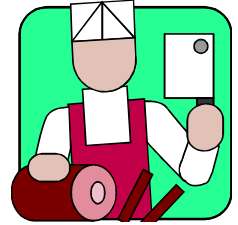




The Mountain GAZETTE

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Meet Counter
68 days
May 24th

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In the land of O'Chiloquin, stories are told of Leprechauns, they are kind of a fairy spirit who are very clever and resourceful. They are very small 'wee' folk who live in secret places and are crafty beyond measure.

It is said that if you catch a Leprechaun, he will give you all his gold. But that is not easy to do, as they are very sly and sneaky and good at telling 'stories' and will trick their captor to free themselves. Even if you take your eyes off of them for only a moment, they will escape or vanish (sounds like volunteers to me! Ed.).

O'Chiloquin is a land of rain and sunshine which creates beautiful rainbows. Leprechauns love color and frequently work nearby the rainbows. This is why it is said that you may find a pot of gold at the end of a rainbow. But the crafty Leprechauns will outsmart you, for the closer you get to a rainbow, the more it will elude you, just like the Leprechauns.

It's a very odd thing that these strange 'wee' folk need to work at all, but work they do. All day long they make the most exquisite little railroads. The leprechauns use miniature hammers and spikes and love to whistle while they work. This is how they are caught, as they concentrate so hard on their work they don't hear the big people sneaking up on them. If you hear faint whistling and hissing steam sounds, it's probably a Leprechaun at work.

One of the favorite tricks Leprechauns like to play on humans is to switch the turnouts around, causing people to become lost. If you ever find yourself lost in the countryside of O'Chiloquin, you will probably hear the laughter of a Leprechaun. But not to worry, because wherever you end up, it will be a beautiful place.

On A Serious Note: The first meet of 2003 is less than **67 days away!** That's right only TWO months to the first meet. When we had the great 2000 IBLs meet it was later in the summer. We had the helping hands of Frank and Jeff, and several others for long periods of time prior to the meet. But we also had the ever present fire danger. So in the planning for the Triennial we moved the date up so as to have less of a fire danger and cooler weather. However, that means we have less time to get things ready for the 'big one'. Here is my point, if you can get up here for even a day or two prior to the 'big one' we can sure use the help. Last weekend Quentin and Sharon were out for a train ride and were taking notes of some of the major projects that need to be accom-

plished but also to just get a survey of Train Mountain and how much we have to do. The track for the most part is in pretty good shape and once the ground thaws we can get to doing some track tuning. The biggest job will be just simple clean up after the winter season. The same ol' stuff of raking pine needles and pine cones and some brush trimming will really make this place shine. We need lots of folks to come and help get 25 miles of mainline tuned up, cleaned up and ready for the 'big one'. Please come and help 'get it done!' As of March 15th we had 21 sign ups for the May Meet.

Triennial registrations continue to come in via Snail Mail and also on the online Registration. This month's drum roll, please! 615 registrations as of March 15th 2003. 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. If you need to contact Mark about the Triennial he can be reached at: mjflitton@msn.com

Greg Robinson has been hard at it getting some great seminars lined up for the Triennial. So far his speaker list includes The Idaho Mafia track crew, Paul Garin (RMI), Tom Artzberger (Hartford Shops), Harry Haas, Clark Simm (Little Engines), Rudy Van Wingen (Como Roundhouse), yours truly Russ Wood, and himself Greg Robinson (7+ Rail-roader. Sounds like quite a group that he has assembled, good job Greg!

Our Good Neighbors to the south, mainly the Sacramento Valley Live Steamers are having a special meet on May 17th and 18th (the weekend before our first meet of 2003 at Train Mountain). What's the special occasion? Well it's the 30th Anniversary of their Golden Spike Ceremony back in 1973! With some 6,800 feet of 7 1/2 inch gauge and another 1,700 of 4 3/4 they have come along way. A great bunch of folks with lots of great running, good food, great location, and it's on the way north to Train Mountain. For more info contact Joel Corbin 916-955-1791 or email: joel@steamtrainjoel.com

Quilters get a **STEAMER** this month for the Train Quilt. Check The Ladies column. This month is the sixth installment for the 'block of the month' quilt. This month's block is a steam engine!

