth River Loop and Aspen Grove Loop.

(Coincidentally, Art Crisp and Charlie Bill Schubert just finished laying the last Aspen Grove Loop track yesterday! All that remains is to lay the sidings and spread the ballast.)

We have had continuous Safeco Commercial Insurance on our operations for the past twenty years. The Vertels have an identical Safeco policy for their operations. Each of us named the other as an additional loss payee on our respective policies.

In the three weeks since their request, we have heard nothing further about the nature of their insurance concerns. We have reviewed our Safeco policy and continue to believe that it is appropriate for our operations.

For the hobby, it saddens us that attendees at Train Mountain's first Narrow Gauge Meet did not have access to the entire track, particularly those who drove up to 3,000 miles to attend. Train Mountain will continue operations on the 21 miles of track south of the South Chiloquin Road tunnel. Train Mountain continues to be the world's longest hobby railroad.

As you may expect, we are examining a number of alternatives available to us. We will keep you advised. In the meantime, continue to enjoy the railroad.

After all, the object at Train Mountain is to have fun running trains

Quentin Breen, President  
May 11, 2007

**So much** to report and only a few pages to get it done. I will try and give you a sense of what Kitsap Week and the First Annual Narrow Gauge Meet was like and also to get ya' pumped up for the first meet of 2007! Like I said, a lot to get done in just a few pages.

**Let's start** with the beginning of the 12th Annual Kitsap Week! That's right, for 12 years these great folks have

been coming down and spending a week at Train Mountain doing all those nasty little jobs that must be done to get us going for the new season. In the most recent past they have also have been installing those wonderful switch stands that have really changed the personality of running trains at Train Mountain. The beginning of the week got off to a rocky start with the north end closure announcement (shown above). That's the bad news. The good news is because of the great design of the Train Mountain track plan, those 3 miles of track were simply put out of service and the remaining 21 miles were available for members use. The Kitsap Krew installed another 10 switch stands giving us a grand total of 40 (or maybe 41 or maybe not). There seems to be some controversy regarding the count, but that of course is another story. In addition to the switch stands they cleaned up a lot of projects in the Backshop, did major repairs all over the place, and seem to have a good time in spite of the rocky start.

**The trains** started rolling in for the First Annual Narrow Gauge Meet. And then they kept coming in. One look inside the front office and you saw lot's of badges hanging up waiting for the meet. Lots of badges! And they kept coming in! We had a total of 23 engines and 117 registered attendees. Great fun, folks, and those wonderful narrow gauge models, and beyond belief weather. WOW! The temperature on Saturday April 28th was 75 degrees! In APRIL! Folks steamed up, loaded up, and went for train rides, and went for train rides, and went for train rides! The group had no scheduled events so everything was very relaxed, and the interaction amongst the attendees was very evident. The highlight of the Saturday banquet was the setting of the date for the Second Annual Narrow Gauge Meet in 2008, the first weekend in May 2008!

**I would** like to take this opportunity to thank all those that worked so hard to get this meet accomplished and especially this close to the end of the winter season. The staff all worked so very hard to make sure the infrastructure was ready for use. The locals and others cleaned up, as much as they could, the remains of winter. As a result Train Mountain was displayed in a good light. We still have lots to do to get ready for the regular season but what a nice start, thanks all! As a sidebar to this I would like to add that if you are helping us rake up the pine needles and pine cones, PLEASE don't just rake them off the track. This clears the track but leaves the fire hazard. It also makes it almost impossible to pick them up. When

*(Continued on page 2)*

you rake please leave the piles on the ballast but out of the way of traffic. This allow trains to run and more importantly allows the piles to be picked up. Speaking of picking up, thank you Frank Steuer for once again moving onto the Mountain for the season and being out there everyday picking up those piles! Thank you, thank you, thank you!

**Another giant** round of thanks goes out to the crew that in spite of the winter weather and other issues has been trying to finish the track work on the new Aspen Loop. Art Crisp, Charlie and Peg Schubert please stand up and take a bow! They only have approximately 1000 feet or 100 track panels left to go before the track will be finished! My goodness! As a local I'm aware of the weather conditions here and I can tell you these folks have been building that line under less than ideal conditions! With help from John Wheelock and others they have been doing a great job. Again thank you, thank you, thank you!

**Remember that** when you check in for the meets this year, you must have a signed release form on file before operating or riding on Train Mountain. In fact there must be a signed form for all in your party. If you haven't registered for the meets you plan on attending, please give us a hand and let us know as soon as possible that you are coming. The more notice we have, the better the planning.

