



The Mountain GAZETTE

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Time is running out! Time is getting short until the 'big one' this June. That's right THIS JUNE! It's 2003 already and only a few short months until the 'big one'! You need to get your registrations in. You need to make your reservations for your accommodations. You need to get your equipment ready to bring to Train Mountain. You need to contact Mark Flitton or one of his committee heads to volunteer to help on those committees. You need to contact Greg Robinson to give one of their seminars. You need to contact Bob Rufenacht about running passenger trains during the 'big one'. You see time really is running out if 'we' are going to get all this done ON TIME!

Triennial registrations are coming in via Snail Mail and also on the new online Registration system that Glenn and Carol have up and running. How Many you ask? Well, stand back and listen to the drum roll! 390 registrations as of January 15th 2003, WOW! Good job guys and gals, That's terrific! If you haven't registered yet, remember the price keeps going up the longer you wait!

Check out the latest from the Triennial Chief Volunteer Mark Flitton and his Triennial Preparations. His committee chairman need members to work on those committees. If you need to contact Mark about the Triennial he can be reached at: mjflitton@msn.com

Greg Robinson mainline@sunset.net needs Seminar speakers and they in turn need seminar attendees. If you have an idea for a seminar that you would like to attend, drop Greg a line and he'll take it from there. Thanks Greg.

Quilters get a change of pace this month for the Train Quilt. Check the For The Ladies column. This month is the fourth installment for the 'block of the month' quilt. This month's block is a Passenger Car. We should be doing an engine and a caboose soon!

It's dues time again. This year the cutoff date for dues was January 1st; those that have not renewed will not receive *The Mountain Gazette* and will be removed from the email list.

From the webmaster Glenn Peterson comes this information:

E-mail confirmations of Triennial Registration were expected in December. Unfortunately we have not finished the software necessary for us to do this. Please be patient, our chief geek (Glenn Peterson) has this unfortunate thing called a "job" and hasn't had enough time to complete the work. The current plan is to have confirmations sent by the end of January.

After the tail end of the registration project is done, the storage track assignment software is next on the geek list. We also expect to have up-to-date registration summaries available on the web site at about the same time -- the beginning of February.

The new membership form and the meet registration forms available on the web site are now "Word Forms". If you have Microsoft Word you can enter the information directly in the form before printing it. This will Save time and reduce errors. The membership can be found by using the various Membership" buttons on the home page. Similarly the non-Triennial meet registration forms can be found on the "Meet Schedule" page. [For the Triennial meet, please use online registration if at all possible.]

Glenn

For all you vendors out there, it's time for you to register for the 'big one' as well! The long open air building adjacent to the flag pole and right in the middle of all the Triennial activities is the home to our vendors during the event. If your company's product materials are used by our members or you know of some great company that does, please forward this information on to them. The Vendor Registration form is attached to this issue. It's also part of the printable version available on line.

The online Triennial Registration is up and running and we encourage you to use that method. You can register online and either mail a check for the fees to Train Mountain or pay through PalPal. Remember it goes up \$5 each month that you don't register!
<http://www.TrainMountain.org/Registration.aspx>

Triennial Registration Fees

<u>Date</u>	<u>Cost</u>	<u>Date</u>	<u>Cost</u>
Jan	\$35	May	\$55
Feb	\$40	June	\$60
Mar	\$45	Gate	\$65
Apr	\$50		

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FROM THE MANAGER

The latest from the General Manager

From the Manager:

Happy New Year! I hope yours was as good as mine and that it continues throughout the year. It seems that spring thinks it should tease us; we are experiencing warm (45 degree) weather and everything is wet and soupy now. We have had some good snowfalls and the mountains are heavy with snow so maybe we will have water behind the dams this year. It sure would be nice to see ducks and more wildflowers out there for the big meet.