(Continued on page 2)

Triennial Registration Fees

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

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

To contact The Mountain Gazette:
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Russ Wood, editor

Contributors:
 Ross Perrin, General Manager Train Mountain
 Mark Flitton, Head Volunteer
 Greg Robinson, Seminar Chairman
 Rich Ledyard, Shuttle Van Chairman

Table of Contents

From The Manager	2
Triennial Preparations	3
Next Work Week	5
What Works!	6
Prototype	6
Rules of the Road	6
Operations	7
For the Ladies	7

FROM THE MANAGER

The latest from the General Manager

From the Manager:

Yes it's March already! Time seems to fly by so fast. I can tell the weather is getting warmer by the rumbling of rail-roaders. Such comments as I need to test my new engine, I built a (whatchamacallit) and I need to see if it will track, I painted my caboose and want to see it in the daylight and the list goes on and on. Something about warm weather, is it spring fever or train fever?

By the looks of Mark Flitton and Rich Ledyard's reports they have many of the Triennial issues taken care of. This event is the second time we have operated under Mark's guidance and the level of success was great the last time and I am sure it will prove to be even better this time around. As always it is a team effort, no one individual can make this happen. But, I must thank Mark for his devotion, he is very busy this time of year and has made time in his schedule to help out so much, he jokes about 14 hour days in his report, he is the one that is doing 14 hour plus days and gets home

to work on the Triennial and his own railroad. That is dedication! Thank you very much. And we all know Debbie is there pushing him along, thanks Debbie. I would thank Rich but I don't seem to be able to dream up a reason right now. Thanks anyhow Rich, I'm sure you must deserve it! And thanks to all of you that have stepped forward and volunteered for the various positions. There will be opportunities to sign up every morning during the meet and anytime prior by contacting the team leaders.

We here at The Mountain are busy working on updating various electrical services and getting things up to snuff for the summer activities. As I mentioned before we are turning to a more maintenance-oriented mission and less building. We have a lot of great assets here that need attention. While zeroing in on the requirements that the county and state are expecting us to follow, some issues such as full size railroad equipment have caused some questions on how we permit 70 plus cars and make them available for use. In some cases we must submit our ideas for review and adoption, allowing us the opportunity to specifically design many items to best suit our use. At this time we are working on permitting, not for use but for placement. We will then get to permits for use, which will involve ADA items as well as building codes.

Things may seem to have slowed down, but only on the surface, as we all know we must have a supporting infrastructure to become the best as well as the largest. In the months to come we will experience some inconveniences but they will lead to a much safer and more efficient operation overall.

Speaking of inconveniences, once a year we are compelled to update our Conditional Use Permit, this process is available to be addressed by our neighbors and anyone wishing to comment on what we are doing. One such person decided that he would comment on things he had done at Train Mountain and projects done by others of which he had limited knowledge. This has forced us to make changes and bring some items up to code compliance that we had not intended to do until later in the planning phase. While these items are somewhat of an inconvenience to deal with now they are nonetheless important to be done. The first priority is Fire, Life, and Safety issues. Our priority has been to have all sub-standard electrical work disconnected and, with a qualified electrician doing the work, fix the problems and reconnect power to the problem areas. We are well on the way to finishing that phase.

The train cars some like to camp in will be **closed** until the proper permits are acquired and work is accomplished on them.

Due to waste water flows exceeding our systems capability, we have begun application for permits for the system improvements with the state DEQ folks; for this reason and the fact that the process could take 120 to 180 days to permit, **we may be forced to close Blue Caboose Camp-ground and our facilities in the Central Station such as**

(Continued on page 3)

the Beanery and outside Restrooms. We will be supplementing with hand wash stations and portable toilet units until this issue is completed.

Thus Train Mountain will be a dry camp only. We will be using outside food vendors when possible. Our portable toilet folks will be available to pump RV tanks if needed.

While the mentioned items are causing inconveniences, they are only temporary and will make us better in the long run. We apologize for the inconvenience this will cause some of you this summer.

Talk to you soon.

