



The Mountain GAZETTE

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Kitsap, Kitsap, what are we going to do with those folks? Seems that just a little bit of publicity is all it takes to set those folks off! What am I talking about? Well if you have been following the saga of how much work I said they did, and how much work they really did, you know I goofed. So what's an editor to do but publish an apology and be done with it, right! Wrong again! They came back again! Another Kitsap only unofficial work week in between the last meet (which ever one that was) and the next meet (I know, forget it!). The boys pulled up and relaid the track from Crisp Bridge to the long tunnel and re-wired it into the signal system. The ladies helped in the garden and on the Gazette. Along with Amy Winter they did all the printing, folding, labeling, and stamping. They all even got in a little running to boot! Thanks again gang, we ALL appreciate your efforts.

Having ton's and ton's of track all prepared and ready to go helped the July crews lay some 5,362 feet of track. The Serpentine is finished! Hurray and what a great piece of re-engineering. From the grading by the pro's to the installing and finishing by the volunteers, what a great improvement. The second feat was the completion of the Elizabeth River Loop track- age. The Idaho Mafia set yet another Train Mountain record by laying 1,286 feet of new track in a single day! The great gang of ballasters kept up with the track crews and their efforts are the frosting on the cake. We can't run on it until it's ballasted and they did a great job. The weed patrol was out in force as well and the flower beds look terrific, what a meet! If you are keeping score that's one more mile to add to the mainline total of the world's biggest 7 1/2 inch gauge railroad!

WOW, we just finished another stellar Train Mountain Work Week / Meet, the July meet (that started in June), it's hard to believe it's that time again. What time is that? Why it's the August Train Mountain Work Week / Meet that starts in July and is, ooh never mind! This is "Super Tune" the railroad month. We need to do the tune up work to make sure the railroad is in tip top shape for the Triennial next year. We need to cleanup the ballasting in several areas. We need weed patrol almost everywhere. There are lots of sidings and small yard projects that need troops to help get them done. Basically we need you! Come and enjoy the new Serpentine and Elizabeth River Loop and maybe even complete a project or two of your own!

What we need now to really make Train Mountain shine for the Triennial is for all of us at the next meet bring their favorite weed eater! That's right, bring your weed eater and show us all how good you are at running it! Remember having 180,000 feet of track is really cool, but it is surrounded by 360,000 feet of weeds! Please help in this project.

The first Craft Social is in the books and by anybody's tally it was a rousing success. What's a Craft Social you ask? The

Quilters of Chiloquin met with the lady members of Train Mountain and had a grand time sharing their accomplishments, information, and instructing one another. From the samples on hand the artistic talents of our ladies are to be envied and admired. Check out this month's What Works for details. Well done ladies!

In a slight change of policy The Mountain Gazette is NOT going to try and report everything! I will give you SOME teasers of the happenings at the meets in a hope that you might see how much fun you are missing and come join in the fun. The meets are really lot's of fun and some of these happenings I probably shouldn't write about anyhow! Want a hint? Find out about the Pop Tart caper, or the Downstairs Chorus, or how much propane does it really take to get around Train Mountain? Find out these secrets and more at any Train Mountain meet, how about the next one? The July meet was more than successful, it was fun!

If you have ANY suggestions, or changes, or additional information please email to:

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Russ Wood, editor

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FROM THE MANAGER

The latest information for the August 2002 Meet

This column will appear in the July, and August issues of The Mountain Gazette. Ross Perrin (the Train Mountain General Manager) will give us the latest information on what to expect during the upcoming meet. ED.

Once again I have to say WHAT A GREAT MEET! Thanks to all involved. We saw the completion of our major rail projects for this year and something new, an actual track maintenance crew re-pairing the rails from their train. Did everyone notice how good the flowerbeds are looking? Even the coal mine is looking good again. Great job.

We are ready to move into a period of maintenance. My goal has always been to be the biggest and the best 7-½ inch railroad; well we are but we can do a lot to improve. Track maintenance is needed to give the engineers a good operating track, which affects all of us when we ride the rails. A good track saves equipment from derail damage and injuries to us as well.

