



# The Mountain GAZETTE

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An Official Members Only Publication of the Train Mountain Railroad Museum Issue: #73 September 07

**Happy Anniversary** Train Mountain. Celebrating the first 20 years of Train Mountain was a wonderful collection of trains and their owners. The September Meet had lots to offer visiting members. The weather was wonderful. The trains were many and were some of the finest models to visit the Mountain. The large number of members and their guests were seen having a great time. The member's volunteer dinners were very well attended. On Saturday afternoon the 'Official' opening of Aspen Loop was accomplished by Quentin cutting the ceremonial ribbon and opening the track for all to enjoy. At the banquet on Saturday night, Quentin gave a recap of 20 years of the Mountain followed by asking members to stand up as he recounted the years of Train Mountain starting with 1987. What struck your editor was the large number of those members that you see standing during the 'thank you's' were also those standing up showing their involvement in the early years of Train Mountain. These folks not only have worked to build Train Mountain but have been doing so for many, many years! To borrow a line from Quentin, thank you, thank you, thank you to all of you who have made the first 20 years so enjoyable! One of the highlights of the banquet was special presentation by the Thursday Ladies Day group. See their article in this issue for details. So thanks to all of you for the first 20 years and especially to Quentin Breen for providing Train Mountain and letting us come and play! Thank you, thank you, thank you!

**During the** work week your editor had the opportunity to spend some time with Carl Vanderspek and discuss the formation of the Friends of Train Mountain and it's goals and desires. It is quite clear that their passion and Quentin's passion are both pointed in the same direction. The overall goal is the further development of Train Mountain and to help make it grow even bigger than it is today. There are obvious things happening but there are also many, just as important but less obvious, things happening to make sure these goals are accomplished. Bill Shepherd and Lee Brooks are out surveying the right of way for an additional 15 miles of track! Yes, you heard me, I said FIFTEEN MILES of track. So, of course, this would be one of those obvious things happening. In addition to the 15 miles of new track there will also be ongoing replacement of existing track. Not so obvious is the role that the Friends of Train Mountain will play in the major expansion / replacement projects. The goal for the next few years is to lay 3 or 4 miles of new track and a mile of replacement track each year. This is a major undertaking.

The important part of this equation is, of course, you the members. In years past we had large work crews to put in the track. Since we have not had a major expansion project in some time, those large work groups have diminished. An example was the small size of the work group that started the Aspen Grove Loop project and it was finished off by an even smaller group. So here's the question to you, the members, if all this right of way is prepared and all the track panels are ready to go will you be able and willing to come and help install miles and miles of new track? Think about it before you reply as your answer is critical to the planning of these projects. It is your editor's belief and those interviewed during the September meet that we will come and we will work hard to install the track. This is the sweat equity part of the wonder of Train Mountain. This is where you take folks for a ride on 'YOUR' railroad. This is where you take pride in saying 'I helped build that!' So what's your answer gang, are you willing to roll up your sleeves once again and join in the fun of making Train Mountain even better and bigger than it is? Drop a note or an email and let us know!

**Another anniversary** of sorts is being celebrated with this issue of the Mountain Gazette. This issue marks the start of the 7th year your editor has been putting together these issues. The first six years have flown by with a lot of help from Ross and you the members. The content is the easy part, you folks produce so much content that the hard part is keeping it down to 5 or 6 pages. Then I put it together, and hand it off to Cheryl and Peggy. Cheryl makes my typos and bad grammar disappear and Peggy does the final assembly and mailing. So I get the kudos for the Gazette but everyone else does the work! Thanks to all for the help and the content! Here's to the next six years!

**With the** opening of the new Aspen Grove loop one can already see the colors in the trees. But the best is yet to come. In October Train Mountain will host the **Fall Colors Meet, the meet will run from Friday Oct. 5th through Monday Oct. 8th** and it should be spectacular! Remember no work week, just fun running trains and enjoying the wonderful colors of nature! Four days of color and, of course, the Saturday Banquet. There will be no member dinners as there will be no work week. See ya' at da' meet!

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## Banquet Menu for the Fall Colors Meet 2007

Stuffed Pork Loin, Roasted Tri-tip, Roasted Red & Yellow potatoes, Fresh Fruit, Green Beans w/ Bacon & Onions, Homemade Oatmeal Rolls, Punch & Dessert. Feel free to bring your own selected beverages. 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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Russ Wood, Editor

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Ross Perrin - General Manager Train Mountain

Photos - Russ Wood

For the Ladies - Linda Wood

How It's Done / Special Projects - Russ Wood

Producing The Gazette - Cheryl Hensley, Peg Schubert

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## FROM THE MANAGER

### The latest information - Ross Perrin

Well a lot is going on here, the September Meet is over and we had a great time as always. Lots of track repair work that was badly needed was completed. The signal project at Central Station moved ahead by leaps and bounds, thistles were dug up, signal bridges were leveled, fire equipment sheds were put in place, many clean-up projects were done and much more. Our volunteer force was working hard as always and accomplished so much. Thank you one and all.