Ross

tmrrgm@trainmountain.org

TRIENNIAL PREPARATIONS

The latest information for the Triennial

As we approach the Triennial I thought it would be helpful to explain how the volunteer system will work before and during the meet. The actual meet is nine days long and is going to require a large number of volunteers to staff the various positions. We have put together a list of committee chairpersons who will function as team leaders. These leaders will be responsible for scheduling volunteers for each day of the meet. The week before the meet we will have a meeting each morning to discuss ideas, solve problems and direct volunteers to work assignments for the day. These meetings will be open to everyone; please attend. Some areas will require more help than others, but if you come with the attitude that you want to help, we will find a spot for you. If you are anxious to sign up you can contact the committee person in charge. However for most assignments I suggest you attend a signup meeting after you arrive. After the meet starts we will need people to be ready to take on various assignments based on need. We will continue having daily meetings, and I will keep them brief. During these meetings I will be asking for volunteers to fill specific time slots in areas where we are short handed. Please be flexible, some of our team leaders will be working twelve to fourteen hours a day, if you are asked to help for a couple of hours have a positive attitude. You will meet new people and have a great time, I PROMISE!!

Now for a brief description of the volunteer opportunities and what you can expect in each area. We intend to schedule most work assignments in two-hour shifts for volunteers (fourteen hours for team leaders, Kitsap Members and the Idaho Mafia, JUST KIDDING!). After you sign up for a position you simply show up on time and receive instructions on your duties. A brief description of the volunteer assignments follows:

Registration: Jim & Wendy Kincaid, along with Doug Auburg will be coordinating this vital area of the meet. They will need lots of help. We will have a large canopy set up on the grass at the main entry to Train Mountain,

as people arrive you will greet them, check them in; give them their meet packet etc. Questions will be answered, directions given to parking, unloading, camping etc. This is a great opportunity to meet new people and visit with fellow volunteers.

First Aid: Veronica Taylor has bailed me out again; I swear she was the hardest working person at our last international meet. She and her husband Dale will be the yardmasters at Central Station which is where the First Aid station will be located. In addition to Veronica we are fortunate to have a few other members with medical training. Christopher and Lorelei Patrick will be available to help in case of an emergency. If you have medical training please let Veronica know, if we have an accident we may need your skills.

Unloading: Dennis Weaver will be the Supreme Commander of Loading and Unloading. I am sure he will be leaning on the Kitsap crew to help him in this endeavor. During the last international meet Milon Thorley came up with a great system, which Dennis intends to continue. When you arrive with your trains you will be directed towards the unloading area. You will be given a number and will be served in that order. If you have a large motor home we will direct you to a spot to unhook your trailer and we will shuttle your trailer with a tractor. After you unload you will take your trailer to South Meadow where we will have a separate parking area for trailers and vehicles. Train Mountain has a world class, paved unloading area that utilizes two scissor lifts which travel on rails. Once you are backed into position experienced people will be available to help you unload your equipment, and direct you to your assigned parking spot. We will have shuttle engines available for those with equipment that need a tow to the steaming bays.

Boiler Test: Cal Tinkham, Ted Carter & Dave Middleton will be the boiler inspection team for the Triennial. Upon arrival please present your locomotive and your current boiler inspection certificate from your local club or state inspector. After Cal and his team are satisfied they will issue you an official inspection tag. You will need to keep this affixed to your locomotive for the balance of the meet. If you do not have a boiler certificate the inspectors will be available to hydro test your boiler.

Turntable: Ed Ackerman & Christopher Patrick will be in charge of the Ellingson Turntable facility. This area will require volunteers with specific operator skills. We will be doing some training before the meet starts. They may also decide to operate the turn table by hand during particularly busy or slow times. People with previous operating experience with the Ellingson turntable will particularly valuable for this assignment.

Train Inspection: Lee & Toni Brooks, and Dennis & Sharon Ediger will be coordinating the inspection station. The inspection tent will be located at the Klamath & Western junction. The inspectors will be confirming that each

(Continued on page 4)

train is equipped with safety chains, a working CB or family band radio, a conductor with a red flag, and green wooden blocks to mark problem spots on the track (green blocks will be provided at the inspection station). In addition steam engines will have to have their boiler inspection tag prominently displayed, and coal and wood burners will have to have spark arresters. For night running each train will be required to have a head light, a red tail light and the conductor will need a flash light. Every train departing for a journey around Train Mountain will pass this location. We will have a canopy for shade and picnic table for seating for the inspectors, this is a great opportunity to see each locomotive and meet the owner.