**Two specialty** meets have been completed already this year but the **First Meet of 2007** is just around the corner, only **20 days to go!** We hope you can make it up for some fun in the sun, but if you can't we look forward to your visit whenever you can come!

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### Banquet Menu for the First Meet 2007

Roasted Tri Tip, Roasted Chicken, Potatoes Au Gratin, Broccoli Salad, Steamed Veggies, Rolls, Dessert. BTW if you don't have your banquet tickets yet you'd better get a call into Cheryl and see if she has any left! 541-783-3030.

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### FROM THE MANAGER

The latest information

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Wow! Lots of action for an April at Train Mountain, The

Kitsap Krew (Dennis and Marie Weaver, Tadd Lenon, Richard Mairs, George Hayden, Dick Peterson, Erik Meehan, Ian and Cheryl McInnes and Larry Harper) were here for their normal week of spring work showing their support of the operation and of the railroad at Train Mountain. A special thanks for the hard work but also for the great times, great food and great jerky! (Thanks Richard and Erik for the bribe.)

A lot of wonderful folks and equipment made for a great Narrow Gauge Meet. We even managed to have some nice spring weather for the folks, but now we are cold and gloomy again. The week before the meet we had to sweep snow off of windshields before we could drive our cars and we couldn't move stuff around much because the ground was so soft and we would get stuck. It sure was a fun month for railroading though.

The Narrow Gauge Meet means trains and (of course) the operation of those trains, so for those of us with a fascination for trains we had all we could do to see and watch all the great locomotives and trains running for this meet. There was definitely some of the best in railroad modeling here. Thanks to all those that made the trip with their equipment and those that came out to enjoy it, it was great fun.

Some wonderful donations this month; An Oregon flag from Frank and Carolyn Steuer, 14 tape measures from Nelson and Barbra Lanchester, I hear that our favorite sign maker and ladder safety expert (Sherri Beauchamp) has made a sign for the Debroi Winery, I haven't had the pleasure of seeing it, but I bet it is nice, 5 leaf rakes from Ian and Cheryl McInnes, a 1 man tent for loan to those that need it from Tadd Lenon, shop rags from Dennis Weaver, sacks for picking up pine needles and pine cones from Carl Schmidt, monetary donations from Bill Dobbs and Larry Harper. And the biggy, 10 more switch stands from Geoff Robinson and Dennis Weaver. Thank you very much for all the donations and help.

Jerry Crane and some of the Kitsap Krew helpers installed switches. Some of our summer volunteers have arrived and are hard at work already. Frank is hauling pine needles and Carolyn has taken on the responsibility of yard work in the Blue Caboose Campground and helping keep the motor pool facilities squared away. Ron and Caroline are finishing up the last of the Fire Equipment Towers, Art and Charlie are trying to get to Aspen Grove Loop between showers and they have finished up the fabrication of some new switch machines for Grand Junction and other spots. Steve and Pam are working on shop projects and helping in the office. Peggy has been raking pine needles here and at the Klamath & Western, as always. Joe Simon has spent a couple of extra days with us to help catch up a few things around the place. Thanks everyone.

We have had the north side of the railroad closed since April 20, 07 due to a concern from the Vertels that our insurance may not be adequate and should be reviewed, (see more on this in Quentin's Membership Advisory) this concern came to light during the preparations for the Nar-

*(Continued on page 3)*

row Gauge Meet which kind of messed up things for the meet because it was scheduled for this time when fire conditions would not hinder operations on the north end. We had guests from as far as the east coast here to run and the north end was closed! This is the first time in my years here that this has happened and I view it as an avoidable incident, which has caused many problems for our members and for us as staff. We have tours scheduled for picnics at Steuer siding, now we have to cancel or modify and refund money. We have to haul track and trains to Aspen Grove Loop on trailers using valuable labor time. Loss of our time doing this means less time doing things to promote the hobby and prepare for you to run here (not to mention the loss of time to do income producing projects). To those of you came to run the north end and couldn't, I regret the inconvenience caused by this action, hopefully we will be running out there again soon and you will once again be able to enjoy that area of the park.

This month has shown me the good and the bad of the hobby. The good will always be here and the bad just pops up now and then, but when it does it is devastating. Our having to lose part of our railroad is a bad thing and the timing made it much worse than it should have been. I am very pleased with the support from the membership and especially the ones that have been through things like this at their own clubs. I guess as we grow there will always be the need to prove our worth in the hobby and with others but that doesn't mean I have to like it. This is still the best hobby in the world and it is the people involved in it that make it that way, so to most of you I say thank you for a job well done.