Along with regular repairs and upgrades around the property we are preparing for the Big One. Registrations are coming in at a fast pace, which will certainly help us with our planning. I have been discussing the refueling issues with a few folks and it has been suggested that we may want to have some remote fuel areas set up to store small cans of fuel so you do not have to carry it or return to the fuel dock area for fuel as frequently. One suggested storage area would be at the MoPac Transfer Caboose by South Portal. What do you railroaders with small fuel tank capacities think? My thinking is that the MoPac is close to a major road in case of fire, the reporting process would be quick and we have water and good large vehicle access there. Send me your ideas.

The guys in the Fabrication Shop (is that spelled right Mark?) have been busy making some new picnic tables. Dick and Boyer have been welding and cutting and Paul and Richard have been doing the woodworking. It is great seeing such a team effort. Anyone have a favorite spot for picnics that needs a picnic table? I suppose I better clarify that: a favorite picnic spot at Train Mountain?

The guys have also been working on cleaning up the roads on Caboose Ridge and have created a nice open area to picnic or watch one of our spectacular sunsets.

In our continuing efforts toward Destination Resort Status, which will allow us to change some zoning and add all the people-related infrastructure, you will begin to see Train Mountain move toward a more maintenance-oriented operation and less development on our own. We are already considered to be commercial as far as the improvements are concerned, so it will be necessary to use contractors for many of the upcoming projects, such as the bridge over South Chiloquin Road and water and sewage systems.

In the past weeks looking around the property with some snow on the ground, it is apparent that our wildlife is doing well; lots of deer, elk, small critters and our more frequent cougar tracks. If you are like me, I just want to touch them and watch them, but as we all know, we can't touch and we have to remember the dangers of wild animals. If you are privileged enough to spot some of our wildlife please remember to be safe.

Talk to you soon.

Ross

tmrrgm@trainmountain.org

TRIENNIAL PREPARATIONS

The latest information for the Triennial

Hello, all!

We still 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.

Included is an updated Chairperson list, we have added a section for "Train Rides." Russ suggested that some visitors may be reluctant to request a ride if they do not know anyone with a train. Bob Rufenacht will be in charge of arranging rides for these people.

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.

More next month, off to work.

Mark mjflitton@msn.com

Train Mountain Triennial 2003 Preliminary Volunteer Chairperson List (01-15-03)

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 & Dave Middleton

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)

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)
Ed & Bev Rehberg (edbev@rmci.net)
We will need hosts for Six Acre Campground

Roving Track Repair:

Jeff Phillips, Art Crisp, Charles "Bill" Schubert

Yard Masters:

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

(Continued on page 3)

Photographers:

Trevor Heath (trevor@livesteamimg.com)
Jeff Flitton

Gardeners: Gay Jarvinen (work with Debra)
(gayj@alwaysonnetworks.com)

Trash Pickup: Ed Rehberg (edbev@rmci.net)

Back Shop Repairs:

Al Witcombe (alwitcombe@myexcel.ca)
Paul Garin (paulgarin@yahoo.com)

Train Rides: Bob Rufenacht (rwrufenacht@cs.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 lots of fun in the sun!

Last month I asked the question. why is your name NOT on the 'Adopt a Track' list? I'm waiting! There is no time limit, but it would sure be nice to have a nice long list of folks that are willing to take on the task of maintaining a small section of Train Mountain. How about it? You know if you don't sign up for a little bit of it I'm going to drive ya' nuts until ya' do!

