



The Mountain GAZETTE

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FUN, FUN, FUN, FUN. As I start my third year as the editor of The Mountain Gazette, I'm sitting here trying to think back to a meet that was more fun than the last one. One thought crosses my mind as I am doing that, each and every meet has been more fun than the last! The social activities of the Train Mountain meets have become very much an important part of each meet. Because of this social interaction, we have all gotten to know one another better. We have become friends rather than just associates, we have become companions rather than just other members. As a consequence if you haven't been to a meet lately, standby, you are in for a lot of FUN! Check the picture at the top of the page, that's our entertainment committee serenading us at the Thursday Dinner held by Chuck and Sherry Stutts at the Klamath and Western. The same musical entourage was seen playing the previous Sunday night down at the Blue Caboose Campground during an impromptu party held by the tenants of the camp grounds and the Idaho bunch. From what others have told me seems that Al and I were also part of the festivities, something about a chorus line?

At the banquet at the August meet Quentin explained about the transition that Train Mountain is going through. Quentin explained the transitions between the phases as follows: Phase 1 was the major construction of the existing mainline and infrastructure to support the organization. In phase 2 we are going from being builders to being maintainers. We will have more emphasis on 'finishing' what we've built instead of the 'just keep building' mode. Some parts of Train Mountain are as old as Train Mountain itself and are in need of an 'upgrade' to the fine standards we build to today, witness the relaying of the outside mainline this next year. This will all be part of phase 2. If you look at the track density on the south side of the highway you see lots of sidings and spurs and industrial buildings. On the north side of the highway we see very few of those things. This is also part of phase 2. The first questions I've heard from folks about phase 2 are, 'what about Caboose Ridge, what about the member barn, what about Railroad Ridge, what about . . . All valid questions and all very valid and viable projects. What phase 2 brings with it, is that the funding for each and every one of these future projects will come from that project itself. As an example the member barn will be financed primarily by the members buying into the project. Caboose Ridge will similarly be financed by some time share developments based on lodging in the cabooses on

Caboose Ridge. Railroad Ridge will be financed through home site acquisitions. Phase 2 promises to keep things lively at Train Mountain for many years to come. Lots of projects, lots of meets to come and of course the 'Big Ones'! Remember only 985 days till the next 'Big One'!

At the banquet Saturday night at the September meet, Quentin surprised some folks by presenting them with a very special plaque and a commemorative pin to reward them. What did these folks do that needed special thanks? Well, they have joined a special club within the club, they are the first inductees into the '100 Day' club. These are folks that have volunteered at Train Mountain in excess of 100 days. Some of these have exceeded that number many times over, such as Art Crisp, but still a pretty neat club to be inducted into. Here is the list: Art Crisp, Gordon Felber, Mark Flitton, Caroline Jones, Art Knowles, Jim Lane, Art Miller, Glenn Peterson, Jeff Phillips, Charlie Schubert, Peg Schubert, Bill Shepherd, Howard Springer, Jeanie Springer, Frank Steuer, Chuck Stutts, Bert VanDerKooy, Marty Vitz, Dennis Weaver, Russ Wood, and Ron Young. I feel very honored to be included in such a group. If you would like to see the pin that Quentin had made for the group please ask me, I'd be very proud to show ya' mine!

Speaking of thank yous, there is one set that got left out. I had some scheduling problems last month so not everybody got to proof read the last issue. As a result a very important message from Mark Flitton was accidentally left out and I feel very bad about it. It is included in this issue with my sincere apologies to Mark for its tardiness.

Special Announcement: The Over The Hill Live Steamers are having a Train Meet. May 29th and 30th 2004. This will be their first meet in many years and should be a great one. Stay tuned for details in future issues.

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FROM THE MANAGER

The latest information from the September 2003 Meet

From the Manager:

Another summer is slipping away along with a great train season here at Train Mountain. Not only the biggest and best meet of the decade but a lot of great times at the other three events. Not to forget all the things going on during non-meet times and all the wonderful people that come by to lend a hand. We have 6 folks still working around the place other than staff.

This season had a lot happening, Triennial, fantastic steam engine action, many new ideas were tested, a yard built in record time for an abundance of electric engines, the appearance of many new pieces of equipment, many vendors showing off the superb variety of products available to a growing railroad hobby and so much more. The biggest change this year was the change from building a railroad to maintaining a railroad. Without fail our members took the bull by the horns and dug in to the never-ending tasks of maintaining their railroad. All of those folks should be realizing a great deal of satisfaction in having the longest miniature hobby railroad but also in striving to have the best. I for one think you're getting very close to that goal. Thanks to all of you for all your efforts.