Talk to you soon:

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

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## FOR THE LADIES Special Project Status! - Linda Wood

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More and more blocks are coming in for the secret project but there are still some blocks outstanding. Linda would like them all to be available by the May meet. At the regular Thursday ladies gathering during the May Work Week Linda would like to get started on laying out the project for assembly. Please bring in your pieces for inclusion. Also remember that there will be a Quilt Show during the July Meet, July 7th and 8th. For more information on the project or the Quilt Show please call Linda at 541-783-3879.

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## RAILROAD STUFF Speed Limits at Train Mountain

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It's time to review some of our Operating Rules again and the one I would like to do this issue is Rule# 2 regarding maximum speeds.

### 2. SEVEN MILES PER HOUR MAXIMUM SPEED EQUALS TEN SECONDS BETWEEN MILEPOSTS. Exceptions are posted trackside.

If you take the time to read the whole rule it ends with the

statement "Exceptions are posted trackside.". What are these exceptions? The following section labeled Speed Limits is quoted directly from the 2007 Train Mountain Encyclopedia.

**Speed Limits.** The maximum train speed is seven miles per hour, except for the following areas, which are posted otherwise:

**3 mph** in the Main Yard and the Passenger Yard at Central Station. This starts as trains leave Wedding Cake and ends after Grand Junction.

*Please make note of the start and stop of this speed limit—Wedding Cake to Grand Junction! It's not Wedding Cake and Grand Junction, it's the entire run from the silver bridges, alongside the Main Yard, down the hill into Central Station, around the turntable area, past Crisp Yard, past the Inspection Station, around the Fuel Depot, and across the grade crossing at Grand Junction! Additionally the yard limits for the Klamath and Western have the same speed restrictions. The yard limits for the K&W is from under Wright Bridge to just past the turntable in the K&W yard. Yard limits speed is 3 mph Maximum Speed! Walking Speed Please! ED.*

**5 mph** in the Blue Caboose Sub-Division. This is the track between the two grade crossings that curves around the Blue Caboose Campground.  
*During busy meets this is a congested area and also a blind corner. ED.*

**10 mph** Elizabeth River Loop in the Douglas Sub-Division. This is all steel rail on plastic ties.

Regarding speed limits, we all know certain areas of the track where going 7 mph is not comfortable, it's just too fast. Run at the speed that you feel comfortable and SAFE. If we have lots of trains running and you see someone coming up behind you, let them pass. Just pull in at the next siding and let them scoot on by. If you are the one that's cruising right along and notice that you are overtaking another train back off a little and give them the opportunity to pull in and let you pass. Also remember the 2 milepost rule as far as following too close. That's 210 feet clearance between trains. All of these 'rules' should be tempered with some common sense. If you know that folks were out raking today and that some of the ballast might have been disturbed, slow down a little. As the sun starts to set and is in the eyes of the engineers, slow down a little. When the sun goes down and it gets harder to see switch points, foreign objects, and other 'stuff', slow down a little. Let's play safe, please!

Meet	Work Week	Train Meet
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
Operations 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
Fall Colors 2007	No Work Week	Fri, Oct 5- Mon, Oct 8

**FIRST MEET of 2007 SCHEDULE**  
**The who, the what and the where!**

DATE	TIME	ACTIVITY
Sat, May 26th	9:00 AM	Begin Work Week, which runs through Thursday, May 31st at 4:30 PM
Sat, May 26th	6:00 PM	Recognition Dinner for all volunteers who arrive early for Work Week. Location Central Station. Hosted by Quentin and Sharon Breen.
Sun, May 27th	10:00 AM 3:00 PM	Klamath and Western, Public Rides Beanery Open
Mon, May 28th	10:00 AM 3:00 PM	Klamath and Western, Public Rides Beanery Open
Tue, May 29th	6:00 pm	Recognition Dinner for all volunteers who have worked at least one day during the work week. Hosts Jim, Wendy, Sierra and Jed Kincaid— <b>SEE NOTES.</b>
Thu, May 31st	1:00 to 4:00 pm	Chiloquilters. Sewers / Crafters will meet in Central Station, show and tell, beginners welcome— <b>SEE NOTES.</b>
Thu, May 31st	6:00 PM	Recognition Dinner for all volunteers Host Bert Newberry— <b>SEE NOTES.</b>
Fri, June 1st	9:00 AM	June 2007 Train Mountain Train Meet begins, which runs through Sunday. Company Store open Saturday 9:00 AM to 5:00 PM.
Fri, June 1st	6:00 PM	Pizza and Beer celebration for all train meet attendees. Hosts Russ and Linda Wood— <b>SEE NOTES.</b>
Sat, June 2nd	6:00 PM	Train Mountain Banquet, held at Central Station, tickets available online at www.TrainMountain.org or 541-783-3030. See menu on page 1
Sun, June 3rd	10:00 AM 3:00 PM	Klamath and Western, Public Rides Beanery Open
Sun, June 3rd	4:00 PM	The June 2007 Meet ends.