Shuttle Vans: Rich Ledyard, Fred Vertel, & Jerry Balf will be directing the van service. This is one area where advanced sign-up would be particularly helpful. We will have two 12 passenger vans that will make the loop from Central Station down to South Meadow and back. Most of the parking for the meet is at South Meadow, so our guests will need transportation to the top of the hill. Options to get to Central Station from the parking area include trains, walking or taking the vans. Many of our visitors will choose the vans. This is a great opportunity to offer a service to our visitors that is truly appreciated, and as a bonus you will meet fellow hobbyists from all over. Rich Ledyard has written a brief article about signing up for this volunteer opportunity. For more information see the What Works article this month.

Shuttle Trains: Walter Freihube, Lee Pirtle & Bob McMillan are in charge of shuttle trains. These trains will run from Central Station to South Meadow, and back to Central Station. These trains offer a fun way to travel to and from the parking lot and the South Meadow Campground. These trains will need conductors to assist the engineers. In addition we will need relief locomotives and engineers. Train Mountain will provide three sets of cars and the fuel for the shuttle trains.

Information Booth: Russ & Linda Wood will be in charge of the information booth which will be located in the center of the dealer pavilion. Maps, schedules, sign-up sheets etc. will be available here. Messages can be posted and of course you will be able to visit with the editor of the Gazette. It has been said that Russ is full of *information* (I think it was information?). I am guessing that Russ will have his father, Pop Woods working with him; sometimes I think that Pop is full of more *information* than Russ. Russ and Linda will need help in order to staff the booth each day.

Fuel Yard: Once again Boyd Butler has agreed to be in charge of the fuel yard. This facility will have coal, propane, gasoline, and diesel fuel available. Note the signs as you approach, you can not have a fire in your locomotive when you enter the fuel yard. Boyd will need assistance in staffing the fuel yard.

Communications: Jim Haas & Mike Moran will be in charge of communications for the meet. Details of radio

procedures will be included in your registration packet.

Campground Hosts are as follows:

Ed & Bev Rehberg (South Meadow).
Trevor Heath & Chris Stieh (Six Acre) (Note: If you happen to see Trevor & Chris disagreeing with each other please ignore them, this is normal behavior.)

Roving Track Repair: Jeff Phillips, Art Crisp, and Charles 'Bill' Schubert will be out and about checking on the track. If you are interested in helping please talk to Art.

Yard Masters (Main Yard): Joel Slagg and Jim Lane will again be in charge of the Main Yard (that's what happens when you do a great job). This job is stationed at the entrance to the Main Yard behind the Back Shop. As trains approach this junction you will set the switches to send them in the proper direction. Once again this is a great opportunity to see all the trains as they return from their latest adventure at Train Mountain. Joel and Jim will need lots of help staffing this location, each shift takes two or three people.

Yard Masters (Central Station): LIVE AT CENTRAL STATION, THE VERONICA & DALE TAYLOR SHOW. Every train that enters Central Station is under the unrelenting control of Veronica, Dale and their assistants. They will set the switches to get you where you want to go. This assignment is not for the faint of heart. Veronica expects perfection! Actually this is a great place to volunteer, the Taylors are wonderful people and you will be in the middle of the busiest place on the railroad.

Photographers: Trevor Heath, Chris Stieh and Jeff Flitton will be in charge of taking official photos of each locomotive that attends the meet. Quentin has requested a record of each locomotive and this is the team that has been assembled. What I really need here is an adult to supervise these three, no never mind, that is asking too much even from the most dedicated volunteer.

Gardeners: Gay Jarvinen will be organizing the volunteers to work in the many flower gardens at Train Mountain. She will coordinate with Debra Cox who is the Train Mountain employee who has created the beautiful flower beds we enjoy each year. Gay will welcome any volunteers to help with the weeding etc.

Trash Pickup: Ed Rehberg will be in charge of keeping all the trash receptacles empty. He will have a gator and will welcome a few hands to help with the trash collections.

Back Shop Repairs: Al Witcombe, Paul Garin, and Joe Pickett will be able to assist you if you have a problem and need to use the Back Shop for repairs. Please see one of these gentlemen before using the Back Shop. Al and his crew will also be in charge of rescue engine maintenance.