You can form crews and check out one of the 4 work trains we have in the Back Shop, which can be pulled with you engine. Sounds like some of you will get to run your train and work at the same time, rough deal huh!

As always there will be a never-ending list of odd jobs to do, Weeding, painting, repairing. We will be hosting an international meet next year and everything we can do to prepare now will make it even better than the last one.

I would like to offer a special thanks to our Editor, Russ Wood. For those of you that don't have the opportunity to be involved in our daily operations, let me enlighten you a little. We never know when Russ will show up cause he works a job, but he has the knack of being in the right place at the right time to get great photos and hear the best stories. How does he do it! We also have a few informal gatherings in the back shop after work during the week and I think Russ feels they are editor briefings. (*Don't tell Linda she thinks I'm working! ED*). Thanks for all the good information and your sense of humor.

I mentioned in the past that I would share some of our suggestions from the Suggestion Box with you so here goes.

Suggestion: AN ATM Machine

Comment: ATM machines are a costly device much like a soda machine. With only 4 events a year to support the machine it would not be used enough to pay for itself. We are, however, fortunate to have ATM services in various locations around Chiloquin.

Suggestion: BBQ Sauce for chicken strips

Comment: Sounds like a good thing, we will get some.

Suggestion: Adopt a section of railroad to maintain the grounds, away from the main area.

Comment: This sounds like a great idea. Those interested please see me and let's start a map showing adopted areas and discuss signs noting who is doing specific areas.

As you can see, suggestions are very important to us. I receive numerous suggestions (good and bad) in a day's time. The bad ones tell me what needs to be improved on or changed and the good ones tell me what we are doing right. Please try to use the suggestion box in Central Station or an email so I have a record of your suggestions and can address them.

[See you at the meet, Ross](#)

THE SCHEDULE

August 2002 Work Week

Welcome to the schedule of events for the August 2002 meet. The May meet was so successful, that it will be tough act to follow, however I know you are all up to the task! Here's what's happening during August Meet Week 2002.

DATE	TIME	ACTIVITY
Saturday, July 27th	9:00 AM	Begin Work Week, which runs through Thursday, August 1st at 4:00 PM
Saturday, July 27th	6:00 PM	Recognition Dinner for all volunteers who worked on the first day of the Work Week. Location Central Hosted by TM staff.
Monday, July 29th	7:00 AM	Food service starts at the Beanery. Open Monday through Saturday. Breakfast 7:00 to 10:00 AM, Lunch 11:00 AM to 2:00 PM, Snacks from 2:00 PM to 5:00 PM
Thursday, Aug. 1st	1:00 to 3:00 pm	Quilters of Chiloquin. Sewers will meet in Central Station, show and tell, beginners welcome— SEE NOTES.
Thursday, Aug. 1st	4:00 PM	Work Week ends, no work permitted for the remainder of the week.
Thursday, Aug. 1st	6:00 PM	Recognition Dinner for all volunteers who have worked at least one day during the work week. Host's Tom and Fred Vertel— SEE SPECIAL NOTES BELOW.
Friday, Aug. 2nd	9:00 AM	August Train Meet begins, which runs through Sunday. Company Store open Friday and Saturday 9:00 AM to 5:00 PM, Sunday 9:00 AM to 11:00 AM
Friday, Aug 2nd	5:00 PM	Pizza and Beer celebration for all train meet attendees. Host's Russ and Linda Wood— SEE SPECIAL NOTES BELOW.
Saturday, Aug. 3rd	6:00 PM	Train Mountain Banquet, held at Central Station, tickets available from tmrr@cvc.net or 541-783-3030. See menu on page 1.
Sunday, Aug. 4th	10:00 AM to 3:00 PM	Over The Hill Live Steamers, open to the public for rides, snack bar open! All Train Mountain members and their trains welcome!
Sunday, Aug. 4th	4:00 PM	The August 2002 Meet ends.

SPECIAL NOTES FOR SOME SPECIAL EVENTS:

If you have not been a volunteer or an attendee at Train Mountain, here's an opportunity to come a day or two early, get to know the Train Mountain Experience firsthand, and finish with some great fun and the camaraderie of new friends.