This is typically our largest meet of the year and it was again. The big difference I saw was more train equipment than normal and obvious club or group involvement. The Kitsap Live Steamers had a large group, as did the Pacific Northwest Live Steamers. The Idaho Mafia was well represented and joined by their Utah and California chapters.... unofficial of course. Yes, many other clubs were represented as well, but the list is too long to for me to remember.

One of the deadly mistakes I make is leaving you out when mentioning who did what and where you're from. I apologize for that, but you must realize how hard it is to know what and who is working or attending without missing someone. It is never my intention to leave any of you out... it just happens. So thank you to all of you for your support and efforts to make Train Mountain Railroad the best it can be.

Thanks go out to Jerry Crane for a nice donation to the

Bridge Fund, Joe Simon for new conduit for the signal system, Bev Rehberg brought in some more dolls to add to the scale model buildings population, Mike and Wendy Mulder brought us wood stain and preservative so we can get some walls fixed up, Dale and Veronica Taylor for lots of stuff including another signal bridge and the materials to put together the signal system, John Cooper for his ability and electronic parts used in the system, John Kelso for more batteries for projects around the mountain.

Thanks to the Panziks for getting the parts and doing the work to complete and display a full size switch stand.

Thanks to the Weavers for yet more shop rags, Joel Slagg for the donation of several "Miniature Locomotive" magazines and a big thanks to everyone for your time. This is what makes it work!

I am asked quite often what can we donate toward. I will try to keep up with my list like I used to do but...in the meantime the big projects right now are the Bridge Project Fund (the goal is \$150,000.00) and a new Ice Machine (the goal is \$2800.00).

In the past weeks we were presented with a Switch Lantern from the Waters family, in particular from Isaac Waters-the grandson of Ernest F. Waters. Grandpa had left this lamp to the family and Isaac decided it should stay in the area and be displayed at Train Mountain. In a very informal presentation I presented the family members with a certificate and our thanks. The lamp will be cataloged and displayed in the Hall of Flags with the information we received about it. The lantern was purchased at an auction over 40 years ago here in Klamath Falls. We appreciate their choosing us to preserve and display this very important artifact to our railroading history.

Things are really happening here at the Mountain, as deals are signed and time moves forward, the Friends Of Train Mountain have and will become a part of everyday life here. In the near future many things will take place, all good I believe. FTM is about to finance an expansion program second only to Quentin's program that made us what we are today. I will be working half-time for FTM, as Project Manager and Richard will be the Lead Equipment Operator and Field Foreman. He is also working at TM and FTM equally or more as needed. I anticipate opening the Track Shop in the near future and begin production of about 20,000 feet of track for next year; this means we will begin roadbed construction soon. This aggressive expansion will take us from "Elizabeth River" to the "New England", which is in the far northwest corner of TM. Did I mention it is an aggressive plan? As we speak, Quentin is marking the right of way and Bill Shepherd and Lee Brooks are setting the stakes for us to follow. Can you imagine leaving Central Station and traveling all the way to the north end on your train!

Yes, infrastructure is in the works: water stops and sidings, turn around points, and at least one picnic area. Can Richard and I along with your help meet this ambitious goal? We believe so, and FTM has authorized the hiring of a few people to make this a reality. Just when your comfortable thinking we are maybe as big as we will ever be...along comes another visionary and away we go

*(Continued on page 3)*

again. I can't wait, how exciting!

So how does this ambitious plan affect you, the members? We need you more than ever, that's how. A project like this requires lots of hands and the more we can get you in there helping the faster and more productive we will be. We will need all those skills you have learned about track to help build this out, tune it up and maintain it. It will be a major job just to get the track out to the railhead and staged but, how fun to be working on the railroad, not to mention the end result of running this huge expansion.

Along with this plan comes many innovative ways to preserve the natural beauty of the woods. It is well thought out and will increase the railroading experience 10 fold and continue to maintain a balance with nature and our environment.

We are also working on plans to repair our sewer system and reopen the Beanery. These items along with many more will be discussed and announced as they come to the surface.

Thank you Quentin and Friends Of Train Mountain for this great opportunity and the most wonderful railroad on earth.

