



The Mountain GAZETTE

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Thanksgiving time at Train Mountain is a great time to think back to all that has been accomplished and how it was accomplished. Thanks to Quentin for having the vision and resources to get this huge undertaking going. Also thanks to Quentin for having the sales skills to promote his vision to others, so that a proper work force could be gathered. Finally, thanks to Quentin for designing a system where we all share in the process of making Train Mountain what it is today. This year has seen some changes in how some projects will be done in the future, and how some parts of Train Mountain will be developed, but always the vision is at the forefront of all things Train Mountain. Quentin and Sharon have provided the hobby with a great place to come and play, work, and advance the hobby. Now with help from the Friends of Train Mountain group, this dream can continue on. The thanks for all of this also has to go to you, the members. Without the members none of this would have been possible. Could Quentin have built a 7 1/2 inch gauge railroad? Sure he could. Would it be first class? You bet. Would it be over 25 miles in length? I don't think so. Would it be raked, weeded, maintained, and further developed without the members? I don't think so. How much fun would Quentin have running trains without all the members showing up to enjoy the railroad? So thanks to Quentin for the vision, the investment, and the guidance. Thanks to the wonderful staff at Train Mountain for putting up with the 'volunteers'. Thanks to the members for all of the many hours of hard work and friendship. Thanks to all.

One of the things that I've always enjoyed about Train Mountain is the constant development going on. There does not seem to be those 'sacred cows' that are found in so many organizations. You know those projects that can't ever be changed because so and so built it, or the area that has had track on it for years, so it must be the only way to go in that area. When I first started coming to Train Mountain I heard all of those stories about how folks were disappointed that some project that they worked on a couple of years before was now no longer a part of Train Mountain. My question back to them was always the same, is it better now than it was then? Change for change sake is not necessarily a good thing, but change to make something better, now that's a good thing. Just ask Art Crisp how many times he has redesigned and rebuilt Crisp Yard. How many remember when we used to run the other direction on the Rio Grande Division? Remember the ups and downs of the original Serpentine or how about the hump exiting the first Main Yard? At this

particular point in the history of Train Mountain we are entering a very exciting time. There is major expansion planned, there is major rehabilitation planned. There are many new manufacturers and products coming into the hobby. To check on the expansion projects you can go to the new Friends of Train Mountain website. At the site you can also register for their email forum to put in your two cents worth go to <http://www.friendstm.org/> click on **Forum**. At this time there is a good discussion going on about the first expansion section. The Klamath and Western also has a new email forum @ <http://groups.yahoo.com/group/KNWRailroad/>

What a great time to be in the hobby and be a member of Train Mountain. Are you folks ready for 2008? Lots of projects, lots of things to do, lots to get accomplished before the next 'Big One'! Yeah, it's time to do your planning for the 2009 Triennial. Put it on your calendar, make sure that you save up enough vacation time, get those railroad projects done and tested in 2008 so you can come and play in 2009. Oh yeah, and don't forget we want to put in a few more miles of track by then!

As we approach the end of the year remember that dues are coming due in a short time. Think of all we as members get for our dues dollars, and get the monies into Train Mountain as soon as possible. The online forms are in the process of being updated so as soon as they are completed the big push will begin. Thanks for your support.

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FROM THE MANAGER

The latest information - Ross Perrin

Well, you missed a terrific Halloween Party! It was great, wonderful costumes, some imaginative pumpkins, tons of tasty Halloween treats and impressive music and karaoke. Thanks to Dale and Veronica Taylor we had the best live entertainment ever and found some great singers hiding inside their costumes. Of course, the best thing is always the folks that come and have a great time. Kay Depretto took on the responsibility of chairing the decorating and activity departments and with her group of helpers (Cheryl, Toni Brooks, Louise Balf, Peg Schubert, Richard and Debra Cox, Sonya Gravelle, Sharon and Bev) turned the Hall of Flags into a Halloween delight, with games and decorations including a pumpkin contest, costume contest and dancing. Thanks Kay and all your helpers and a big thanks to Dale and Veronica for making it memorable.

Donations this month included a nice new vacuum and fuel pressure tester from Lee Pirtle, thanks Lee. We also have a donation from some local folks of various materials and some tools for building models, while I have not had time to look through the boxes of items I did notice things on the top of the boxes that I know we can use. I like to keep a lot of parts and materials to help you make repairs when you need to, mainly because of your long trip to get here and I want to make sure you get to run your equipment. Thank you John and Phyllis King of Chiloquin for this donation of materials that will help make sure folks get to run the rails.