Quilters of Chiloquin will hold a special Thursday Sewing Social at each of the Train Mountain meets. They meet in the Central Station from 1:00 to 3:00 pm. This is not just for quilters, this is for all kinds of sewing, needlework, crafts, etc.. What ever project you are working on, please bring it for show and tell.

Tom and Fred Vertel will be hosting a dinner for all **Work Week** volunteers who have spent **at least one full day** during the Work Week contributing to the Train Mountain effort. The dinner will be Thursday evening prior to the Train Meet weekend. **All members are suggested to arrive at their house by TRAIN! If you do not wish to bring your train, you may ride the special trains that will be departing Central Station at 5:00 pm.** You may

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drive your vehicle to their house but parking is limited. YOU MUST SIGN UP at the Train Mountain Main Office located in the Central Station building as soon as you arrive, the **deadline for signups is Wednesday at 5:00 pm—no exceptions.** Directions are available at the Office.

Russ and Linda Wood will be hosting their regular Pizza and Beer night. Because Friday night is also a good time for night running at Train Mountain, Russ and Linda will be starting a little earlier than normal at 5:00 pm. 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 5 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. PLEASE SIGN UP at the Train Mountain Main Office located in the Central Station building as soon as you arrive. Directions are available at the Office.

Highlights from last month's events.



Saturday Night Early Bird Dinner,

hosted by Quentin and Sharon Breen, cooked by barrel and Evil Mark.



Thursday Night Thank You Dinner, hosts Fred and Tom Vertel, including train rides and awesome food!



Friday Night Pizza, hosts Russ and Linda Wood, Pop's birthday and the downstairs chorus!



Saturday Night Banquet, host Quentin Breen, dinner by Debra Cox and crew (34 separate items, WOW!). Even the Town Crier was impressed and loudly exclaimed his appreciation for Train Mountain.

NEXT WORK WEEK

What do we do next!

First a little clarification, the things listed here are things that might / maybe / could be accomplished / finished or should be accomplished / finished by the Triennial 2003 meet. They are not the goals for the next work week! We get a little of each of these things done every meet. The big projects get the ink and we talk about the relaying of the Serpentine, but members like Jeff Phillips look at this list and pick out the things they can work on. Jeff has relayed the track at Blue Mountain Coal including some new switches and much realignment. thanks Jeff. Some of these are full work week projects, some are one or two day projects. They all need to be done. If you can make it for a work week, terrific, if you can only come up for a day or two, terrific. We can certainly use the help. Remember to plan enough time to have **fun** while you are here! Check out The Schedule for additional activities during the July Work Week.

Possible August Work Week Projects

July 27th--August 4th, 2002

Super Tune Mainline - Lot's of crews working together
Aspen Grove Loop - 5,200 plus feet—work crew (depending on rail)

Anytime Projects

Siding Extension - 4 people one day
 Steuer siding and lumber camp, three switches 500 plus of feet track.

Main Yard Tune up - 2 people two weeks

Cement Plant Sidings and Stubs - 2 people 1 week
 Six switches, two sidings, 2 stubs.

Six Acre Siding and Yard - 2 people 1 week
 Six switches, one siding, four stubs.

North Portal Siding, Wye, and Yard - 4 people 1 week
 Seven switches, two sidings, one wye, and one stub.

Repaint Steaming Bays Crisp Yard - 2 people 1 week

Paint Steaming Bays Klamath & Western Yard - 2 people 1 week
 Paint steaming bays and two transfer tables.

Grade Crossings Upgrade - 2 to 4 people 2 days each
 Replace any wooden tie sections within two track sections of all grade crossings (this can be an ongoing project)

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

Meet	Work Week	Run Days
Aug 2002 Third	Sat Jul 27	Thu Aug 1 -Sun Aug 4
Sep 2002 Fourth	Sat Aug 31	Thu Sep 5 -Sun Sep 8
May 2003 First	Sat May 24	Thu May 29 -Sun Jun 1
June 2003 Triennial	Sat June 14	Sat Jun 21 -Sun Jun 29

A special note about the Triennial schedule, there is a work week just before the Triennial June 14—20, for all those last minute, clean up, finish up, set up kinds of things. Come early and get a good spot to park, it will be lot's of fun in the sun!