Talk to you soon:

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

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## **TRAIN MOUNTAIN COMPANY STORE**

### **Online and going strong - Beverly Robideau**

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OK gang, go to [www.trainmountain.org](http://www.trainmountain.org) and click on **STORE**. There is everything that you find in the store on your visits to Train Mountain, and the online store is always open! Remember the holidays are coming soon! There are photos, prices, and much more!

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## **HOW IT'S DONE**

### **The Building of Train Mountain - Russ Wood**

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OKAY — for those “newbies” that don't know the in's and out's of building Train Mountain, this will be a brief review.

1. First, Quentin reviews a topographic map to see where the track might be laid for the next extension.
2. Quentin then takes a Gator out to the area and 'WALKS' the right of way, reviewing the topographic map as he walks along.
3. After walking the area he then goes back and marks the right of way with colored ribbons.
4. The brush removal crew then comes in and clears the right of way following the ribbons.
5. Bill Shepherd & Lee Brooks then surveys the final grade to fine tune the flagged the right of way.
6. Once the survey is completed the grading is done. This includes not only the right of way but drainage and access roads. Some of this grading is cuts and some is fills.
7. After grading, the right of way needs to settle for a season for compaction. Additional heavy equipment

- used for compaction may shorten this process.
8. After settling the final grading and rolling can be done.

While all of this is going on the TrackShop is building up the inventory of track panels for the railroad.

9. Plastic ties are cut to length and routed to accept the tie plates.
10. The steel rail is bent to the proper radius and then the ends are deburred and trimmed to get rid of the little straight part that's left after bending.
11. The routed ties are now placed into the track jig for the radius selected. Tie plates are placed on the ties. Two pieces of rail are then placed on the tie plates and screwed down.
12. These track panels will be stored in main yard until the work week installation parties.

Track laying can now begin. The following steps are all part of the process but are probably the 'best' part.

13. With final grading complete the next step is to cover the right of way with the rolled plastic sheets.
14. We place a small engine with the track laying crew.
15. It's job is to shuttle between the crew and the closest staging area.
16. There is at least one or two road engines running track panels from the main yard to the staging area. Empty flats are returned from the staging area back to main yard.
17. In main yard, flats are loaded based on requests radioed in from the track crew. These flats are then run down to the staging area.

The ideal work group would include 4 or 5 track crew, the switcher operator, the road engine operators, and the main yard crew of 2 or 3. That comes to 8 to 11 members. Under perfect conditions we may also be able to do ballasting during the same work week. We may also be able to have a second track crew working on the replacement rail laying. A perfect ballast crew would be 3 or 4 rakers and 2 or 3 gator operators for a total of 5 or 7 additional volunteers. If we had 21 to 28 volunteers we could have lots of track laid and ballasted during a single work week. Just for the record South Meadow and Firewood Loop were laid during a single work week.

So what do you think, think we can do it? Think we can replace a mile of old track and build 2 or 3 miles of new track during next years work weeks? It gives us 6 work weeks between now and the 2009 Triennial.

Some answers to a couple of other questions were answered during the meet. After testing a couple of other tie materials the decision was made to stick to the plastic tie materials currently used. The rail will be steel from a different source. This second source has sent samples and they have been tested by the Train Mountain experts.

So all we need now is a couple of employees to work the TrackShop and for the raw materials to show up and off we go! Now let's see that's 3 ties to the foot, times 5,280 feet to the mile, so 15,840 ties to the mile, that's 63,360

*(Continued on page 4)*

ties for the season. Each track panel is 10 feet long so all we need to build is 2112 track panels ( $5,280 * 4 = 21,120 / 10 = 2,112$ ). If we build 15 track panels per day 5 days per week it will take just 28 weeks to build the track panels required for year one. If we also figure 1 siding every 1/2 mile or so that will also require 8 or 10 switches to complete the picture. Sounds like the Track-Shop will be a very busy this winter.

## SPECIAL PROJECTS

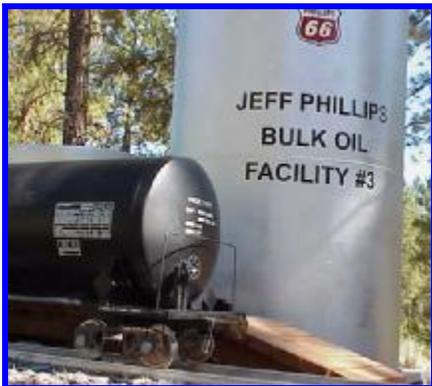
### Special Projects Abound - Russ Wood

If all the track work planned was not enough there are also several great 'special projects' planned for the Mountain.

