



# The Mountain GAZETTE

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## **From The President - Sharon Breen**

Thanks be; For our Veterans, our freedom preserved, for beauty of nature and richness of friends.

**Train Mountain has a new mailing address: P.O. Box 438, Chiloquin, OR 97624.** It is appropriate for a business and more secure.

**Winter Office Hours** are from **9:00 to 11:00 each Tuesday, Wednesday & Thursday**, except for Thanksgiving Day when it will be closed. It is manned by volunteers; thanks to all of you.

Train Mountain and Friends of Train Mountain, have each paid Klamath County property taxes in full for this 2010-11 year. Taxes were decreased slightly this time but still came to an amount slightly over \$20,000 for TM.

Provisions for Snow removal operations are made for the season.

The operations here have been quieter but not for long! The arrangements for the Holiday Express start soon! I will modify K& W's lease of track for this special event so some concerns are satisfied about public usage on private club track. This event is in the hands of the volunteers and it looks like they are planning well.

Your memberships are appreciated and mailing of the ornaments will begin this week. These golden TM tree ornaments are a \$20 mailed value and are still available to those who apply for membership before the 15th of December.

Remember the store is in operation for your holiday gifts. <http://www.trainmountain.org/store>

John Wheelock has a birthday coming on the 19<sup>th</sup>, Jim Rickman on the 21<sup>st</sup>. Al Taylor has his on the 29<sup>th</sup> with both Carol Lancot and Russ Wood on the 30<sup>th</sup>. Happy days to each!!

In spite of fears and doubts, from many avenues, may the blessings we still enjoy, be ever freely appreciated. Have a great Thanksgiving!

Sharon - [sharon@trainmountain.org](mailto:sharon@trainmountain.org)

## **A Very Cool Idea From FTM — John Black**

These are chaotic times at Train Mountain. It is perhaps the worst time imaginable to bring forward a new idea/project, but I think this is an idea whose time has come and I am a supporter of it.

Carl, Mark, and I are interested in bringing the European model of railroad education to North America. We do not want to run this in the long term. We see our role as getting it started, helping run some pilot educational sessions, and recruiting a board drawn from major railroads, railroad educational facilities, and railroad enthusiasts. Over the past year we have run Friends in the most open way that we know how. This effort will be run in the same completely open way... starting with this email.

European kids interested in railroads soon find themselves at a local club that has a 7-1/4" railroad track. They learn to operate engines, obey signals, maintain equipment, lay track, and operate a railroad. When

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they get older, they may enroll in railroad educational programs. Typically these are partly apprentice programs and partly university courses. As part of the apprentice programs students often build their own 7-1/4" engines. Most students pay for their materials and take their engines home. See photos at <http://www.railroadinstitute.com/SinsheimEngines.shtml>

Many kids that go through these programs end up in railroad careers. Their engines make them life long members of the 7-1/4" railroad hobby. There are lots of 7-1/4" tracks. These tracks become the place railroaders from different railroads meet and exchange ideas. It is often where railroaders learn how other railroaders are doing things. The tracks become an important part of the railroad culture and serve as an educational platform for present and future railroaders .

As railroads modernize, the need increases for this kind of industry educational platform. It used to be that an engineer was assigned to a single run for years because knowledge of the route minimized problems. Today cab computers and automated sensing equipment make it possible to run trains with less people. Route specific programs tell engineers when to blow the whistle, when to change speed, monitor air brake pressure, and thereby allow engineers to operate safely on routes they do not know well. Railroad financial software tracks the money made by moving every car and optimizes the profit by making sure the railroad is rewarded for quick delivery and not penalized for late delivery. These changes are just beginning and they will demand life long learning for railroaders. North America needs to establish the educational platforms to facilitate life long learning and to recruit bright kids to get into railroading. We think 7.5" railroads is one of the most promising places to start.

We have formed a new Oregon non-profit, the Railroad Institute as a vehicle, to do this project and bring this European model of railroad education to North America. Our plan is to start by running rail camp programs. Young campers would learn to drive trains, switch cars in yards, run steam engines, obey signals, and perform railroad operations. Older campers might do all that and help build the railroad. This last September Friends had about 25 people a day help us lay track and everyone had a great time. It is hoped that Railroad Institute can take that model and expand it as part of its educational program... Learning through projects.

This project is all about the kids.

I have discussed holding a rail camp at TM with Timberlake and Train Mountain. Both have indicated their support. Now we have taken a second step and formed an entity through which we can organize a rail camp and other railroad educational opportunities. I hope that all Train Mountain members will think that this initiative will contribute to the scene.