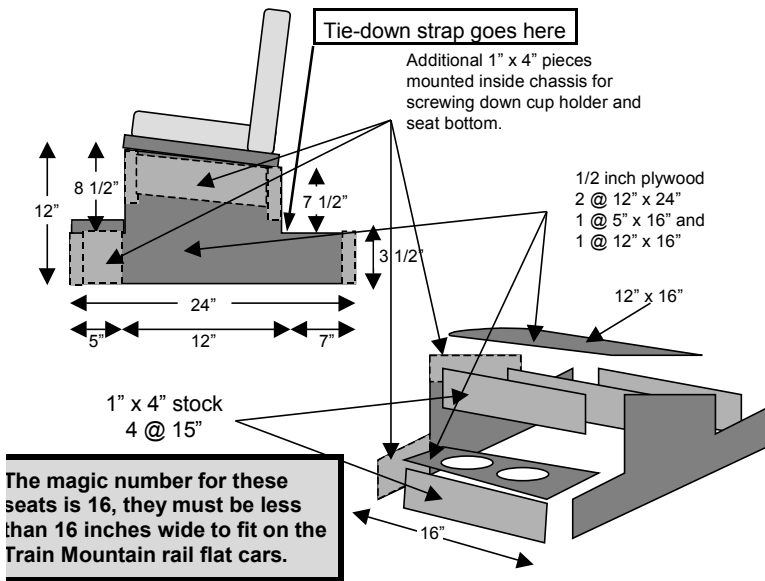
Adopter Name	Milepost	Description
#1 Jeff Phillips		South Portal thru Rio Grande and Back
#2 Kitsap Live Steamers	7.0—7.5	North Portal to Dam 4
#3 Woodside Lumber	1.0-1.32 9.40-9.72	Ellingson Bridge to South Portal and Return
#4 Holly Hill and Nancy Burns	11.17-11.76	South Meadow Loop
#5 Jim Lane		#18 Track—Main Yard
#6 Lee and Toni Brooks		Fuel Siding Area
#7 Fred and Tom Vertel		Vertel Loop and Siding
#8 The Kincaid Family		6 Acre Campground Tracks

WHAT WORKS

Ideas that seem to make a difference

What works at train meets at Train Mountain is having plenty of riding cars for all those great engines that show up. The Problem is, there just aren't enough. The problem is compounded by the fact that if we make them 'permanent' riding cars where do we store them. Additionally the problem for those of you that are hauling in trains from long distances, bringing lots of riding cars is out of the question. Well, I think I might have a solution. How about portable seats that fit the Train Mountain rail flat cars? You know all those great rail cars that we have for hauling around the track panels? Well suppose we all built some portable seats that fit within the dimensions of those cars. You see, those cars have a small lip of about 1/4" that sticks up on the edge of the flat car to hold the track panels from sliding. If we build some portable seats that fit within the maximum width of 16 inches they will be held in place by that lip. Here is my suggested plan and a photo or two of my prototypes. To 'fasten' them to the flat car for safety reasons you simply use one of your strap tie-downs and 'wrap' it around the flat car and over the back lip of the portable seats. It works great, they are very stable and comfortable even after a long two or three hour ride behind the snow plow (yes I did test them and they work great behind the snow plow)!

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Upper left shows the screwed together model. The unpainted version is the portable take apart version. The photo on the bottom far right shows all the pieces. The pieces are all the same regardless of which version you build. Total cost is under \$100 for a three seat per flat car riding car. The seats are from Walmart at around \$25 each and the plywood was \$15 per sheet. I get four frames per sheet. If you would like to have some made for you contact me at russ@hobby-tronics.com.

Here are some additional notes as the direct result of two week-ends' use of these portable seats: The height can be anything from the lowest, like Train Mountain's riding cars, which are 5 inches high at the front edge of the seat, to my height of 12 inches to the front edge of the seat. Both the Train Mountain version and my versions have a 1 inch differential between the

front edge and the back edge. Train Mountain switched from a 12" seat to a 5" seat to lower the center of gravity to make for a safer ride. You might want to do the same. I think my next two will be eight inches high at the front edge.

Thanks to Tom, Jim and Sierra for their help in testing out the new seats.

PROTOTYPE The growing collection at Train Mountain

The miniature buildings at Train Mountain are a major source of the enjoyment of going for a ride around the park. While not actually full size buildings they are in fact real buildings used outdoors in very harsh winter conditions. With that particular issue in mind I have borrowed the following excerpt from the Train Mountain Encyclopedia!