We receive suggestions by all forms of media it seems; the suggestion box has proven to be for the well thought out ideas that make it to paper, emails are close behind and your letters are very informative also, but the best idea / brain storming session seems to happen out in the back shop around 4:30 in the afternoon. Who would think! I know you're saying, but we chat around the table in central station late into the night about all sorts of ideas, well write it up and get it to me so we can have the benefit of your experience too. You see, during meets it is hard to digest and retain all of the information. I find myself wondering what I forgot that would make life better, if I would only make notes! Thanks to all of you that send me your suggestions.

During this season we had some unexpected closure of services thanks to a past member, but you all understood and were very adaptable to the situation. I know we all missed having a Ross Burger for breakfast and the convenience of food being available right at the turntable but we will be back in good shape next season hopefully. Thanks to The Over The Hill Live Steamers we still had food on site during all the meets. A Big thanks to Chuck and Sherry for picking up the slack.

One of the other services we were lacking was wastewater related. This caused a huge expenditure for portable toilets and portable septic tanks. Our own Queen of Sewage took charge and was a great help in controlling sewage disposal. Thanks for all your help J.M.

For those of you that marvel at the miniature buildings around the railroad you will appreciate Ron and Caroline's latest project. It is a produce warehouse and it is big. They

keep stealing Jerry Balf from the machine shop to help them also; I would guess Jerry feels like he is in a tug of war. Ron has just begun the manufacture of many crates to hold the produce on the docks.

Even between helping Ron, Jerry Balf managed to build a scale that sets in the track in the back shop. We can now weigh an axle or a truck up to 400 pounds. The scale is in two sections, which allow a single axle to be weighed, or on the second section a 16-inch wheelbase will fit and be weighed at one time. You will soon see car weights on our cars which will assist you in setting up your train not to mention you'll know the weight of your train. Want to weigh your train next time you're here? Just ask Jerry.

We have begun the grade work out at the old gravel pit, Richard and family have all the rock up and piled and the old plastic is gone so on to fill dirt next. Art and Charlie are busy rebuilding Crisp Yard, which means Paul is busy trying to keep up with Art, building panels and overhauling switches.

I'll talk to you soon

Ross

Ross Perrin, (General Manager)- tmrrgm@trainmountain.org



The new scale that Jerry Balf built. It's installed in the Backshop elevated track area.



Charlie 'Bill' installing the replacement track in Crisp Yard.



The ladies hard at it making the grounds look like a park!



The Kitsap gang hard at work installing some more of those great ground throws, this time down in the South Portal area.



Even new member Les Dent got put to work fixin' stuff!

(Continued on page 3)

**LETTER FROM MARK FLITTON
Triennial Chairman and Head Volunteer**

Hello all! Just a quick note to thank everyone involved in making the Triennial a success.

It would be impossible for me to thank each individual that helped without missing someone. I have already attempted to thank each committee chairperson and hope that I did not miss anyone.

We all need to thank Quentin for hosting such a wonderful event. Quentin has made an enormous investment of both time and money in Train Mountain, and it is obvious to all who visit that his dream has evolved into reality. Thanks Quentin!!!

We also need to thank Ross and the rest of the Train Mountain staff for working long hard hours before and during the Triennial. Much of their work is directed to providing the infrastructure and support services that make a visit to Train Mountain so special. Ross and his staff constantly amaze me with their ability to solve a problem at a moments notice. To Ross and all the staff, Thank You!

Many people volunteered for all kinds of assignments before and during the Triennial. I want you to know that your help was greatly appreciated and without your efforts we could not put on a meet of this magnitude. Every time we needed help someone stepped forward and took the assignment. You should all be proud of what was accomplished. Visitors from all over the country and the world enjoyed a first class event. Thank you to all the volunteers!

Another thank you needs to go to all the chairpersons of the various committees. Most of these people spent a large part of each day supervising and staffing various volunteer work crews. You all did a great job! Thanks!

Finally I would like to express my gratitude to Rich Ledyard who stepped in and covered for me while I recovered from my kidney stone episodes. Rich did a fantastic job and allowed me several afternoons of rest during the meet.