RIGHT OF WAY

Constructing the right of way

The ground work is completed on the Aspen Loop right of way. It needs to settle for a full season and then be given that special Train Mountain finishing touch before the track crews can attack it. When completed it will add another mile or so of mainline to

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the grand total for Train Mountain. As you ride around Douglas Loop you go around the outside of some smaller groves of aspens. The Aspen Loop goes right through the largest grove of aspens on the property. Many of us have walked the new right of way and can tell you first hand just how beautiful a ride it will be.

CURRENT YEAR

What we've accomplished in 2002

The Third official Work Week / August Meet is about to start and the list is already growing for accomplishments we have made in 2002. If I've missed anybody's project, please don't take offense, it's just you folks do so much it's really hard to keep up with. We all appreciate the extra effort and the Train Mountain experience is directly derived from your efforts, thanks. Bold faced items completed during this issues time line.

1. Dog Walk exit switches and 200' track headed west, completed.
2. Installed storage yard at Main Yard for switch storage, completed.
3. Installation of 2 transfer tables, 10 steaming bays, garden tracks, ballasting at Klamath and Western, completed.
4. First 1,000+ feet of Serpentine re-laid, 7 switches and partial ballasting.
5. Rewired crossing signal Grand Junction, completed (it works!)
6. Rewired electrical outlets north side Back Shop, completed (winter damage)
7. Extended Dam 2 siding, installed three switches, ballasted, completed.
8. Installed new track Lower Serpentine, ballasted, completed.
9. Ballasted new track at Diamond Back to Bottleneck, completed.
10. Installed additional track Elizabeth River Loop, ballasted.
11. Rebuilt one railbender and repaired many other shop tools.
12. Assembled 28 rail flat cars, new Train Mountain trucks and safety cables.
13. Raked, stacked, weeded, gardened, hauled tumble weed, etc, etc, etc.
14. Installed new model powerhouse at Youngstown.
15. Re-installed repaired miniature buildings Little Falls and Youngstown.
16. Transported switches to new switch storage yard in Main Yard.
17. Replaced track panels approaching grade crossings, several completed
18. Over The Hill Live Steamers rebuilt their miniature town (looks great), completed
- 19. Realigned and super tuned Blue Mountain Coal Yard, completed**
- 20. Removed, relayed, rewired the mainline from Crisp Bridge to Long Tunnel, completed**
- 21. Removed old paint, primed and two coats on Flanger.**
- 22. Spruced up the Passenger Car, Fixed picnic benches**
- 23. Repainted Perrin Bridge, Wright Bridge**
- 24. Painted transfer tables and steaming bays Klamath and Western**
- 25. Relaid Serpentine, ballasted, sidings and spurs, completed.**
- 26. Completion of trackage for Elizabeth River Loop, ballasted, completed.**
- 27. Water Fall at Little Falls rebuilt and made operational**
- 28. Blue Mountain Coal mine building restored**
- 29. Removed and replaced exit switches from South Meadow**

Special note from the editor: Many of these projects have been accomplished in between meets by the regulars and I would like to thank them for their tireless efforts in making Train Mountain a better place for all of us. Thanks to Jeff Phillips, Art Crisp, Charlie 'Bill', Art Miller and of course Frank Steuer, thanks guys!