Building Code. From time to time members ask if it is all right for them to construct buildings for Train Mountain. We are delighted to have more buildings and even more towns. However, we do request that all new buildings be built in conformance to the Train Mountain Building Code, which is as follows:

1. Scale: All buildings should be one-sixth scale or two inches to the foot. Think of them as being occupied by Barbie, Ken, GI Joe and their respective entourages, all in period dress.
2. Foundations: Constructed of 2" x 3" pressure-treated material or plastic tie material. Inlay the foregoing with 1/4" inch exterior plywood. Screws should be used in both the construction and installation of the foundation. Foundations should be painted with gray paint to simulate concrete or painted red with gray lines to simulate brick, etc. Foundations should be under all protrusions such as porches and decks.
3. Eyebolts: At least four 1/4" inch eyebolts should be screwed into the foundation at the building corners and at other locations as needed to permit the use of lifting hooks to move the building from its track side location onto a flatcar for transport to the shop for maintenance or repair. Typically, buildings are brought in every three to five years.
4. Framing: The interior skeleton should be made of 2" x 2" material as needed, or with 3/4" inch plywood with an outer skin applied to detail the building. Small structures may use downsized sheeting as long as strength is adequate to keep walls from warping. Interior bracing is necessary in most cases to stabilize the walls. If the interior will be furnished, bracing must not be apparent. 1" x 2" or greater framing should be used to provide a lip for the roof to set on.
5. Roof: Must be sealed to withstand rain sleet, snow and hail. Wood shingles are discouraged as they are too fragile. We strongly suggest the use of composition material. Roof joints should be made with flashing material, and sealed with caulk. The ridge cap should be functional and can be made with a strip of rolled roofing, copper, metal ridge cap material or equivalent. The roof structure must provide access to the interior, either by being hinged or removable.
6. Vents: Air vents one inch in diameter should be placed at each end of the building when possible. Other vent placement may be required in the case of odd building configurations.
7. Doors: Doors larger than standard walk-through doors should be operational to provide reach in access to the inside of the

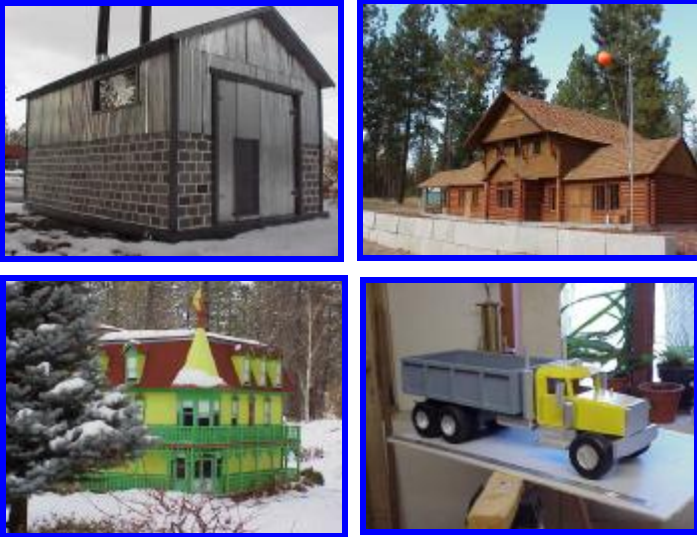
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building. When not in use, the door should be securely bolted shut so that small animals and birds cannot get inside and build nests.

8. Windows: All windows should have clear panel, with the exception of stained glass in churches, decorative windows or simulated glass brick.

9. Paint: All wood to be painted must be primed first. All exterior screws and nails should be set and filled prior to painting. Paint should be semi-gloss exterior latex paint or good quality oil-based exterior paint. (1/16/03)

I've included just a couple of pictures to remind you of the great buildings that are a part of the magic of Train Mountain, these buildings were built by Ron and Caroline and several others, but all are terrific.



By the way, the scale conversion applies to miniature vehicles built to be put on display around some of these great buildings. If you check the picture on the right closely you will see a yard stick lying along side the vehicle, yep they are big!

RULES OF THE ROAD

Reviewing the Rules

HELP! I'm asking for help from you folks again, and no Jim, I don't need that kind of help quite yet! What I need is the following: What kind of little speech do you folks give at your local track, to the public, just before departing the station and giving them a ride? I want to use something that's tried and true and give it for each ride given at Train Mountain. I know what we say over at the Klamath and Western AKA Over-The-Hill Live Steamers, but let me hear from you what works for you. Remember my bottom line is safety—safety—safety!

gazette@trainmountain.org

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

OPERATION

More than round and round!