One of these projects is being taken on by Dennis and Mort Ediger. They are heading up a major G Scale operation at Train Mountain. This project will be located in the middle of Midway Circle and will be called the Midway Circle Garden Railroad at Train Mountain. The circle is a 400 foot diameter area with mounds and a pond for scenic views. They have already placed a temporary building to serve as their headquarters there, with additional plans for two 40 foot containers to house the trains. They plan to completely scene the area with full landscaping! What a great project. Want to help? They need donations of track, track, and more track! They also would like some help installing it and working on the grounds. Give em' a holler at: 360-834-3183 [mortnden@pacifier.com](mailto:mortnden@pacifier.com).



The second project is the ongoing installation of industries along the right of way. Bill Dwyer has taken on the siding at Phillips on the Rio Grande subdivision. The new industry is the Jeff Phillips Bulk Oil Depot #3. Bill credits several others in helping him get the tanks on spot and for doing some of the grounds work. Congrats to all involved, looks great!



**Aspen Grove Loop is opened!** Quentin led a line of trains and passengers out to Aspen Grove Loop to officially open the line. The line is just wonderful and all you that have helped make it happen should be very proud of your accomplishments.



Cutting the ribbon to celebrate the opening of the Aspen Grove Loop, 3:00 pm on Saturday September 8th 2007



## FOR THE LADIES

### Special Project Presentation - Linda Wood

At the 20th Anniversary Celebration Saturday night, Linda introduced the Thursday Ladies Day group that had participated in the making of the 'Special Project'. She then had the project draped over the balcony and unveiled to the crowd. The applause and the following comments on this special quilt said it all. Everyone including Quentin were quite impressed and were taken by the personal nature of the images portrayed on the quilt. The special project was for each lady to make a quilt block that reminded her of her visit to Train Mountain. On the quilt are images of a gator, a pizza, a wall of frying pans, pictures of members trains, an artists rendition of the fuel depot with it's own mosaic, and so many more. What a wonderful project. Thank you ladies.



# Photo Gallery

Now I know a good signal needs a good ground, but this is ridiculous! Oh — it's the base for the new signals! got it!



The roofing on the Information Booth was but one of the many projects worked on at the meet.

Everywhere you looked there were members doing great things at the Mountain.



One of the coolest loads seen at the meet was this auto rack with sound equipped R/C autos! Way Cool!

There was even lots of activity in Containerville! Some of it very 'uplifting'! (Sorry)



If you looked hard enough you could find crews working on everything everywhere! Even the burro crane!

There were even some folks that managed to come by the BackShop for a visit now and then (at 4:30 of course)!



But, of course, every meet needs some trains to play with and this meet was a whopper! Looked like a Triennial!

Now the story goes like this, the little pile on the left was done by one crew and the other larger pile was done by another crew. So why the discrepancy? Seems the guys on the left cheated, they did them at home!



And then all you need is people to run em'! And people we had, lots of em'! What a great 20th anniversary celebration and meet! What fun!



A log train running during the meet, from Aspen Loop to the Fire Pit!

# *Photo Gallery (cont.)*

Here is but a few of the engines in attendance at the September Meet, wonderful models all!