John - [john@jcblack.com](mailto:john@jcblack.com)

## **A Great Story From Fellow Member — Denny Ellis**

Greetings!

I hope it's ok to look at a lighter topic for a minute or two. The topic: How did we get interested in this unique hobby, anyway?

In my case, I suppose I came by my interest in trains naturally. From the time I was 3 until I was 13, my family lived a block from the railroad yards. The sights and sounds (and sometimes the soot) of steam locomotives were a part of daily life. Toy trains were high on 'most every boy's Christmas wish list. No matter how hard I wished for that fancy Lionel train set, the reality was that the folks could only afford to get the old Marx train fixed and running again.

But, where did this idea come from, that a model train could be big enough to ride on? Well, my wife unearthed a clue a few days ago. She found, in its original hand-addressed envelope, a catalog from Miller Backyard Railroads. The stamps and postmark were missing, but I suspect that it arrived in 1956. I had seen an ad somewhere and ordered the catalog as a youngster. What a fascinating concept! A model train that could carry real passengers!

Some years later I met Barney Barningham. He had a circle of track in his back yard, and a marvelous shop where he actually built locomotives. It was Barney who turned my first sets of wheels and got me going in the hobby. And it was Barney who first told me about someone in Chiloquin (Chiloquin - where's that?) who was

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building a railroad that had to be seen to be believed.

My wife and I have been Train Mountain members since 2002 and have enjoyed many hours riding the rails behind our little loco. One of our favorite things to do is to introduce Train Mountain to our family, friends, and especially grandkids. Thanks to all of you who are willing to combine your efforts and talents to keep Train Mountain going, and to keep these opportunities available for the future.

Getting back to Miller Backyard Railroads: I scanned that catalog and put it on my personal web space. If you'd like to see it, take a look at [http://myweb.cableone.net/denny106/MBR\\_01.html](http://myweb.cableone.net/denny106/MBR_01.html)

Exciting stuff. And how about those prices!

Well, thanks for letting me ramble for a few minutes. Now, what's your story?

Denny Ellis  
Happy Valley Rail Road



### **From The Editor — Russ Wood**

You know when I first started coming up to play at Train Mountain there were just a couple of work weeks and meets. I didn't know many of the regulars or locals but they must have been very busy folks. Every trip I made back to the Mountain was special and the changes were always such a big surprise to me. Now I'm one of the locals and so we don't see all the changes you folks see (a forest and trees thing, I think). It is always nice to get reminded by a visitor that hasn't been here in awhile. A friend visited Train Mountain after not being here for several years and he was very impressed at all of the changes. Some of the changes are well documented, like John Black's daily posting on the FTM site about all of the happenings up in the north lands. Other changes have got some great press this year like the cool things going on at the Midway Circle Garden Railroad. I don't know all of the goings on at other clubs and how many events you all have. But, Train Mountain now has 7 meets, 4 work weeks, two special events, and the 'other' local club, the Klamath and Western run 17 straight weekends and also they have a couple of special events of their own! Now I know that all of these events themselves don't make changes to Train Mountain, but having that many events means somebody is almost always here working on something! The Halloween Party Run Day at the K&W was held on a cold and overcast day. If you would have asked me I would have said it was going to be a big bust! Well thank goodness I was very wrong! The K&W was slammed all day. They had three trains running all day and everyone had a great time. They made a lot of friends that day. By the time you receive this issue we will be knee deep in the preparation for the 2nd Annual Holiday Express event. It takes many hours of preparation to get ready for the event and then many long hours during the event. If you could be here and see the faces on everyone who attends you would know why we do this. It is a great event and we all have a ball doing it. If the K&W event taught us anything, it taught us we need to be ready for some really big Holiday Express crowds!



Speaking of supporting Train Mountain and doing some really fun stuff, let's all get behind John's terrific idea for the Railroad Institute. Imagine the resources that could become available to Train Mountain via the Institute. If you have studied any of the sources for available grant funds you very quickly realize that there are several key words that are always listed amongst the biggest funds. You will see key words like, education, youth, preservation, etc., all being used. John's idea is a great idea, and given the wonderful grounds we have at Train Mountain, can't you just imagine the future! If you want to join FTM, Timberlake, and Train Mountain in supporting this worthwhile project please contact John at [john@jblack.com](mailto:john@jblack.com)

It's time to get your dues headed this way for the 2011 season. 2011 will be a year of preparation for the next Big One! 2012 is our 25th Anniversary and the 2012 Triennial should be just one great party. The