**The Kincaid** dinner for all volunteers who work during the work week will be held at their home at **6:00 p.m.** on **Tuesday, May 29th**. Directions are available at the Train Mountain Main Office.

**The Chiloquilters** will hold a special **Thursday** Sewing Social at each of the Train Mountain work weeks. They will meet in the Central Station from **1:00 to 4:00 pm**. This is not just for quilters, this is for all kinds of sewing, needlework, crafts, etc. Whatever project you are working on, please bring it for show and tell.

**Bert Newberry** will be hosting a 'cook it yourself' hot dog/ hamburger barbecue **6:00 p.m. Thursday** at his home, a very short drive from Train Mountain. Directions available at the office.

**Russ and Linda Wood** will be hosting their regular Pizza and Beer night. If you are going to be running at Train Mountain please keep your consumption directed towards the pizza and not the beer! The event is an ongoing event and is held at **6 p.m. Friday** evening during all **Train Meet** weekends. Their home is located a short but scenic three miles from Train Mountain. Bring nothing but your appetite. Directions are available at the Office.

**Please Help the Hosts and Hostesses by signing up for those dinners you wish to attend. These nice folks need to know how many are coming! Sign up in the Central Station Office as soon as you arrive.**

**First Annual Narrow Gauge Meet Attendees**

Last	First	City	State
Burns	Ken, George, Chris, Kim Beard	Salinas	CA
Artzberger	Tom	Hartford	WI
Banta	Bill	Dummerston	VT
Barnes	Chuck	Turlock	CA
Barr	Dale	Klamath Falls	OR
Baxter	Larry, Laurie	Klamath Falls	OR
Bell	Robert, RoseAnn	Portola Valley	CA
Benjamin	Brian, Shiril	Bend	OR
Bjerrum	Ray, Becky Loundes	Kerman	CA
Boller	Bill, Holly	Portola Valley	CA
Booth	Jimmy	Ukiah	CA
Brooks	Lee, Toni	Chiloquin	OR
Bruner-Welch	Don	Santa Rosa	CA
Cary	Mitch, Paula	Weed	CA
Crane	Jerry	Auburn	WA
Crisp	Art, Genevieve	Chiloquin	OR
Dent	Les	Dublin	CA
Dobbs	Bill	Villanova	PA
Dolph	John & Rosalind	Portola Valley	CA
Dwyer	Bill	Alameda	CA
Easlon	Steven	Alturas	CA
Eaton	Bruce	Shingletown	CA
Firkus	Conrad, C.J. & Catrina	Bend	OR
Garin	Paul, Marge	Fresno	CA
Graverholt	Jim,	Stanwood	WA
Gray	Richard, Jackson, Jordan	Milwaukie	OR
Harlow	Harry	Atascadero	CA
Harper	Larry	Poulsbo	WA
Hayden	George	Renton	WA
Hopkins	George, Chloe	Klamath Falls	OR
Jones	Al	Dexter	OR
Knox	Marty, Karen	Freeland	MI
Krot	Paul, Karen	Monroe	OR
Lavacot	Paul, George	Yamhill	OR
Lavrich	Michael, Aeneas, Christopher Benton	Bend	OR
Lovely	John & Cynthia	Flagstaff	AZ
Mairs	Richard	Tacoma	WA
Mason	Bert, Mary	Stanwood	WA
McInnes	Ian, Cheryl	Puyallup	WA
Meehan	Erik	Tacoma	WA
Meinershagen	Charlie	Redding	CA
Mills	Dewey	Phoenix	AZ
Monson	Matt	Turlock	CA
Moseley	Peter	Portola Valley	CA
Newberry	Bert	Chiloquin	OR
Orcutt-Clenard	Mike	Atascadero	CA
Panzik	Steve & Pam	Chiloquin	CA
Peterson	Dick	Seattle	WA
Pirtle	Lee	Chiloquin	OR
Platzer	Bruno, Trudy	Las Vegas	NV
Ratliff	Allan, Lynn	Corona	CA
Ratliff	Greg, Sydnie, Brian	Corona	CA
Robinson	Greg	Red Bluff	CA
Roeh	Ken "Skid"	Yakima	WA
Schmidt	Ron	Portola Valley	CA
Schmidt	Carl	Westby	WI
Schubert	Charlie Bill, Peg	Chiloquin	OR
Shepherd	Bill	Fort Bragg	CA
Simon	Joe	Dallesport	WA
Stamp	Tom, James, Gareth, Clive Ellis	British Columbia	Can
Steuer	Frank, Carolyn		OR
Stowell	Scott, Alor Allred, Justin Allred, Ammasie Allred	Clinton	Ut
Swiger	John	Oakhurst	CA
Todaro	Henry, Frances	Winona	TX
Topham	David, Barb	Portland	OR
Vertel	Tom, Fred	Chiloquin	OR
Ward	Dennis	Springfield	OR
Watne	Conrad	Seattle	WA
Weaver & Lenon	Dennis, Marie, Tadd	Retsil	WA
Welch	Glenn	Santa Rosa	CA
Wood	Russ, Linda	Chiloquin	OR
Workman	David, Chloe, Cassie	Redmond	OR
Young	Ron, Caroline Jones	Chiloquin	OR