Operation at the 'big one' means passenger train operation at Train Mountain. Bob Rufenacht will be the head conductor for all passenger trains leaving from Central Station during the 'big one'. His committee will be in charge of the scheduling and manning of the passenger fleet. The main crunch is for the later days of the meet (Thursday-Sunday). We won't need quite as many during the opening days of the meet but we will still need some. Bob and crew want to make sure that everybody gets a ride as often and for as long as they like.

Train Rides at Train Mountain are magical. When you first drive through the gates you know you are someplace special. You get out of your vehicle and smell the fresh air and the forest smells. You might even smell a little coal smoke if you are lucky! You walk around and wow, this place is great! Then that something magical happens, you go for your first Train Mountain train ride, and from that moment on, your life is changed! There is nothing on earth to compare to your first Train Mountain train ride. Well, Bob and crew want to make very sure everybody has that magical moment happen to them! All they need from you is for you to sign up to haul a few of these magical moments around 'your' favorite track!

If you are not hauling one of the scheduled passenger trains, that's ok too! Just remember to stop at Central Station and fill up your empty seats with magical moments before making another round!

Date: _____		Triennial Passenger Train Schedule			
Long Train Ride TIME	Engineer / Conductor	Capacity	Short Train Ride TIME	Engineer / Conductor	Capacity
10:00 AM			10:00 AM		
11:00 AM			10:30 AM		
12:00 PM			11:00 PM		
1:00 PM			11:30 AM		
			12:00 PM		
			12:30 PM		
			1:00 PM		
			1:30 PM		
7:00 PM			7:00 PM		
8:00 PM			7:30 PM		
			8:00 PM		
			8:30 PM		

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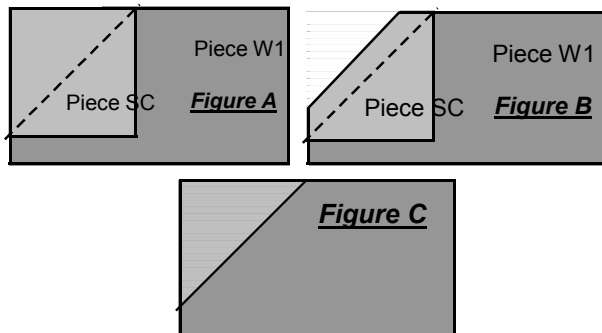
FOR THE LADIES Something for our 'other' halves!

This month's block has lots of little pieces so go slow and make sure your finished sizes match the drawing. Linda cuts out all her pieces from the cutting instructions list, pins a tag on each one identifying the part number and then starts to follow the rest of the instructions.

Strip One is easy to build this month, just cut it out!

Strip Two is the hardest and actually can be sewn as separate strips to make the final strip as follows: C1 sewn to S2, then make a strip starting with P2 to S3, then P2/S3 to P3, continue to add S3's and P3's finishing with another P2. With this partial strip made, add on the SC sky corners to the upper left and upper right hand corners of the first P1 piece, sew on this P1/SC piece to the top of the mini strip and another regular P1 to the bottom of the mini strip (to sew on the SC pieces look at the diagram below on how to do the corners for the wheels, the process is the same). Sew the C1/S2 to the left hand end of the joined center section (mini strip/P1's), repeat the C1/S2 for the right hand end, this completes the complicated strip two! Whew! (make sure your finished measurements let you end up with a 12 inch by 4 inch long strip).

Strip Three is built by making the W1 wheels the same as last month (see figures below), then sewing S4 to the completed W1, add the next W1, sew to S5, 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 Four complete! Remember though that there are lots of passenger cars in a passenger TRAIN, and after all this is a TRAIN QUILT!. You might need about 5 or 6 of these to complete your passenger train.

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.