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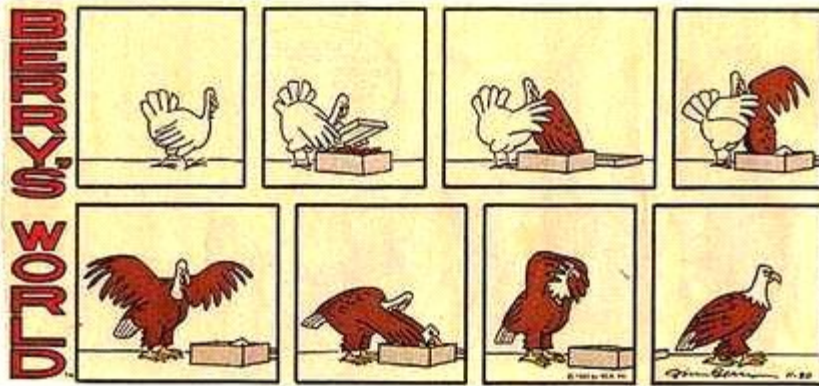
Tri's are always a great showcase of terrific models and modelers. The seminars are always very informative and the vendors always bring such really cool stuff. Next season, 2011 is our chance to get Train Mountain up to the standards we all want to be proud of. Right now we have some areas that are starting to give us some continual problems and they need a bit of tender love and care. Attending any of the work weeks will get you involved in many of these projects. If you do come for any of these events please bring a friend and introduce them to Train Mountain. We only need each of you to recruit one new member to make things much better here at the Mountain. The Midway Circle Garden Railroad is already recruiting new members for Train Mountain so let's not let the G Scalers have all the recruiting fun! We all need to recruit!

I would like to make a request of the west coasters. If your club is having an event scheduled for 2011, please forward the event information to me [russ@hobby-tronics.com](mailto:russ@hobby-tronics.com). When I receive these notices of events I will add them to the Train Mountain schedule page. The thought would be that if you were coming out to the west coast for a visit you would like to maximize that visit. You would like to take in all that you could in that trip. This way you could look at the schedule and see what else might be going on during your trip. What do you all think about that?



**The new K&W flagpole!**

Linda and I hope all of you have a great Thanksgiving and that you and yours have all the blessings of the coming holiday season.



**Hey Rodney, the pine cones are back!**



**A new entrance to Containerville!**

**Happy Thanksgiving**



# TRAIN MOUNTAIN RAILROAD

## 2011 AND 2012 SCHEDULE

### 2011 WORK WEEK AND TRAIN MEET SCHEDULE

#### Polar Bear Train Meet

Friday, January 15—Monday, January 17, 2011  
(Banquet is Potluck 6:00 Saturday Evening)

#### Narrow Gauge Work Week

Saturday, April 30—Thursday, May 5, 2011

#### Narrow Gauge Train Meet

Friday, May 6—Monday, May 8, 2011  
(Banquet is 6:00 Saturday Evening)

#### May Work Week

Saturday, May 28—Thursday, June 2, 2011

#### May Train Meet

Friday, June 3—Sunday, June 5, 2011  
(Banquet is 6:00 Saturday Evening)

#### Operations Set Up & Work Week

Saturday, June 25—Thursday, June 30, 2011

#### Operations Meet

Friday, July 1—Sunday, July 3, 2011  
(Banquet is 6:00 Saturday Evening)

#### August Work Week

Saturday, August 6—Thursday, August 11, 2011

#### August Meet

Friday, August 12—Sunday, August 14, 2011  
(Banquet is 6:00 Saturday Evening)

#### September Work Week

Saturday, September 3—Thursday, September 8, 2011

#### September Train Meet

Friday, Sept 9—Sunday, Sept 11, 2011  
(Banquet is 6:00 Saturday Evening)

#### Fall Colors Train Meet

Friday, October 7—Sunday, October 9, 2011  
(Banquet is Potluck 6:00 Saturday Evening)

### 2012 WORK WEEK AND TRAIN MEET SCHEDULE

#### Polar Bear Train Meet

Friday, January 13—Sunday, January 15, 2012  
(Banquet is Potluck 6:00 Saturday Evening)

#### Narrow Gauge Work Week

Saturday, May 12—Thursday, May 17, 2012

#### Narrow Gauge Train Meet

Friday, May 18—Sunday, May 20, 2012  
(Banquet is 6:00 Saturday Evening)

#### 2012 Train Mountain Triennial Work Week

Monday, June 16—Sunday, June 24, 2012

#### 2012 Train Mountain Triennial

Monday, June 25—Sunday, July 1, 2012  
(No Banquet during Triennial)