# Photo Gallery

The Kitsap switch stand installation crew at work. They installed 10 new machines during Kitsap Week.



Among other things this winter Art and Charlie have been busy making these electric switch machines for the Central Station dispatch project.

Using Gators to carry something other than pine cones and pine needles. Tools, parts, and crew were all glad we had these vehicles. They were all repaired over the winter by Richard.



Steve and Pam Panzik have been busy as beavers making safety cables that will be for sale in the Company Store.

When not working on the installation of the switch stands, the rest of the Krew was very busy in the backshop doing all sorts of nasty little jobs.



Ron Young and Caroline Jones have also been busy making more buildings to house the fire extinguishers out on the mainline. Those barrels are for the winery the Ron and Larry the Dabroi built.

They even had time to repair some of the track work that got damaged during the winter months.



Here we see Ron pretending that he does all the work but we all know better. I wonder if they are tired of RED yet!

Richard brought the loading platform that Bill Dwyer made out to Phillips siding along with some great big tanks and it will become a bulk oil distributor for the upcoming Operations Meet.



This is NOT a picture of the banquet from a summer meet, this IS a picture of the First Annual Narrow Gauge banquet! WOW! Can't wait for the next one!

# Photo Gallery (cont.)

At first there were a few. They came and unloaded and it looked like they would have the place to themselves but then . . . .



Narrow gauge steam engines doing what they do best. A good head of steam, a load of smiling passengers, and 23 miles of track, what could be better!

Several more came and they unloaded and things started to look a lot like a summer meet and as the week went on . . . .



Now doesn't that look cool! Flags a flyin' whistle a blowin' and everybody having a great time. That's what its all about!

We had a crowd on hand. Lots of steamers and a few others. Mostly narrow gauge but also a few standard gauge engines were on hand. The weather was also getting better and better all week!



I think I got to much sun, I'm starting to see double! No, it's two matching narrow gauge engines. Wonderful models and good steamers as well!

Bill Dobbs from PA traveled a long distance to run his narrow gauge train at Train Mountain. A beautiful engine, train, and (are you sitting down?), Quentin ran this train! Yep, Quentin and a steamer—who woulda' thought!



Not all narrow gauge engines are steamers though and a few diesel models added to the mix. These were also great models.

Now this refrigerated car had a lot of activity around it but I'm sworn to secrecy. So come to the Second Annual Narrow Gauge meet and find out why!



Just as the standard gauge trains have gotten longer and longer, the narrow gauge folks had long trains too! A wonderful week of trains, friends, and of course fun!