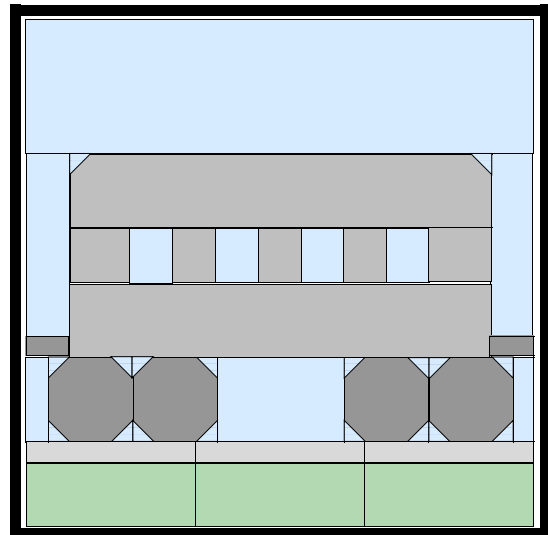
Cutting Instructions

Note: These sizes include the 1/4" seam allowance.

S1—1 piece sky material 4 1/2 x 12 1/2
S2—2 pieces sky material 1 1/2 x 4 1/2
S3—4 pieces sky material 1 1/2 x 1 1/2.
S4—2 pieces sky material 1 x 2 1/2
S5—1 piece sky material 3 1/2 x 2 1/2
SC—18 pieces sky material 1 x 1 (corners)

P1—2 pieces pass car material 2 x 10 1/2
P2—2 pieces pass car material 1 1/2 x 2
P3—3 pieces pass car material 1 1/2 x 1 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

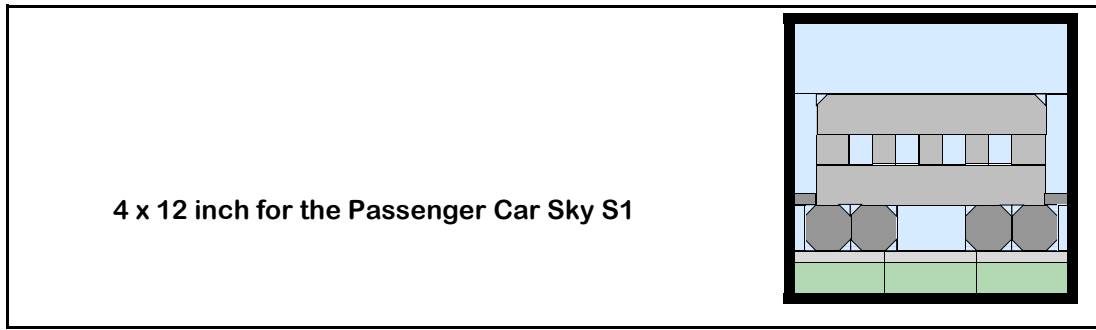


Chiloquilters Train Quilt, Block Four

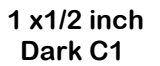
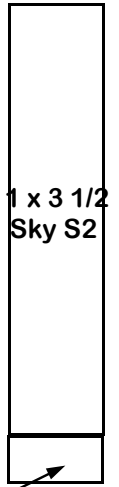
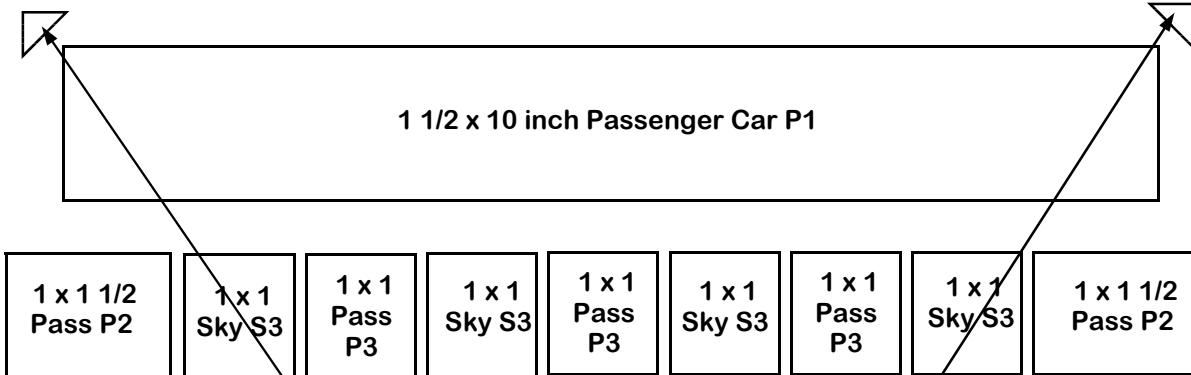
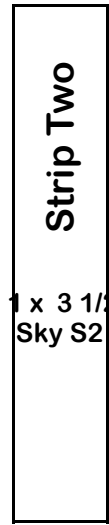
The Passenger Car

