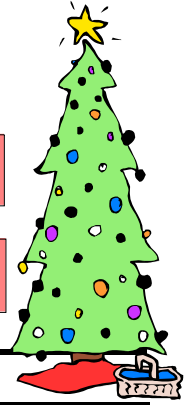




The Mountain GAZETTE

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Merry Christmas. It feels like I just made the last payment on my credit cards from last years Christmas and here we are at another great Christmas holiday season. I hope your year has been as happy and as fun filled as mine has been. We plan to spend some time with our kids and our grandkids, do a little traveling, and then come home and have a party for some of the local 'family' we've made here. Linda and I hope that each of you have a joyous and memory filled holiday.

Triennial registrations are coming in via Snail Mail and also on the new online Registration system that Glenn and Carol have been working on. If you haven't registered yet, remember the price keeps going up the longer you wait!

Speaking of the Triennial, check out the latest from the Triennial Boss Mark Flitton and his Triennial Preparations. If you need to contact him about the Triennial he can be reached at: mjflitton@msn.com

Quilters get a double bonus this month for the Train Quilt. Check the For The Ladies column. This month is the third installment for the 'block of the month' quilt. This month's block is a Gondola and/or a flat Car.

Quentins annual letter has been sent out and in it he reminds all that it's dues time again. This year there is a cut-off date for dues and if you haven't paid up you will stop receiving The Mountain Gazette and will no longer be able to receive emails from the Train Mountain email list. If you haven't received your letter yet give Carol a try and get back on schedule.

Info@trainmountain.org

Registration forms are included with this issue of The Mountain Gazette. The online registration is up and running if you would rather try that venue. Remember it's up \$5 each month that you don't register!
<http://www.TrainMountain.org/Registration.aspx>

Date	Cost	Date	Cost
Dec	\$30	Apr	\$50
Jan	\$35	May	\$55
Feb	\$40	June	\$60
Mar	\$45	Gate	\$65

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

Train Mountain or:

Gazette@TrainMountain.org

or snail mail to
The Mountain Gazette
P.O. box 927
Chiloquin OR 97624.

Russ Wood, editor

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FROM THE MANAGER

The latest from the General Manager

From the Manager:

I always find myself reflecting on the past this time of year; thinking about all the wonderful events and the people involved, thinking about those who made a difference and wondering if they were properly thanked. I hope you were, but if not, please consider this a big Holiday Thank You! We have holidays here that many people don't; every time we have a Train Meet it is a celebration of our accomplishments and every time we run trains, it is an expression of joy. Those Train Meets are our special holidays and you are our extended families with whom we spend those holidays.

As the year comes to a close, I am forced to predict various conditions for the next year, such as "Will there be enough water?" We have had very little precipitation at this point,

(Continued on page 2)

December 02

which makes me think we will have an early fire season, more trees will die, there will be more dust, bugs and possibilities of closures of the forest because of fire hazards, not to mention the loss of work time because machinery cannot be allowed to work in the forest. Then we have the water use issues for keeping our great landscape looking good. Fortunately, the Triennial will be early in the summer. Lack of water is becoming a serious problem, but too much of it can also hinder our advancement. If we get heavy late rains, the erosion and drainage problems will have to be dealt with. This is also the time of year I begin to prepare permit applications for next year; the number of permits required would amaze you! Things from Hazardous Waste Generator permits to Power Machinery Use permits. Always something!

I hear that the committees are forming for the Triennial; I know the registrations seem to be pouring in. Don't forget that your suggestions are always important, and that if I don't get them, I cannot act on them. Any suggestions on possible activities for the Triennial, or any Train Meet, would be a help.

We recently went through a Fire Inspection by the Assistant State Fire Marshall and our local Fire Chief. We did well and have corrected many borderline problems. We have posted limits as to the number of people that may use the Banquet Hall at one time and installed some emergency lighting. As with most inspections, good ideas were brought to the surface and have been acted upon. I am concerned with fuel storage and transportation of fuel. Our fuel yard is in full operation and a storage building for cans as well as a rack for gas cans have been installed. All of our fueling and fuel storage should take place in this area. I strongly suggest that you do not transport gas cans out into the forest unless absolutely necessary. I understand that some trains must have fuel with them due to tank size, in which case the fuel container should be properly sealed to avoid spillage in the event of a derail. Otherwise, please store your reserve fuel in the storage area, not in your train or in the steaming bay areas. We will continue our practice of placing pressurized water fire extinguishers in strategic locations along the track and we will add some fire suppression tools, such as shovels, to those locations.