July Meet Attendees, Thank You

Aguirre, Henry, Sandra, Nevada City, CA
 Alley, Steve, Gardnerville, NV
 Allinger, Tom, Stuart, Allinger, Bend, OR
 Bartel, Dick, Bill, San Bruno, CA
 Barter, Art, Thomas, Costa Mesa, CA
 Benjamin, Brian, Shirl, Bend, OR
 Braun, Lutz, Pam, Franklin, TN
 Brooks, Lee, Toni, Kennewick, WA
 Butler, Boyd, Kennewick, WA
 Crisp, Art, Genevieve, Chiloquin, OR
 Dollosso, Frank, Nice, CA
 Easlon, Steven, Alturas, CA
 Evans, Mike, Anderson, CA
 Flitton, Mark, Debbie, Jeff, Caldwell, ID
 Floyd, Bill, Butch, W. Sacramento, CA
 Frank, David, Merry Lee Croslin, Sacramento, CA
 Freihube, Walter, Theresa, Eugene, OR
 Garin, Paul, Marge, William, Fresno, CA
 Haas, James, Klamath Falls, OR
 Hansen, Howard, Santa Rosa, CA
 Hansford, Richard, Graham, WA
 Harold, Robert, Maylene, Carson City, NV
 Heaphy, Jae, Eleanor, Sedona, AZ
 Henning, Berthel, Richard Law, Mtn Center, CA
 Heyer, Mark, Martine, Palo Alto, CA
 Hoke, George, Betsey, Bellevue, WA
 Holmes, John, Jack, Bellevue, WA
 Ken Palmer, Alene Palmer, Dick Rees, Centralia, WA
 Knowles, Art, Seabeck, WA
 Koehler, Ron, Helen, Denver, CO
 Lane, Jim, Joyce, Vancouver, WA
 Ledyard, Rich, Boise, ID
 Lisonbee, Fred, Otis Oredson, Medford, OR
 Lovell, Bob, Henderson, NV
 McMillan, Bob, Round Mountain, CA
 Meinershagen, Charlie, Redding, CA
 Meisser, Hugo, Jeanne, Sun City, AZ
 Melewski, Frank, Linda, Buckley, WA
 Miller, Arthur, Florence, OR
 Moore, Mel, Val Shelton, Florence, OR
 Panzik, Steve, Pam, FL
 Pedigo, Pete, Jeff Mitchell, Jim Graft, Bloomington, IN
 Phillips, Jeff, Saanichton, BC
 Pirtle, Lee, Chiloquin, OR
 Presson, Michael, Nice, CA
 Prull, William, Galen Carpenter, Veneta, OR
 Reichhold, Kim, Debby, Chris, Genoa, NV
 Reinhardt, Gregory, Alturas, CA
 Reiter, Art, Barbara, Atascadero, CA
 Reiter, Ken, Greg, Spencer Noe, San Jose, CA
 Reutlinger, Robert, Barbara, Hamilton, MT
 Rohrer, David, Marliss, Oakhurst, CA
 Scarbrough, Ben, Lesley, Los Gatos, CA
 Shepherd, Bill, Fort Bragg, CA
 Slagg, Joel, Boise, ID
 Sparkes, John, Eileen, Chiloquin, OR
 Springer, Howard, Jeanie, Poulsbo, WA
 Steuer, Frank, Carolyn, 2 Grandsons, Sherwood, OR
 Stutts, Chuck, Sherry, Chiloquin, OR
 Taylor, Dale, Veronica, Oropond, CA
 Thomas, Waldo, Goldendale, WA
 Ulin, Richard, Linda, Broomfield, CO
 Van Sickle, David, Hamilton, MT
 Vertel, Tom, Fred, Chiloquin, OR
 Wade, Robert, Victor, MT
 Wilkinson, Douglas, Seattle, WA
 Witcombe, Al, Sidney, BC
 Wood, Pop, Barbara, Plesanton, CA
 Wood, Russ, Linda, Chiloquin, OR
 Young, Ron, Caroline, Chiloquin, OR

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MAJOR PROJECT STATUS

What is ahead for Train Mountain

2003 sounded so far off when we set the dates for the next Triennial meet way back in 2000. Guess what, it's just around the corner and we have so many things to get done before that time. Mostly what we want to accomplish is to have the track and facilities that are currently installed, performing and looking their absolute best. Lot's of tune up work, clean up work, and generally fix up stuff needs to be done. Nothing major all by itself, by a large amount of work when taken collectively. We need your help to make the 2003 meet as successful as the 2000 meet was. We have a great facility, a great location, all we need is you!

TRACKSHOP

What's built and waiting for installation

Keeping up with the volunteers and their track laying efforts has made the TrackShop a very busy place this summer. Check out the totals and remember we just laid 5,362 feet of track this month!