Train Rides: Bob Rufenacht will oversee the train rides. This will give visitors an opportunity to enjoy a ride around Train Mountain even if they do not have any equipment. If

(Continued on page 5)

you have a train and would be willing to give rides please see Bob and get on the schedule, this way all our guests will be assured to get a ride around the world's largest 7.5" railroad. Some riding cars will be provided by Train Mountain.

During the May meet I intend to have a few meetings, as time allows, with various committee heads to answer questions and share ideas. We will also have a general meeting to answer member questions and discuss the Triennial.

Please come to the May meet ready to rake pine needles and work on track maintenance. We will be focused on maintenance in May and the week before the Triennial.

I hope you are all doing well and look forward to seeing you at Train Mountain!

Best Regards,

Mark - mjflitton@msn.com

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

Chief Volunteer: Mark Flitton - mjflitton@msn.com

Registration:

Jim & Wendy Kincaid - fishfish@internetcds.com
Doug Auburg - dauburg@vintagead.com

First Aid:

Veronica Taylor - 4t-shay@msn.com

Unloading:

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

Boiler Test:

Cal Tinkham & Ted Carder & Dave Middleton

Turntable:

Ed Ackerman - boobaileys@earthlink.net)
Christopher Patrick - cpatrick@bpa.gov

Train Inspection:

Lee & Toni Brooks - brooktl@gte.net
Dennis & Sharon Ediger - mortnden@pacifier.com

Shuttle Vans:

Rich Ledyard - rich_ledyard@hp.com
Fred Vertel - ftvertel@aol.com
Jerry Balf - Lnjrvtoter@msn.com

Shuttle Trains:

Walter Freihube - wfreiuhube@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@attbi.com

Campground Hosts:

Ed & Bev Rehberg - edbev@rmci.net (South Meadow Camp)
Chris Stieh - drgw375@tscnet.com and
Trevor Heath - trevor@livesteamng.com (Six Acre Camp)

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 (Pass. Station) - 4t-shay@msn.com

Photographers (Still):

Trevor Heath - trevor@livesteamng.com
Chris Stieh - drgw375@tscnet.com
Jeff Flitton

Photographers (Video):

Greg Robinson - mainline@sunset.net

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 - paulvgarin@yahoo.com
Joe Pickett - n7egul@hotmail.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!

Meat	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

(Continued on page 6)

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!

WHAT WORKS

Ideas that seem to make a difference

What worked at the last 'big one' was having those shuttle vans moving folks around the property without having tons of vehicles moving around. Well this 'big one' will have the same great service under the direction of the Shuttle Van Committee. Here is their report on the plans for 2003.

Shuttle Van Committee

We are rapidly approaching the most exciting railroading event in years – the Triennial Meet at Train Mountain this June. I wanted to let folks know that we are beginning to form a team to provide shuttle van service around the Train Mountain site.

Committee leads:

Rich Ledyard - rich.ledyard@hp.com, Fred Vertel ftvertel@aol.com & Jerry Balf - Lnjrvtoter@msn.com

Plan:

Train Mountain will provide free shuttle van service throughout the site. Vans will stop at assigned locations to pick up or drop off people during the Triennial meet (June 18 – June 30).

Vans will operate from 8:00 A.M. to 10:00 P.M.

We will have 2 pick up/drop off points:

- At Central Station (the yellow Jordan Spreader near Crisp Yard)
- At South Meadow Campground (at Katy Lane and Molly Lane)

What we need:

We would like to ask folks to consider signing up to help drive vans. There will be five shifts as follows:

- 8:00 A.M. – 11:00 A.M.
- 11:00 A.M. – 2:00 P.M.
- 2:00 P.M. – 5:00 P.M.
- 5:00 P.M. – 8:00 P.M.
- 8:00 P.M. – 10:00 P.M.

Each individual will need to provide their name, copy of their driver's license as well as their preference of volunteer times. Please fax a copy of your driver's license to Carol or e-mail to - rich.ledyard@hp.com.

Sounds like they really have a plan and are getting it all organized, another well done to a group of volunteers.

Another member has stepped forward and joined the growing list of Track Adopters, HURRAY!. It's none other than Max and Becky Vaughan - they have adopted Midway Circle to Train Mountain Road and Firewood Loop. On behalf of the rest of the membership I thank them.