So what have we been doing? FTM is in full swing and there is a interesting web site now at www.friendstm.org. On this site you will also find a invitation to a online forum where issues on many aspects of our expansion are discussed in length and you can join in, please do so because the more we know, the better it will turn out. As Project Manager for FTM, I can tell you that things are moving fast, the track shop will open for production on the 12th and I have hired Paul Aragon back to get us rolling. As supplies begin to meet demand I will add a second person to help meet our needs for track and switches. The first load of ties has shown up and the rail, joiners, screws and tie plates are on hand for the first 25,000 feet. I have also brought Jerry Day back on board to work part time for FTM and part time for TM, he has been helping catch up maintenance on the equipment and is assuming jobs in the handyman category, which will allow Richard to have more time to work on grades. Jerry has been helping me reorganize the track shop to increase production and insure a safe work environment. Whew, lots of things are happening!

Out in the field we have a pioneered trail with some improvements on the north end of Elizabeth River with a new dam (Dam 5) going in to minimize the number of grade crossings that have to be built. By the way, we fin-

ished up Dam 3.5 and it is now the main route to Steuer Siding and the Lumber Camp. This is also the main north-south route to the north end of TM. A new road is in from the southwest corner of Lee and Toni Brooks' property to the main east-west Railroad Ridge Road and connects to Hidden Valley Road going north. The grades across Bill Farmer's land will not be worked on until the Farmersville property is transferred to TM, but we did jump over it and have rough grades in from the west side of it at Witcombe Junction to Schubert Junction up to Hope Circle. We will start working on Bill Shepherd's elevations at the north end of Elizabeth River next; this is where Farmersville Circle is. We also have reopened the north road to New England (or the northwest corner of TM) and have improved the easement to Highway 422 North, so now we have gated access there. While working up there we discovered an entrance point the poachers have been using so Richard put in posts and fence to hopefully stop that activity.

Winterizing around TM is pretty much taken care of and we have been getting some repair work done and preparing for a new season. The office has been very busy as Cheryl starts the new membership process and the new items for next year such as the updates to everything, changes to policy from the FTM merger and the membership roster. Bev is getting ready to reorder store supplies so make sure you check out the store on line for your special Christmas presents.

Many of you have heard about the Radio Control Train Tests done last month and those of you that haven't will get up to date by Russ Wood's article, this is important stuff. I was impressed by the system and pleased to see such a good system finally available, remember the safety of radio control operation is foremost. We are developing an inspection certificate for RC engines that will be implemented for next year, similar to a boiler inspection and certification.

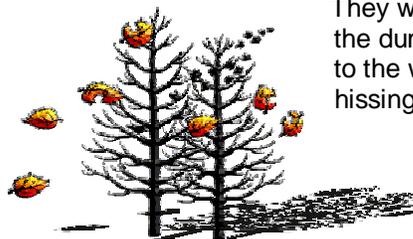
I want to wish everyone a happy Thanksgiving and be safe; we want to see you soon.

Talk to you soon:

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



So the story goes like this, Ross was taking some garbage out to the dumpster and heard some hissing and immediately closed up the dumpster. Brave Beverly went to check out what the fuss was about and took this great picture of some adorable 'hissing' raccoons. They were assisted out of the dumpster and returned to the wild. Case of the hissing dumpster solved.



(Continued on page 3)

RADIO CONTROL AT TRAIN MOUNTAIN? Raising the bar - Russ Wood

If you have read the Train Encyclopedia you may remember that Train Mountain has 'had' a policy of - no radio controlled trains. In the past all attempts to prove that policy invalid have met with testing failures. The process is really very simple, Train Mountain wants the hobby to be a safe hobby. Past trials did not prove that radio controlled trains could be operated with safety. Well, that has changed. Matt Monson brought his Mountain Car Company (MCC) radio controlled Dash-9 to Train Mountain to be tested. What was successfully demonstrated was a radio controlled locomotive that was safe and very reliable. The system was co-developed by MCC and Miratron Inc. a Portland based radio control electronics company. The radio control system used in conjunction with MCC's proven hydrostatic transmission system proved to be the answer.