In my article in October, you listened to me whine about the problems being caused by a small-minded ex-member. Thank you for the support and understanding you voiced. It looks to me like most of you have experienced the bitterness of someone who did not get their way and were too jealous of those that become successful to see what a fool they make of themselves. The battle continues, but the outcome looks good. Thanks again.

The Volunteer Fire Brigade has a bright shiny red tool car in its ranks now. This car was in the Chief's (Jim Lane's) competent hands and he had it painted and Sarah has lettered it with the words "VOLUNTEER FIRE BRIGADE". It is an impressive addition to the tankers and the pump car.

On to a new year – one that looks to be fast-paced and

wonderful. I wish you all continued success in 2003 and hope we will see you at Train Mountain during the New Year.

HAPPY HOLIDAYS!

Ross

tmrrgm@trainmountain.org

TRIENNIAL PREPARATIONS

The latest information for the Triennial

Hello, all!

In this installment I would like to cover a couple of areas where we need some help.

1. We need to find a chairperson for the First Aid position during the Triennial. EMT's, nurses or physicians are needed. We would like to find several people so we could have someone on call each day.
2. We need to find someone to head up a small group of volunteers who would gather the trash from the various concession areas and take it to the dumpsters. A gator will be provided.
3. We also need a person to coordinate the volunteer gardeners to assist Debra with the maintenance of the many flower beds at Train Mountain during the meet.

Carol has added e-mail address information to the list of committee chairpersons. If you have a question, you can contact a specific chairperson or me at mjflitton@msn.com.

In future issues I will offer a brief description of each area in which we need volunteers. I also want to add a section on mentoring for visiting engineers. This would be a program designed to offer first time visitors a ride around the track to learn the junctions and options available on a trip around the world's largest 7.5" railroad!

I need to finish up and send this off to Carol and Russ. Have a wonderful holiday season, and I am looking forward to seeing all of you next year!

Mark

Train Mountain Triennial 2003 Preliminary Volunteer Chairperson List (12-9-02)

Chief Volunteer: Mark Flitton mjflitton@msn.com

Registration: Jim & Wendy Kincaid (fishfish@internetcds.com)
Doug Auburg (dauburg@vintagead.com)

First Aid: To be announced

Unloading: Dennis Weaver (Kitsap Club) (hogger@net-nw.com)

Boiler Test: Cal Tinkham & Ted Carder

Turntable: Ed Ackerman (boobaileys@earthlink.net)
(co-chairman to be announced)

Train Inspection: Lee & Toni Brooks (brooktl@gte.net)

Shuttle Vans: Rich Ledyard (rich_ledyard@hp.com) &
Fred Vertel (ftvertel@aol.com)

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Shuttle Trains: Walter Freihube (wfreihube@hotmail.com),
Lee Pirtle (leepirtle@hotmail.com)
& Bob McMillan (northern484@hotmail.com)

Information Booth: Russ & Linda Wood (Center of Dealer Pavilion) (russ@hobby-tronics.com)

Fuel Yard: Boyd Butler (linbb@worldnet.att.net)

Communications: Jim Haas & Mike Moran
(rosstmm@home.com)

Campground Hosts: Hugo & Jeanne Meisser (Blue Caboose Campground) (h.meisser@worldnet.att.net)
We will need hosts for the Six Acre & South Meadow.

Roving Track Repair: Jeff Phillips, Art Crisp, Charles "Bill" Schubert

Yard Masters: Joel Slagg (slagg@velocity.net) & Jim Lane (lane2j@aol.com) (Main Yard)
Dale & Veronica Taylor (Passenger Station)
(4t-shay@msn.com)

Photographers: Trevor Heath (trevor@livesteam.com) and Jeff Flitton

Gardeners: To be announced (work with Debra)

Trash Pickup: To be announced

Back Shop Repairs: Al Witcombe (alwitcombe@myexcel.ca), Paul Garin (paulvgarin@yahoo.com)

NEXT WORK WEEK

What do we do next!

Tune up, fix up, spruce up, whatever you want to call it, that's what we need to do next. Our big project for 2003 is of course the Triennial meet. To put on such a meet requires that everything we currently have installed is in its proper working order. We have 13.42 miles of mainline track with over 600 switches to tune up, fix up, and spruce up. Please give us a hand at accomplishing these tasks. Also remember to plan enough time to have **fun** while you are here!