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
#9 Max and Becky Vaughan		Midway / Firewood Loop

Now what about you others out there? It's not to late to sign up ya' know! All it takes is an email to Carol, or Ross, or Me, or even a snail mail note just to let us know you really care!



PROTOTYPE

The growing collection at Train Mountain

This month we had so much to report that I didn't get a chance to work up a good prototype article. I promise to do better next month. Ed.

RULES OF THE ROAD

Reviewing the Rules

1. **Do I really have to have an engineer and a conductor? YES**
2. **Do I really have to use safety chains on all my cars? YES**
3. **Do I really have to have either a CB or FRS radio in working order? YES**
4. **Do I really have to have a red flag for daylight running and a red light for night time running? YES**
5. **Do I really have to run at 7 miles per hour or slower even if the track ahead is straight and clear? YES**
6. **Do I really have to keep two mileposts distance (210 feet) between my train and the train ahead of me? YES**

Isn't this fun?

(Continued on page 7)

It's a different way of looking at the Rules of the Road for Train Mountain. These rules are really very simple and complete. **They are not negotiable however and should you care to answer NO to any of the above questions, then I might make two suggestions to help you plan your trip to Train Mountain, #1 Please don't come, or #2 If you do come, plan on making it a very short stay!**

Other than that, have fun and enjoy the World's Biggest 7 1/2 gauge model railroad!

Once again I will add my standard editorial comment here, the above comments are mine and reflect my desire to see that Train Mountain is run safely and that all who visit here have a most enjoyable time! Ed.

OPERATION

More than round and round!

This month's article will be a repeat of last month's article regarding passenger service at the 'big one' this summer. We have all enjoyed running around Train Mountain and those of us that have taken 'first timers' around can tell you that's even more fun! Nothing can beat the expression on their face as they just can't believe their eyes. All we need now is just a few more of you to contact the Triennial Train Rides chairman, Bob Rufenacht at rwrufenacht@cs.com and let his committee know what day or days and times you will be available. The weather should be great, day or night, and we already know the crowds will be coming!

All Aboard!

FOR THE LADIES

Something for our 'other' halves!

Here we go again, another bunch of little pieces that all need to be sewn together. Well let's get with it.

Strip One starts by sewing SM1 and the SC pieces together using the illustrated technique we've used for the wheels (see below) then SM2 and the SC piece then sew S2 to SM2. Now start with S1 and sew to SM1, then to SM2 to complete Strip One.

Strip Two is similar, start with E1 and it's SC pieces, then S5 to E2 and those to S4. Next is E2 to S6. To build the strip take The first S3 sew to E1, then take that and sew to S4, and to the next S3, then to S6, and then to the last E3. This completes Strip Two.

Strip Three has the SC pieces being sewn to the L1 piece. Sew the S8 pieces to the E4 piece. Now build the strip by sewing L1 to E4 to E5 and that's done.

Strip Four looks tough but it's just more of those nice little corners to play with. Let's start by sewing SC2 and E6 together, and please notice that these are sewn at a different angle, just go from corner to corner on these. Next sew the SC3 pieces to W1, then the EC and the SC pieces to both of the W2's. To start building the strip let's add the E4 to the E6, sew the S3 to the E6, then sew the bottom S3 to

that combination. Next sew the W1 to the S9 and both of those to the P1. Sew the first combination to the P1 set then sew that to the first W2, followed by the last W2. Don't do anything with P2 yet.

Strip Five is the easiest (Yeah!), just sew R1 to G1. This completes the last strip.