I hope each of you is having a wonderful summer and look forward to seeing many of you at the September meet!

Best regards,
Mark Flitton

Ed: See it was worth the wait! Great letter and I echo every statement in that letter, with out you folks doing what you do there would be no Train Mountain, no world's record, no train meets and well, just no fun! Again I apologize to Mark for not getting his message to you in a more timely fashion.



Just in case you are wondering where Mark comes up with all his great ideas, I think he has some help!



Geez, they even take their breaks together, what a group, that Idaho Mafia!

**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. Please give us a hand at accomplishing these tasks. Also remember to plan enough time to have **fun** while you are here!

Meet	Work Week	Train Meet
First 2004	Sat May 29-Thurs June 3	Fri June 4- Sun June 6
Second 2004	Sat June 26-Thurs July 1	Fri July 2- Sun July 4
Third 2004	Sat, July 31-Thurs Aug 5	Fri Aug 6- Sun Aug 8
Fourth 2004	Sat, Sept 4-Thurs Sep 9	Fri Sept 10- Sun Sept 12
First 2005	Sat May 28-Thurs June 2	Fri June 3- Sun June 5
Second 2005	Sat July 2-Thurs Jul 7	Fri July 8- Sun July 10
Third 2005	Sat, July 30-Thurs Aug 4	Fri Aug 5- Sun Aug 7
Fourth 2005	Sat, Sept 3-Thurs Sep 8	Fri Sept 9- Sun Sept 11
First 2006	Sat May 27-Thurs June 1	Fri June 2- Sun June 4
Triennial	Wed June 21-Sun June 25	Mon June 26- Sun July 2
Third 2006	Sat, July 29-Thurs Aug 3	Fri Aug 4- Sun Aug 6
Fourth 2006	Sat Sept 2-Thurs Sept 7	Fri Sept 8- Sun Sept 10

Please note the changes for the 2006 Triennial, the work week has been shortened to 5 days and the Triennial has been shortened to 7 days. This is to help with volunteer burnout but still give you lots of time to have some fun here at Train Mountain.

**Possible May 2004 Work Week Projects
May 29th--June 6th, 2004**

Relay Outside Mainline—Ellingson Bridge to South Portal—1,500 plus feet double track—work crew

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

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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!

FOR THE LADIES

Something for our other halves

What a turn out we had for the Ladies portion of the September meet. Some 22 ladies attended the session and presented some beautiful examples of their skills. As part of the session they also completed the first of many of the train quilts that are being produced by the members. This first quilt was presented to Quentin at the Saturday night banquet. Instead of making a traditional quilt that would be large enough to cover a bed the group decided on making many smaller long quilts so that each train would be a unique quilt. These will eventually be displayed in Central Station on the wall over the Company Store. Good job ladies, what's next from the group?



Just a couple of samples from the 'show and tell' portion of the gathering of the ladies. Wow, nice looking projects, you all should be very proud of your work!



Just in case Jerry tries to convince you he's the one with the talent in the family, look at what Louise Balf came up with for the first 'completed' quilt runner!

WHAT WORKS

Ideas that seem to make a difference

In our attempt to do some 'operation' during a 'work week' one thing became very clear to this editor, we are all very passionate people about our hobby. Some of us are into the 'real railroad' side of the hobby while others are into the 'miniature railroad' side of the hobby, but we all do it with much enthusiasm and effort. So where am I going with this, well here's the story, by trying to do a particular job by 'playing' the railroad game, we took a task that should have taken a couple of hours and turned it into a multi-day event! So what's wrong with that you might ask, well for some folks that have taken time away from home, and traveled great distances and at a great expense to come to Train Mountain to 'work', they wanted to get things 'done' so they could get more things 'done'. The operation was curtailed for the rest of the meet in favor of getting things accomplished during the remainder of the work week. So was the operation a failure, absolutely not! We learned a valuable lesson about how you folks view your time at your Train Mountain and we respect that. Train operations will be left to the running portions of the Train Mountain meets unless otherwise noted before hand in The Mountain Gazette and as part of some other form of meet.

And now a word from Carol:

I would like to extend my very belated "thank you" to the ladies who pitched in and helped me with preparations for the Train Mountain 2003 Triennial: Jeanne Meisser, Pat Rhinehart, Toni Brooks, Gisela Hays, Gina Vadeboncoeur, Mignone Tinkham and Amy Winter. These ladies spent an evening or two putting together the packets for the registrants. Jeanne Meisser and Amy Winter also spent several hours double-checking to make sure we hadn't missed any of the registrants. Jean Fulton and Pat Rhinehart also helped in the office during the most hectic times of the Triennial.