*Enhance your Train Mountain Experience  
with Resort Accommodations*



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- ◆ 1928 square feet, 3 bedrooms, 3 1/2 bathrooms
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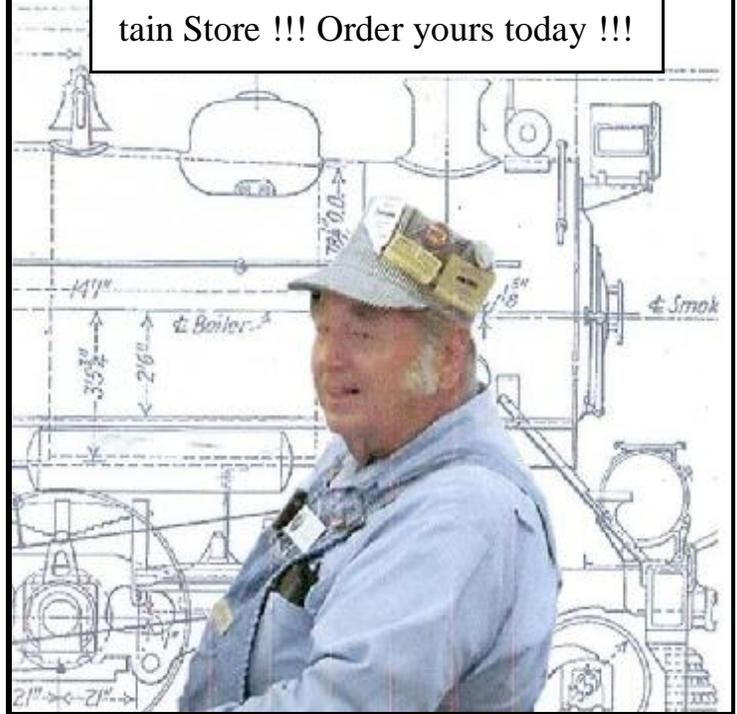
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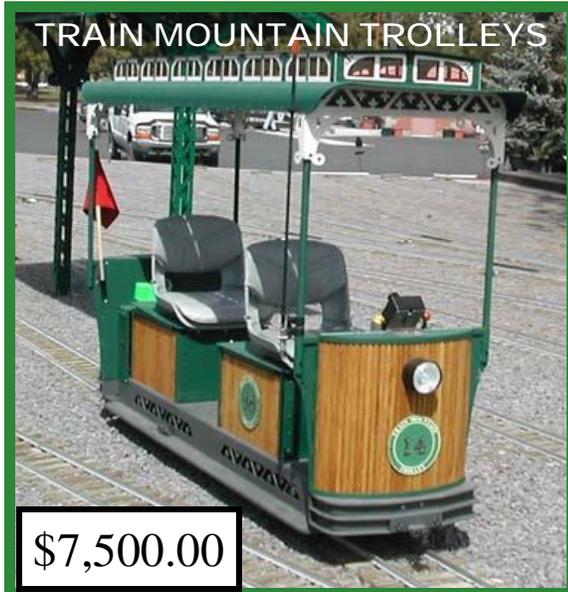
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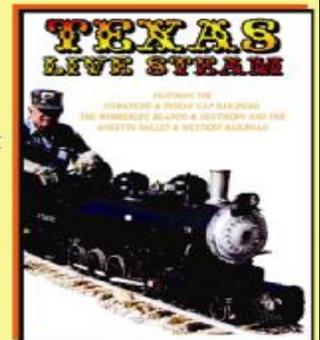
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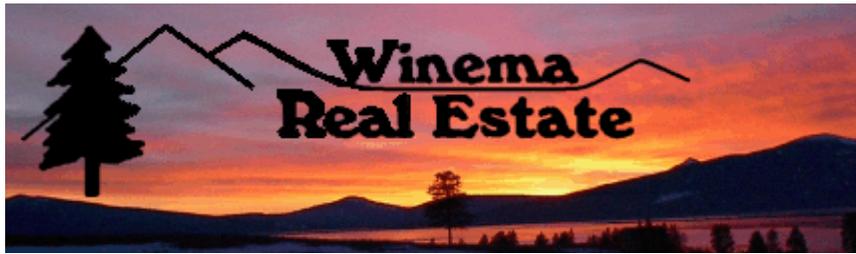
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### On The Williamson River



Very nice river dwelling, 2 bedroom, 2 bath, 3 garages, green house, fishing dock, porch, deck, formal dining. Beware of fish continually jumping in front of your dock, some are very large.

\$320,000

HC-826 / 65864

### Home in Oregon Shores 2



You need to see the unobstructed view from this yard. This comfortable 2 bedroom, 2 bath home. Room for the dog. You will appreciate the fenced yard and garden. All the Oregon Shores property owner association privileges apply.

\$ 186,000

Deerview Court

HS-932/66511