What Matt and his friends were able to demonstrate was the fail-safe nature of the MCC system.

1. The locomotive cannot be started using the remote, the locomotive must be started at the locomotive.
2. When the locomotive was out of range from the transmitter the locomotive shut off. The range demonstrated was 150 feet.
3. On the controller box there was also an emergency stop or kill button, this caused the locomotive to shut off.
4. Due to the nature of the hydrostatic transmission when the locomotive was shut off the locomotive stopped immediately, no coasting or drifting.
5. Once stopped, the locomotive could only be started at the locomotive as listed in #1 above.

This may not be the only solution for a radio controlled locomotive, but it is the first to be demonstrated at Train Mountain and proven to be a safe and reliable system. It is also the first to be approved for use at Train Mountain. Congratulations to Matt, MCC and Miratron for developing a great solution and thanks for welcoming Train Mountain into a new era of train control. On 10/26/07 the test team consisted of Matt Monson, Les Dent, Carl Schmidt, Paul Westover, Barry Bickle, Chuck Barnes, Dennis Ward, and Train Mountain was represented by Ross Perrin and Quentin Breen.



As a result of this testing, the following is the 'new' radio control policy for the Train Mountain Encyclopedia:

"Radio Controlled Locomotives. Now that the hobby is beginning to model contemporary locomotives and long trains, it was only a matter of time before we would see members who wanted to run long trains with distributed power. There have always been situations where photographers wanted to get a video of a train without riders to achieve a special effect.

Radio controlled locomotives make both results much easier to achieve. And, radio control facilitates making up long trains in yards as well.

Train Mountain will allow engineers to operate their radio-controlled locomotives providing that the radio control system has been inspected and approved at the beginning of each operating season. To receive approval, each system must have a fail-safe system that stops the locomotive if the locomotive is no longer under the control of the remote control unit.

The test has two parts. First, to determine if the locomotive stops if it goes beyond radio control range and second to determine if the locomotive stops when a battery is removed from the remote control unit. Upon passing these two tests, Train Mountain will provide the locomotive owner with a certificate similar to the following to place on or near the remote control electronic package in the locomotive:

To date we have inspected and approved the system marketed by Mountain Car Company which incorporates an electronic remote control package manufactured by Miratron Inc. which appears to be a robust commercial product. No doubt we will be seeing other products as the hobby continues to progress. (10/07)"

TRAIN MOUNTAIN RAILROAD Remote Control Locomotive Inspection Certificate	
Expires December 31,	_____
Engine Type:	_____
Road name:	_____
Road number:	_____
Owner:	_____
Inspection Date:	_____
Inspected By:	_____

This is a mock-up of a possible Remote Control Certificate. The final version will be issued by Train Mountain.

Happy Thanksgiving

Photo Gallery - Halloween Style



Now I know that I said that the Halloween party was supposed to be fun, but some party goers did show a serious side!

What would any party be without a few supplies for the participants? Ross had to use a hand truck to bring them in.



You might think that the volunteers at Train Mountain just do track work or raking, but as you can see even decorating is part of the program.



The Halloween party requires a lot of set decorations to create the scary mood of the night. Looks like they accomplished their goal.



The party noise makers are of course Dale and Veronica and their wonderful music system and great collection of tunes.



I can't quite tell from the pictures but it looks like Richard is having some vision issues.



Isn't that a 'parade float' wave and not a party wave? Well, I guess it will do for this issue of the Gazette.



You know I read that warning label out on the Back-Shop fridge, but I had no idea of the consequences! These guys really look bad!



As the seasons change the migration of the birds is part of our viewing pleasure but I think we may have over done it this year!



Quentin and Sharon even saw fit to invite in some rather unusual guests to the party, even though they were carrying a sword!



Chris and Michelle of the Klamath and Western gang seem to be enjoying the festivities (maybe because they didn't have to do the cooking!).



The warning at the Post Office says that we should not buy a used car from this person! I think I agree!



Costumes are sometimes scary, sometimes humorous, but WOW, let's try magnificent! Quentin's costume this year was just wonderful. Thanks to all who participated for a great Halloween party again!





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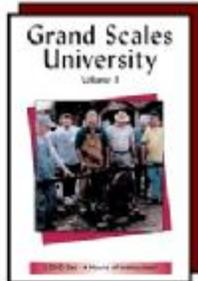
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