Thank you to Amy Winter again, for her assistance in getting The Mountain Gazette ready for mailing this summer; and to Peg Schubert for helping with The Gazette after Amy left.

It's a huge pleasure to work with people who are so willing to jump in and help when it's needed! Thank you all!

Carol

Ed: I would also like to thank the ladies for getting all the issues of the Gazette out each every month. I've said many times I get the accolades but trust me, I do the easy stuff! Thanks crew for all your help!

(Continued on page 5)

PROTOTYPE

The growing collection at Train Mountain

The story goes something like this, we have this thing that we let members do and that's to adopt things like sections of track, buildings, and prototype rolling stock. So these folks from up Canada way decide to adopt something, so Ross suggests since they are from Canada maybe they could adopt a piece of rolling stock, they of course agree. Well it turns out the only piece of Canadian rolling stock that Train Mountain has is that huge, giant, super long piece setting right by the front entrance—the PASSENGER CAR! Even after they find out, they still decide to keep going and are on their way to restoring the car to its former glory and in living color! Check out their work so far.



The team of Steve Vadeboncoeur and John Yardley sure do nice work, now lets see which pix is the before and which is the after (just kidding guys, lighten up!).

RULES OF THE ROAD

Safety - Safety - Safety

With the end of the main running season here at Train Mountain our attentions turn to the off season projects. Items such as loco and car maintenance have some time devoted to them that doesn't seem to happen during the busy schedule of the summer months. Investigations are also continuing in the area of engine and train braking systems. Lots of little nuts and bolt tightening projects are under way as well. I guess what I'm saying here is, don't just put your equipment away for the season, take some time and fix those little things that you didn't have time to fix this summer. Go over all your equipment and check it out. You might even want to finish that special 'safer' hold down for your tow vehicle, or come up with some 'safer' way of unloading at the various tracks you go to. In this hobby if you aren't ridin' em', you're a fixin' em'. Remember as we saw this summer the trains are getting longer, the engines are getting bigger and more powerful, and there are lots more of you folks coming to Train Mountain. Lets try and keep it safe and fun.

OPERATION

More than just round and round

Track warrants were tried out for the first time at Train Mountain during the August/September work week. The track warrants were used on two different projects during the work week. The first was the gathering of cut firewood from around South Meadow Loop and hauling it by train over to Firewood Loop for stacking and fence building! The second was the removal of the outside mainline also accomplished by train movements. Rather than have a single dispatcher we operated as 'towers' with Firewood being one 'tower' and Ellingson being the other 'tower'. Engineers would call into the tower upon arrival at a predetermined point on the railroad and announce their arrival at the point. With permission given by the tower operator they would enter the TWC (track warrant controlled) area and complete the assigned task. Other trains were allowed through but only after contacting the tower operators. It all seemed to go very well. We 'worked' by 'playing' the railroad game.

For further comments about trying this operation during a work week please see the column of What Works in this issue.



As we enter Phase 2 of Train Mountain we will see more of this type of 'fix' to the old track and old ballast problems.



Just to prove they are as good at taking out track as they are at putting in track, the Idaho Mafia bunch was hard at it, removing the old track from Ellingson Bridge to South Portal. Wanna' bet they will also be the first ones to volunteer to put it back!

SEPTEMBER 2003 MEET ATTENDEES—THANK YOU!