TRACK INVENTORY	
May 1, 2002	
Alum Straight	43
Steel Straight	150
Steel 165' Radius	153
Steel 150' Radius	167
Steel 135' Radius	103
Steel 120' Radius	116
Steel 105' Radius	981
Steel 90' Radius	67
Steel 75' Radius	2
Sub Total (Steel)	882
Used Alum (wood)	511
Total	1393
Total Feet (miles)	2.64 miles

SWITCH INVENTORY	
May 1, 2002	
Alum 75' Right	43
Alum 75' Left (4 on wood)	59
Alum 75' Wye (all wood)	16
Alum 100' Right	
Alum 100' Left (2 on wood)	1
Alum 100' Wye (on wood)	
Steel 75' Right	3
Steel 75' Left	11
Steel 100' Right	11
Steel 100' Left	9
Alum 50' Right	
Alum 50' Left	
Total	153

WHAT WORKS

Ideas that seem to make a difference

You are the General Manager of Train Mountain, so what do you do on your day off? You pack up your family and bring them over to Train Mountain to repaint bridges right! Matt and Thelma even managed to even get some paint on the bridge and not on themselves. The family ties to Train Mountain are strong and growing. What a great place to come to, and to visit, and to live near! What does the Cox family (Debra, Richard, et. Al.) do on their day off, why they come over to the Klamath and Western and take train rides with their good friends the Over the Hill Live Steamers that's what! Debra says it's pretty hard to keep little Alex from coming over on his own, since we run through his front yard and blow the whistles all day long! Why not bring your family up to Train Mountain and join in the fun, we'd love to have ya'!

I Mentioned to my wife Linda, one day, that I thought it would be neat if her quilting group could schedule one of their meetings at Train Mountain during one of our meets. She liked the idea and so she proposed the idea to her membership and to Quentin. All

parties agreed to give it a try. Well the rest they say is history! What a great turnout. 9 of the Chiloquin ladies and 12 of the Train Mountain ladies were in attendance. Check out the pictures of some of their handiwork. I can't wait to see what they have to share at the next meet. This will be a regular feature of all Train Mountain meets. Check out the Thursday afternoon schedule. Remember this is for all crafts not just quilting or sewing, but all crafts. Good job ladies, looks terrific! So how do you do those prairie points again?

Locals

Linda Wood
Sandi Selk
Mary Kelley
Kathy Adams
Morna Bastian
Louise Balf
Althia Stephens
Dorothy Elliott
Judi Doud

Train Mountain Members

Toni Brooks
Jeanie Springer
Shirley Wilkinson
Linda Ulin
Debbie Flitton
Carolyn Steuer
Sandra Acuirre
Theresa Freihube
Barbara Reutlinger
Marliss Rohrer
Pamela Panzik
Marge Garin



A great showing of projects, lots of helpful hints, a train or two, and wow what great craftsmanship!

MY FAVORITE MEMORY

What Makes This Place Special

From a long time friend and fellow model railroader.

The favorite memory that comes to mind is the first visit to Train Mountain and touring the entire facility. That's the grabber. It didn't take long to convince one to pull out the check book and join. This is a must see, to believe. Next was the participation of IBLS 2000. Volunteering for various assignments was most enjoyable. Meeting a lot of folks from all over the country and the world. It is great to know widespread this hobby has become. This was my impression and it was a fascination to see the same effect that it had on other new visitors to Train Mountain.

Hope I have answered your question, after all if it wasn't for you telling me and other folks down here, I'd never gotten up there.

Mike Moran, member

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I had prepared a slide & video presentation on Train Mountain that I gave several times while I still lived in California. ED.

No pictures, just memories, how about sharing yours with the group!

PROTOTYPE

The growing collection at Train Mountain

Work is progressing on the Burro crane, the passenger trucks have been repainted, thanks Al Witcombe (alias Town Crier), and the Flanger was scrapped down with a hand scraper, two coats of primer were absorbed into the super dried wood sides, and then a new coat of paint. Looks great, thanks Larry Dabroi. Seems like all the equipment is looking better these days. All we need is you to help on doing some of the others, how about it?

THE PARK GROUNDS

Its not just trains!