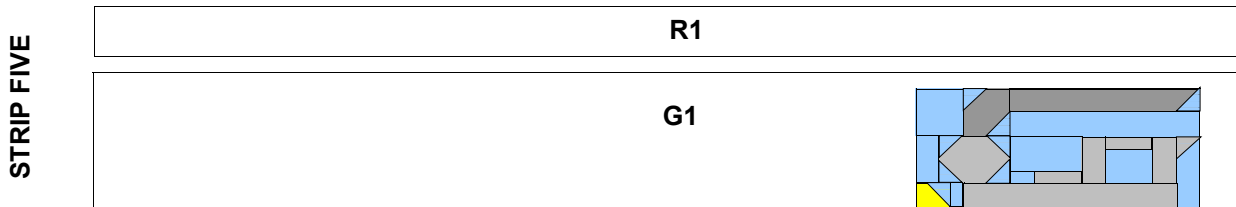
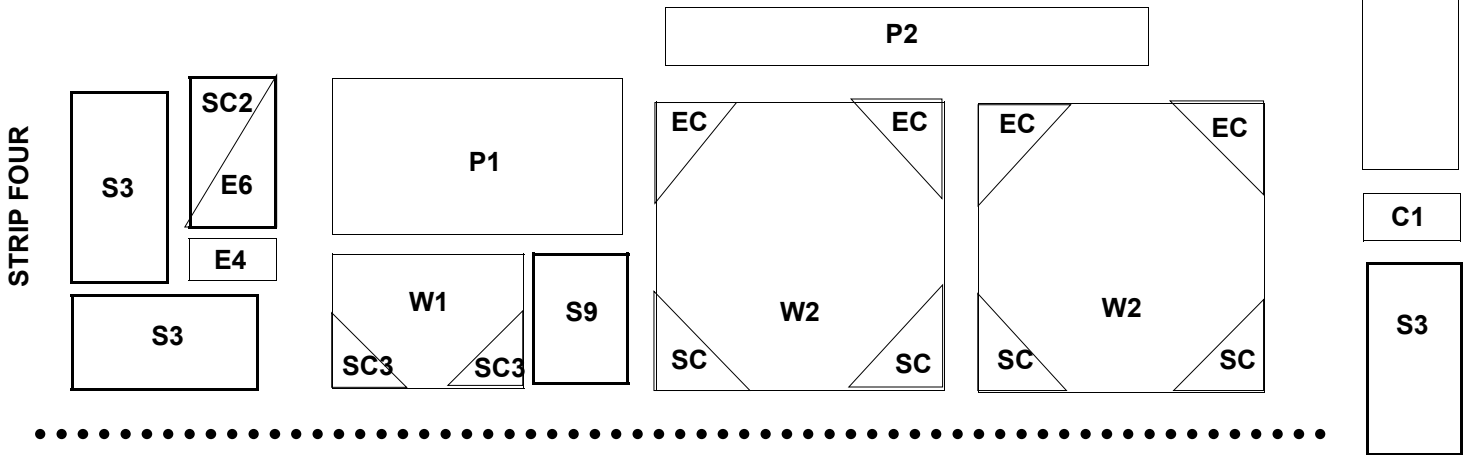
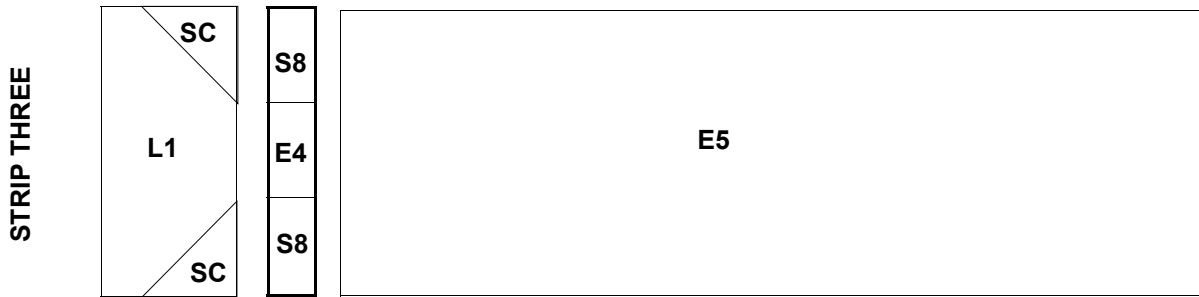
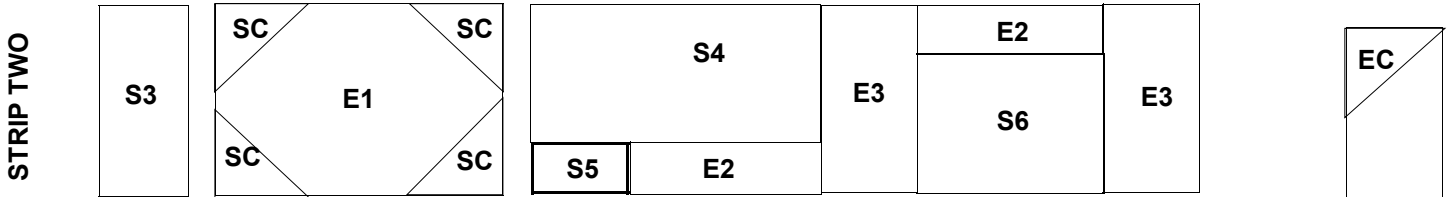
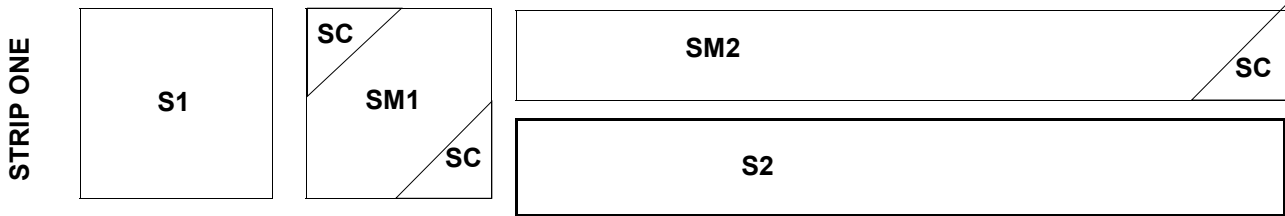
The last piecing to do is to sew EC to the top edge of S7, then S7 to C1 then C1 to S3.