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

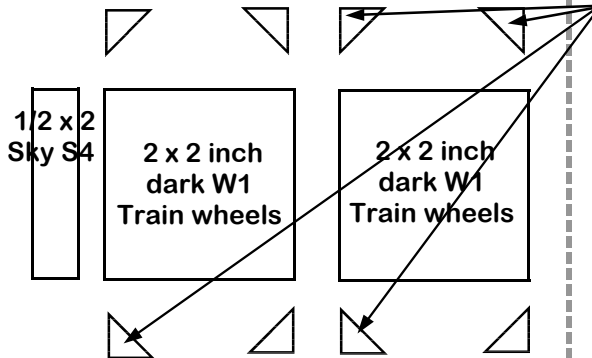
Strip One



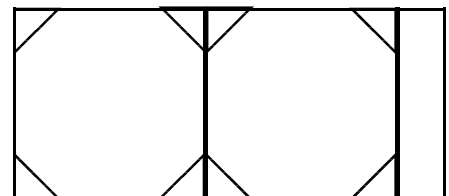
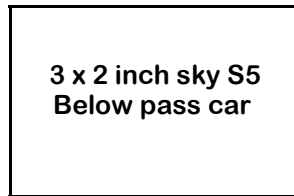
Strip Two



Strip Three



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



Passenger Car Block Copyright 2002-3
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Strip Four



TRAIN MOUNTAIN RAILROAD MUSEUM

36941 South Chiloquin Road Chiloquin, OR 97624-9728

Voice: (541) 783-3030 Fax: (541) 783-2013 E-mail: info@trainmountain.org

Web Site: www.trainmountain.org

VENDOR REGISTRATION

2003 TRIENNIAL

June 21-29, 2003

Each vendor registration includes two admissions. Please enter the names of those attending exactly as you want them printed on your Vendor Name Badges:

1. _____ 2. _____

Company Name _____

Address _____ City _____ State _____ ZIP _____ Country _____

Telephone _____ E-mail _____ Arrival Date _____ Departure Date _____

Automobile information for Triennial 2003 Parking Permit: Make _____ State _____ License # _____

We will be staying: Local Motel Local RV Park Local Campground With Friends
 Self-contained RV at Train Mountain South Meadow (which has no facilities)
 Tent camping at Train Mountain Six-Acre Campground
 Other _____

All Vendors will be assigned space in the Vendor Building, a covered space enclosed on three sides, located west of Train Mountain Road, across from Central Station. Each Vendor booth is eight feet wide by ten feet deep, contains an eight-foot table, two steel folding chairs and has access to 110 VAC power. The registration fee is for the period of June 21-29, 2003. Vendors may take multiple adjacent booths. Each vendor booth includes two admissions and a parking permit for the parking area closest to the Vendor Building. There are a total of 20 booth spaces available and will be assigned on a first come first serve basis as determined by the postmark date on the envelope in which this registration form is sent.

\$100 for one booth \$200 for two booths \$300 for three booths

Enclosed is our check payable to "Train Mountain Railroad Museum" for \$ _____.

I acknowledge that the 7½" gauge railroading hobby is inherently dangerous. I assume the risk of injury or death resulting from my actions or omissions or the actions or omissions of others. I agree to abide by the Train Mountain Rules of the Road. I agree to be responsible for the conduct of those individuals listed on this registration form.

Date Signature