Sometimes I get off work early and I go home instead of over to Train Mountain. When I got home this day, no Linda. I searched the house and find a note, 'I'm over at TM, love Me.' Now wait a minute that's my line! I hopped in the truck and head on over to Train Mountain, and sure enough there she is. However she's surrounded by lot's of ladies and is being directed by Debra and Carol, What's going on? Well it was an outing for the Chiloquin Garden Club and Debra and Carol were showing the group (16 members) some of the many plants that grow very well here. Debra is quick to point out that it has been a trial and error system and some plants that grow well just a few miles away, don't grow well at Train Mountain. Carol is a wealth of knowledge of all the names for all the plants and the Garden Club was quite impressed and really loved the tour. Their only complaint was 'NO TRAIN RIDE"! Well maybe next time. Well done Debra and Carol, that's the kind of local publicity we need, thanks!

FEATURED PRODUCT

From the Company Store

The Company Store has lot's of goodies to complete your trip to Train Mountain. Give them a try.

RULES OF THE ROAD

Reviewing the Rules

10. DROP A GREEN BLOCK AT ANY DERAILMENT LOCATION.

Not only does this tell track crews where problems are, it warns the next train that there is a track problem.

11. LEAVE SWITCH THROWS LINED FOR MAIN LINE. This is particularly important when the next train may have an engineer on his or her first trip on Train Mountain track.

Here we have a failure to communicate problem. I think we all understand the principal feature of the green block dropped at a trouble spot. What we don't seem to have a handle on is when and where to drop it! After running on Friday at the last meet somebody had dropped a green block AT EVERY SWITCH POINT IN DOUGLAS LOOP! Let's get serious here, how can that be? 50 other trains were running on Friday and NO green blocks! I think there may be some suspicion that it's NOT the track! If you make a couple of trips around and derail at the same spot every time that's a perfect spot to drop a block. If you derail at every switch check your equipment, and DON'T drop a

block. If you do drop a block it goes on the RIGHT side of the track at the site of the derailment. Putting it on the left side, especially on double track or at a siding, tells the maintenance crews nothing.

Courtesy is obviously something we have all forgotten since we used to live with our mothers! You remember the old 'do unto others' line. Playing with all the routes at Train Mountain is certainly a lot of fun. But how about the newbie that's right behind you and is trying to get back to Central station and EVERY switch is set incorrectly! If the sign says KEEP RIGHT and you want to go left that is fine, just remember to use some courtesy (and the operating rule #11), reset your switch after you've gone through it!

OPERATION

More than round and round!

During the summer months I'll use this column like a photo gallery of the members using Train Mountain. I will also review any operations that may change do to track changes made during the last work week.

The Serpentine is back and wow what a ride. Play with the route from all the various possibilities and the Serpentine really shows it's stuff. Cutoff at Bottleneck or Dog Walk, come uphill or down, enter from the Klamath and Western or from Grand Junction, it just doesn't matter, it is great fun and really a major improvement to Train Mountain.

And now some pictures of members having fun on the railroad, also some shots of just trains, trains, trains!

Menu - August 3, 2002 Banquet:

Appetizer

String Cheese Sticks
Celery Sticks with Crab Spread

Minestrone Soup
Antipasto Salad
Pistachio Salad

Main Entrees

Meat Lasagne
Fettuccine with Chicken and Mushroom Alfredo
Broiled Parmesan Zucchini
Garlic Cheese Bread

Beverages

Crystal Light and Lemonade
Coffee and Tea

Dessert

Cake
Tiramisu



Not only did we put in a lot of new track it was some great track! From the basket weaving of Art and crew or the excellent artistry of the Idaho Mafia or the ballasting of the new track everyone should be very proud of the meet of July 2002!



If you work hard you deserve to play hard, and these guys brought some serious toys! Rod engines, geared engines, traction equipment, diesels, electrics, you name it, we had it!



The quilting room was not the only place showing off some creative talents, check out this wonderful caboose and it's complete interior.



There was a little bit of everything at the July 2002 meet. Lot's of great steamers in all shapes and sizes. Actually there was lot's of everything at this meet. Pretty cool!



Everyone sure seemed to be having a good time. From young and old alike, the smiles tell it all. Live Steam is alive and well in Chilquin, Oregon. Looks like all our junior members prefer steam (who can blame them!).