To complete the block sew the top of Strip Four to the bottom of Three (align on the left edge of each strip), next comes the top of Three to the bottom of Two. With these three strips sewn together we can now sew on the side strip S7 to the right hand edge of the assembly. When done sew the top of Strip Five to the bottom of the assembled strips. Lastly sew the bottom of Strip One to the top of the assembly. That 'should' complete the block. Well done!

Piece	Quantity	Cut Size	Finished Size	Use
C1	1 piece dark	1 x 1 1/2	1/2 x 1	(coupler)
E1	1 piece engine	2 1/2 x 3 1/2	2 x 3	(stack)
E2	2 pieces engine	1 x 2 1/2	1/2 x 2	
E3	2 pieces engine	1 1/2 x 2 1/2	1 x 2	
E4	2 pieces engine	1 x 1 1/2	1/2 x 1	
E5	1 piece engine	3 1/2 x 9 1/2	3 x 9	(engine)
E6	1 piece engine	2 x 1 1/2	1 1/2 x 1	(pilot)
EC	1 piece engine	1 1/2 x 1 1/2	1 x 1	(cab)
G1	1 piece earth/ground	2 x 12 1/2	1 1/2 x 12	(ground)
L1	1 piece light (yellow)	2 x 3 1/2	1 1/2 x 3	(light)
P1	1 piece light grey	2 x 3 1/2	1 1/2 x 3	(cylinder)
P2	1 piece light grey	1 x 5 1/2	1/2 x 5	(side rod)
R1	1 piece light grey	1 x 12 1/2	1/2 x 12	(track)
S1	1 piece sky	2 1/2 x 2 1/2	2 x 2	
S2	1 piece sky	1 1/2 x 8 1/2	1 x 8	
S3	4 pieces sky	1 1/2 x 2 1/2	1 x 2	
S4	1 piece sky	2 x 3 1/2	1 1/2 x 3	
S5	1 piece sky	1 x 1 1/2	1/2 x 1	
S6	1 piece sky	2 x 2 1/2	1 1/2 x 2	
S7	1 piece sky	6 x 1 1/2	5 1/2 x 1	
S8	2 pieces sky	1 1/2 x 1	1 x 1/2	
S9	1 piece sky	2 x 1 1/2	1 1/2 x 1	
SC	13 pieces sky	1 1/2 x 1 1/2	1 x 1	(corners)
SC2	1 piece sky	2 x 1 1/2	1 1/2 x 1	
SC3	2 pieces sky	1 1/4 x 1 1/4	3/4 x 3/4	
SM1	1 piece smoke	2 1/2 x 2 1/2	2 x 2	
SM2	1 piece smoke	1 1/2 x 8 1/2	1 x 8	
W1	1 piece dark	2 x 2 1/2	1 1/2 x 2	(wheel)
W2	2 pieces dark	3 1/2 x 3 1/2	3 x 3	(drivers)

Chiloquilters Train Quilt, Block Six

The Steamer



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