#### Operations Set Up & Work Week

Saturday, August 4—Thursday, August 9, 2012

#### Operations Meet

Friday, August 10—Sunday, August 12, 2012  
(Banquet is 6:00 Saturday Evening)

#### September Work Week

Saturday, September 1—Thursday, Sept 6, 2012

#### September Train Meet

Friday, Sept 7—Sunday, Sept 9, 2012  
(Banquet is 6:00 Saturday Evening)

#### Fall Colors Train Meet

Friday, October 5—Sunday, October 7, 2012  
(Banquet is Potluck 6:00 Saturday Evening)

**Oregon Shores II Lots for Sale**  
**Owned by Train Mountain member, Dick Gemeinhardt**

This well established subdivision is located on a bluff overlooking beautiful Agency Lake with its breathtaking backdrop of the Cascade Mountains, and is just a few miles from Train Mountain. Association fees were only \$200 for the year 2010, and include all your household water, road maintenance and access to the beautiful 17-acre Agency Lakeside park.

**Lot 25 Deerpath:** 29,842 SF (more than 2/3 acre!) \$17,464. Adjacent to this lot is

**Lot 16 Woodland:** 23,651 SF (another half an acre +!) \$16,784. Grassy, rolling building lots, with nice views of the Cascades. Bought separately, each is large enough to be able to have a horse! Buy them both for a total of 1.23 acres for lots of elbow room, and enough space for your site-built or manufactured home AND a shop!

**Lot 47 Kerry:** Huge Lot! 30,466 SF (7/10th of an acre!) of grassy, rolling topography with power at the lot. Nice views of the Cascades. \$15,847.

**Lot 54 Rainbow:** Wonderful level grassy home site with super Cascade Mountain and Agency Lake views. Great for site-built or manufactured homes. Power is about 300' away. \$11,876.

**Call Dick Gemeinhardt 360-703-7063**

**HAVE SOMETHING YOU WANT TO SELL?**

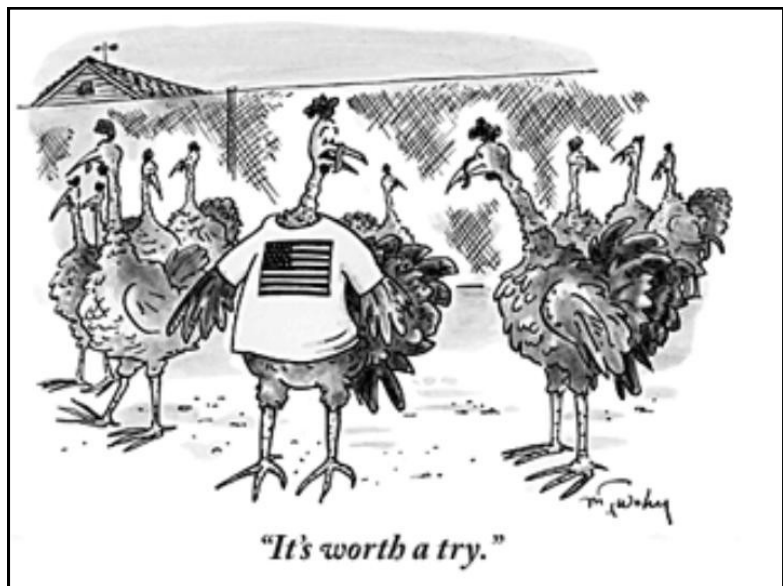
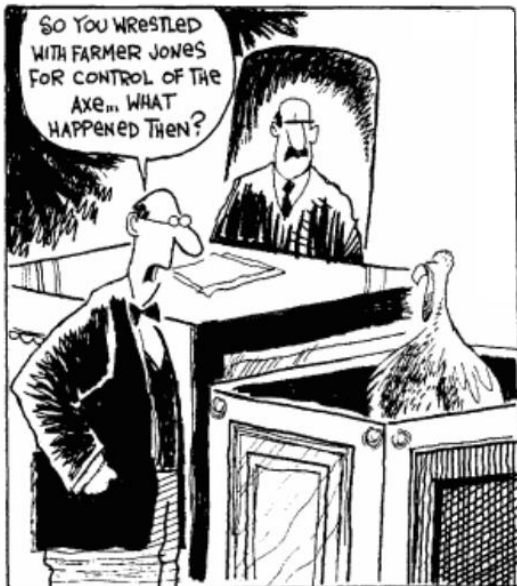
Place an ad in the Gazette!

1/8 Page: \$25/month or \$250/year

1/4 Page: \$40/month or \$400/year

1/2 Page: \$70/month or \$700/year

Full Page: \$125/month or \$1250/year



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