May Work Week Projects

May 24th--June 1st, 2003

Tune Up, Fix Up, Spruce Up, Clean Up, Weed, Clean, etc.

Possible July Work Week Projects

July 26th--August 3rd, 2003

Aspen Grove Loop - 5,200 plus feet—work crew (depending on rail)

Anytime Projects

Siding Extension - 2 people one day

Steuer siding, extend from 120 feet to 140 feet, install new switch.

Main Yard Tune up - 2 people two weeks

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.

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 fun and games!

Meet	Work Week	Run	Days
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

Winter is upon us here at Train Mountain so the projects are migrating indoors where it's a little warmer! The fabrication shops guys (Mr. Boyer and Mr. Wright) have been busy building some grates for the steamers folks. These new items will be installed at various spots around the track and are to be used by the steamers for dumping their fires or raking the coals or whatever you steamer guys do out in the woods. Anyhow, they look great and should be a big fire safety feature for Train Mountain.



The Fabrication Shop does a great job. Here is the first three ash grates, from partially built on the left to final finish on the right, great job guys!

CURRENT YEAR

What we've accomplished in 2002

I think the placement of Train Mountain into the Guinness Book of World Records kind of sums up the year 2002. Train Mountain is officially recognized as the biggest in the world. The story behind that feat is of course a story about you the members and volunteers of Train Mountain. What a team. Quentin and Ross head up a fine brigade of full time staff and oversee the day to day

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operations that are required of an enterprise of this magnitude. But it is you folks that make it happen 'big'. You can lay a MILE of track in a work week! You can maintain some 25 miles of right-of-way so that visiting engines from around the world can enjoy a terrific and safe train ride. Once again my hats off to all of you, reach around and pat yourself on the back! *(now if I could just reach that spot!)*

MAJOR PROJECT STATUS

What is ahead for Train Mountain

Triennial planning is now at 'full steam', pardon the pun, but you know what I mean. You already know about the tremendous job that Mark Flitton is doing but I'm going to let you in on some other goodies in the Triennial line up. These goodies are called seminars and are being overseen by Greg Robinson of 7+ Railroader and Grand Scales Quarterly fame. He will be asking for some of your ideas for seminars and if you'd be interested in conducting any of these seminars. Everything is just in the beginning stages of planning but I know he has a couple of them all ready lined up. If you are interested drop him a line at mainline@sunset.net

TRACKSHOP

What's built and waiting for installation

Trackshop track production is slowly coming to a halt as we have run out of steel rail and are awaiting the next big shipment. If you've read your Membership letter from Quentin you know that the next major track project will be Aspen Loop after the 'big one' and we have enough track panels for that project.

WHAT WORKS

Ideas that seem to make a difference

What works for me might not work for you. Then again what works for you might work for me. What in the heck am I talking about? Well, I need to know what works for you when you come to Train Mountain—also what doesn't work for you too! Let's find out all the good things and the bad. Let's figure out how to let others know about the good things and how to fix the bad things. We don't have meetings as members of Train Mountain but we do have an official voice of Train Mountain and that's The Mountain Gazette. Let me know what's going on and let's put it in The Mountain Gazette for all to see and discuss.

PROTOTYPE

The growing collection at Train Mountain

The UP mainline that runs through Chiloquin is certainly an active hunk of railroad. Even though train traffic is down from the past it is still a mainline run, with 45 plus trains daily. Our newest addition to the dailies is a UP coal drag headed up north. It's usually two or three units on the head end and then 25 or so UP hoppers filled to the brim with coal. A great looking unit train. With the

dock strike container train traffic is slower but still visible daily. Most of the work train activity from this past summer seems to have disappeared with just an occasional high railer cruising the main.

THE PARK GROUNDS

Its not just trains!

We've loved the beautiful grounds at Train Mountain during our operating season but you folks don't really get to see the whole picture. I go on and on about what a great job Debra and crew does here, but without seeing the four seasons of Train Mountain you folks don't really know. Check out these pictures and see what Debra has to start with and where she ends up (and this is every year, year after year). Now can you see why she gets the kudos for such a great job. Thank you Debra and gang, what a great job!



Winter



Summer

From barren ground to a beautiful garden, what a remarkable transformation and it's only about 25 or so ACRES that Debra maintains!