Name	City	State	Guest
Ackerman, Ed	Hillsboro	OR	Sara
Armstrong, Jim	Nampa	ID	Dawson Knight
Askim, Arthur	Hayfork	CA	JoAnn
Auburg, Doug	Vancouver	WA	
Bailey, Walter R.	Layton	UT	Jason Mikesell
Baillie, John	Citrus Heights	CA	Jackie
Balf, Jerry	Chiloquin	OR	Louise
Baxter, Russell	Mtn Home	ID	Carla
Bennett, Ralph C.	Brisbane	CA	
Black, John	LaConner	WA	Jeanne Kleyn/Tod Hill
Bosbery, Dave	Redwood City	CA	Don
Bowlus, Chuck	Nampa	ID	Donna
Brooks, Lee	Kennewick	WA	Toni
Buell, Nick	Federal Way	WA	Bev
Butler, Boyd	Kennewick	WA	
Carroll, James	LaFayette	CA	
Compton, Roger	Klamath Falls	OR	Bonnie
Crane, Jerry	Auburn	WA	
Crisp, Art	Chiloquin	OR	Genevieve
DaBroi, Larry	Mt. Shasta	CA	
Deffley, Don	Auburn	WA	
Dent, C. Leslie	Dublin	CA	
Dollosso, Frank	Nice	CA	
Donhost, Christopher	Vacaville	CA	Jaime
Dute, Jeffrey	Silverdale	WA	
Eason, Steven	Alturas	CA	
Ediger, Dennis	Camas	WA	
Fisher, Herb	Manhattan	MT	
Flitton, Mark	Caldwell	ID	Debbie, Jeff
Forsberg, Ed	Elk Grove	CA	Diane, Melissa, Emily
Forst, John	Chiloquin	OR	Sally
Fraser, Scott	Medford	OR	Bryan
Freihube, Walter	Eugene	OR	Theresa
Fulton, Doug	Weimar	CA	Jean
Gallandt, Engr Bill	Sparks	NV	
Gochnour, Ralph	Salt Lake City	UT	Rosie
Haas, James	Klamath Falls	OR	
Halliday, Allan	Sidney	BC	Leonard
Harold, Robert	Carson City	NV	Maylene
Hawley, Eric	Poulsbo	WA	Roslyn
Hayden, George	Renton	WA	Caleb
Hayes, Bob	Chiloquin	OR	
Hill, Holly	Eugene	OR	Marie
Hovanitz, Karl	Arroyo Grande	CA	
Hopper, Dick			Shirley
Kelso, John	Newberg	OR	
Kesselring, Gerald	Eugene	OR	
Kincaid, Jim	Chiloquin	OR	Wendy, Sierra
Knowles, Art	Seabeck	WA	
Lane, Jim	Las Vegas	NV	
Lavrich, Michael	Bend	OR	Katherine Kihara
Ledyard, Richard	Boise	ID	
Lee, Kevin	Greenview	CA	
MacDonald, Angus	Petaluma	CA	Maureen
Mason, Matthew	Sacramento	CA	Venessa
Mattox, Dave	Bryte	CA	
McCormick, John	Palm Desert	CA	Kincaid Guest

Name	City	State	Guest
McInnes, Ian	Puyallup	WA	Cheryl, Roy, Becky
McKinley, Kevin	Redmond	OR	Tammy Helm
Meinershagen, Charlie	Redding	CA	
Meisser, Hugo	Sun City	AZ	Jeanne
Mower, Bill	Shady Cove	OR	Mary Ellen
Murphy, James E.	Klamath Falls	OR	
Newberry, Bert	Florence	OR	
Panzik, Crystal	Chiloquin	OR	
Paxton, Robert W.	Fernley	NV	
Peterson, Richard W.	Seattle	WA	
Phillips, Jeff	Saanichton	BC	
Pickett, Joe	Yerington	NV	
Pirtle, Lee	Chiloquin	OR	
Ptacek, John	Boise	ID	
Reinhardt, Greg	Alturas	CA	
Roy, Gary	Klamath Falls	OR	Karen
Rufenacht, Bob	Pleasant Hill	CA	
Schubert, Charlie	Chiloquin	OR	Peg
Slagg, Joel	Boise	ID	Loretta Jones
Shepherd, Bill	Fort Bragg	CA	Mary
Shimmin, Dick	Orangevale	CA	Joyce
Simon, Joe	Dallesport	WA	Mike, Sandy Billette
Stamp, Thomas	Saanichton	BC	James & Carys
Steuer, Frank	Sherwood	OR	Carolyn
Stutts, Chuck	Chiloquin	OR	Sherry
Taylor, Doug	Portland	OR	Sandy
Vadeboncoeur, Steve	Victoria	BC	
Vanderspek, Carl	Burnaby	BC	Margaret Hope
Vertel, Tom	Chiloquin	OR	Fred
Weaver, Dennis	Retsil	WA	Marie, Zac Lenon
Wheelock, John	Klamath Falls	OR	
Wilkinson, Doug	Seattle	WA	
Witcombe, Allan	Sidney	BC	
Wood, Russ	Chiloquin	OR	Linda
Yardley, John	Victoria	BC	
Young, Ron	Chiloquin	OR	Caroline Jones





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