September Attendees			
Last	First	City	St
Ackerman	Ed, Sara, Michael	Hillsboro	OR
Anderson	Larry, Marvin Dixon	Salem	OR
Arrol	David	Sacramento	CA
Austin	Alan	Brentwood Bay	BC
Balf	Jerry, Louise	Chiloquin	OR
Barnes	Chuck	Modesto	Ca
Bartel	Dick, Dorothy	San Bruno	CA
Bickle	Barry	Lake Forest	FL
Blenkinsop	Joel, Bev	Kaysville	UT
Blenkinsop	Roy	Elk Bend	ID
Bowlus	Chuck, Donna, Bob Dixon	Nampa	ID
Brooks	Lee, Toni	Chiloquin	OR
Bruner-Welch	Don, Glenn Welch	Santa Rosa	CA
Buell	Nick	Kent	WA
Butler	Boyd, Twila	Kennewick	WA
Cooper	Jerry	Rogue River	OR
Cooper	John	Klamath Falls	OR
Crane	Jerry	Auburn	WA
Crisp	Art, Genevieve	Chiloquin	OR
Custer	Richard	Vancouver	WA
DaBroi	Larry	Mt. Shasta	CA
Davenport	Jim	Sammamish	WA
Deffley	Don	Auburn	WA
Dent	Les	Dublin	CA
Devine	Kirk, Nancy, Cameron, Harrison	Bellevue	WA
Dodge	Daniel	Camano Island	WA
Dwyer	Bill	Alameda	CA
Dyche	Mel	Turlock	CA
Eaton	Bruce	Shingletown	CA
Ediger	Dennis, Sharon" Mort"	Camas	WA
Flitton	Mark, Debbie, Jeff	Caldwell	ID
Fraser	Scott, Bryan	Medford	OR
Gochmour	Ralph, Rosie	Salt Lake City	UT
Halliday	Allan	Sidney	BC
Hammond	Paul	Woodland Hills	CA
Harper	Larry	Poulsbo	WA
Hayes	Bob	Chiloquin	OR
Heiny	Daniel	Evanston	WY
Hewitson	Huey, Rosanne, Hailey, Brady, Alex	Salt Lake City	UT
Hoke	George, Beverly Kendall	Bellevue	WA
Jones	Courtney,	Hobart	WA
Jones	Al	Dexter	OR
Kaasa	Duane, Pat	Leavenworth	WA
Keitel	David	Sebastopol	CA
Kelso	John, Gene Flanders	Mollala	OR
Kludt	Bill, Joyce	Centralia	WA
Lane	Jim	Las Vegas	NV
Ledyard	Richard	Boise	ID
Lee	Kevin	Greenview	CA
Lisonbee	Fred	Ashland	OR
McClure	Mark, Clark	Bellevue	WA
McInnis	Ian, Cheryl	Puyallup	WA
McMillan	Bob	Round Mtn	CA
Meinershagen	Charlie	Redding	CA
Meyer	Kenneth, Linda	Rockwell	IA
Miller	James, Trish, Tyler, Alison, Mark, Luke	Bend	OR
Monson	Matt, Shawn Walsh	Turlock	CA
Mulder	Mike, Wendy, Bill Benedict	Turlock	CA
Newberry	Bert	Chiloquin	OR
Olson	Quentin	Calgary	AL
Panzik	Steve, Pam	Chiloquin	OR
Petersen	Greg, Helena, Theresa Miller	Eugene	OR
Peterson	Warren, Wesley, Kelsey, and Lawni, Brent, Eric Leatham	Victoville	CA
Peterson	Bob	Santa Rosa	CA
Pirtle	Lee	Chiloquin	OR
Platzer	Bruno, Trudy	Las Vegas	NV
Poole	Timothy, Jason, Jared, Ruth, Rachel	Oregon City	OR
Reid	Lewis	Stanwood	WA
Rehberg	Ed, Bev	Boise	ID
Rickman	Jim	Chiloquin	OR
Rossing	Raymond	Centennial	CO
Rufenacht	Bob	Pleasant Hill	CA
Schubert	Charlie Bill, Peg	Chiloquin	OR
Shepherd	Bill, Mary	Fort Bragg	CA

Shryock	Bob, Velve	Salem	OR
Silva	Bob	Merced	CA
Simon	Joe	Dallesport	WA
Slagg	Joel, Bill Chapman	Boise	ID
Stamp	Thomas	Brentwood Bay	BC
Stark	Richard	Dublin	CA
Steuer	Frank	Chiloquin	OR
Steuer	Carolyn	Lebanon	OR
Stowell	Scott	Clinton	UT
Taylor	Al, Alma Weber	Chiloquin	OR
Taylor	Dale, Veronica, Gene & Vicki Fabryka	Oroville	CA
Towle	David	Los Gatos	CA
Travato	Ron	Las Vegas	NV
Veltman	Tom, Heidi, Rebecca	Springfield	OR
Ward	Dennis	Springfield	OR
Watne	Conrad	Seattle	WA
Weaver	Dennis, Marie	Port Orchard	WA
Wolf	Bob, Pat, Austin	Salem	OR
Wood	Russ, Linda	Chiloquin	OR
Workman	Dave, Chloe, Cassie	Redmond	OR
Worsfold	Dan, Rosie Caputo	Coquitlam	BC
Worsfold	Neil, Ted, Laura	Prince George	BC
Yardley	John	Victoria	BC
Young	Ron, Caroline Jones	Chiloquin	OR
Zink	Frank, Christine, Anne Marie, Anne	Federal Way	WA
Zobel	Fred, Bill, Mary Jane, Sally	Colorado Springs	CO

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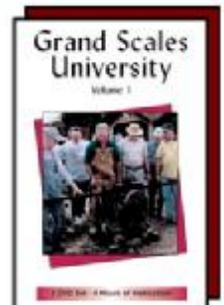
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