FEATURED PRODUCT

From the Company Store

Santa is bringing all your requested items because you've all been so good this year, right? Well even if haven't been good, somebody in the group will take all that coal off your hands! Seriously though, if you are still looking for that perfect gift for a fellow railroader, call the Train Mountain head elf and she will get your goodies off to you. Whose the head elf you ask, why Carol of course!

Info@trainmountain.org
or call 541-783-3030.



RULES OF THE ROAD

Reviewing the Rules

Moisture is the question of the day from me to you. Has anyone done a study on the change in tractive effort between dry rail and moist rail. I have the good fortune to be able to run at Train Mountain quite frequently which of course means in all kinds of weather and conditions. From general observation and with no 'proof' to back it up, I feel that there is better traction on aluminum rail dry or wet, but this is magnified by moisture. I know there are

(Continued on page 5)

tons of variables such as what are my Rail Systems wheels made out of? What is my engine weight? How much was I attempting to pull with my locomotive? Etc, etc. I ran the other day with a very heavy frost on the rails and I was having difficulty in just moving the engine and riding car. I've run in the snow and rain without much bother but boy oh boy that frost was killer! However, it still appeared to me that I could move better on the aluminum rail than I could on the steel rail.

Back to my original question does anyone know of a study of tractive efforts regarding rail and moisture?

gazette@trainmountain.org

The Mountain Gazette
P.O. 927
Chiloquin, Or 97624

OPERATION

More than round and round!

Operation fans start preparing your rolling stock for the 'big one'. I need to know what you are bringing and whether or not you would contribute your rolling stock to the 'switching pool'. At past meets I've made up some switching orders for several cars and the members went about their normal rides at Train Mountain but with a twist. They had to stop and switch a few cars along the way. If you're interested just let me know and include some particulars about the rolling stock you are bringing.

gazette@trainmountain.org

If you are bringing rolling stock remember that Train Mountain requires a conductor on all trains. That means you are adding weight to the end of your train. Any light weight cars between your head end and your conductor will be subjected to some unusual strains. Try and balance the load of your train with the heaviest cars to the front and the lightest to the rear. This will lessen the chance of a derailment due to weight related issues. Of course there isn't much you can do about the conductor! Oops that didn't come out quite the way I meant it! What I meant was, consider the added weight of the conductor and where they are located in your train. Another source of derailments is of course the spring rate of the trucks used on passenger hauling equipment. Make sure that the spring rate is not so stiff as to not allow the truck to flex it's way through uneven track.

Generally speaking though if it runs great at your local track it 'should' run just as great at Train Mountain.

FOR THE LADIES

Something for our 'other' halves!

These are the instructions for the third Block of the Month Train Quilt Block. The instructions will be kept simple and lots of the details will be left up to you. The color selections are completely yours but we will make some suggestions where appropriate. Remember to make two, one for you and one for you to send to Train Mountain for the Train Mountain wall quilt. Here goes. If you made last month's block you will see this month's block is even easier. It still has the same Strip Three and Four. But the rest is easier. Notice also that there is an optional way to do the center portion of the block so it can either be a Gondola or a Flat Car.

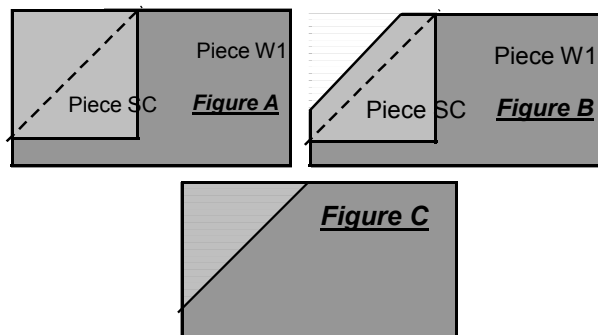
The Flat Car and the Gondola are two of the those neat rail cars where you can actually see what's on or in the rail car. Use your imagination and pile on the goodies. Think about all those fun

'loads' that you can appliqué for a 'load'. Let's see there is lumber, tractors, boats, animals, 'stuff', all kinds of things can be put in or on these rail cars. Remember that the railroad has lot's of these kinds of rail cars too!

Strip One is easy to build this month, just cut it out! For the Gondola cut out S1a for the Flat Car cut out S1b. .

Strip Two can be built two ways, to build a Gondola: C1 sewn to S2, C1/S2 sewn to B1a, repeat these steps to complete the right hand end and sew to complete strip two. Optionally to build a Flat Car: C1 sewn to B1b, repeat to complete the right hand end to complete strip two

Strip Three is built by making the W1 wheels the same as last month (see figures below), then sewing S3 to the completed W1, add the next W1, sew to S4, complete the right hand end and sew to complete strip three.



Strip Four is built by sewing G1 to E1. *Note: Strips Three and Four will be repeated in most of the remaining blocks for the Train Quilt.*

To complete the block sew the bottom of Strip One to the top of Strip Two, the bottom of Strip Two to the top of Strip Three (special note: these seams won't line up for Strips Two and Three as the rectangles are all different sizes), and finally the bottom of Strip Three to the top of Strip Four. Block Three complete! Remember though that there can be more than one Gondola or Flat car in each train in the quilt.

Start thinking about the finished size of your quilt as that will determine how many of the blocks you will need. As an example a 6 x 7 block quilt will require 42 of these blocks to complete the quilt. We will have dimensions for the more popular size quilts in future issues.

Cutting Instructions

S1a—1 piece sky material 5 1/2 x 12 1/2 or
S1b—1 piece sky material 8 x 12 1/2
S2—2 pieces sky material 1 1/2 x 3 (optional)
S3—2 pieces sky material 1 x 2 1/2.
S4—1 pieces sky material 3 1/2 x 2 1/2.
SC—16 pieces sky material 1 x 1 (corners)

B1a—1 piece gondola material 3 1/2 x 10 1/2 or
B1b—1 pieces flat car material 1 x 10 1/2.
C1—2 pieces dark material 1 1/2 x 1 (couplers)
G1—1 piece light gray material 1 x 12 1/2 (track)
E1—1 piece earth colors material 2 x 12 1/2 (earth)
W1—4 pieces dark material 2 1/2 x 2 1/2 (wheels)

A special note from your editor, Linda and I are writing the instructions for these blocks and any and all criticism is greatly appreciated. If you have a different way or a better way or have any kind of a question regarding this quilt, please drop us a line: Train Quilt, P.O. Box 927, Chiloquin, OR 97624 or linda@hobby-tronics.com or gazette@trainmountain.org

Chiloquilters Train Quilt, Block Three

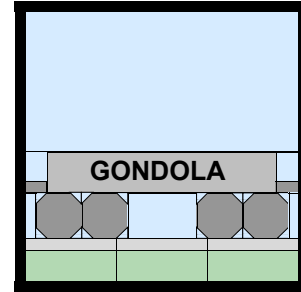
The Gondola or the Flat Car

Strip One

5 x 12 inch for the Gondola Sky S1a
or:
7 1/2 x 12 inch for the Flat Car Sky S1b

SPECIAL NOTE ON DIMENSIONS

All dimensions shown are 'finished dimensions'
remember to allow for 1/4 inch seam allowances when cutting pieces



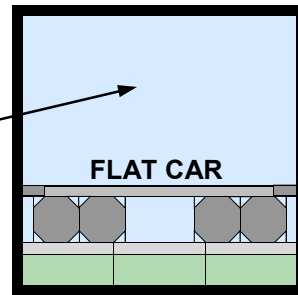
Strip Two

1 x 2 1/2
Sky S2
*Optional
Gondola
Only*

3 x 10 inch Gondola B1a
or:
1/2 x 10 inch Flat Car B1b

Gondola

OPTIONAL



1 x 2 1/2
Sky S2
*Optional
Gondola
Only*

1 x 1/2 inch
Dark C1

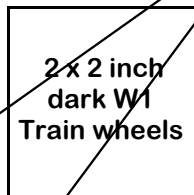
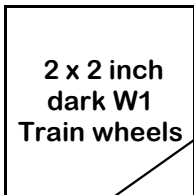
Optional 1/2 x 10 inch Flat Car B1b

Flat Car

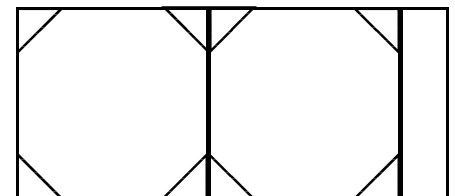
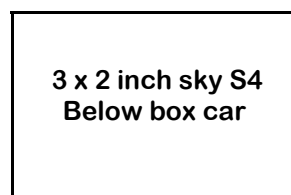
1 x 1/2 inch
Dark C1

Strip Three

1/2 x 2
Sky S3



See special notes about
these triangles, they
should be sky colors.



Box Car Block Copyright 2002
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Strip Four

