



# The Mountain GAZETTE

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**Hobby For Sale!** How's that for a catchy headline to start the New Year off? First let's get the formalities out of the way, Happy New Year to you and yours and may the coming year bring you joy and happiness. Now back to the headline, Hobby For Sale! How can you sell a hobby? Selling an object or idea is the art of promoting the object or idea to others to get them to either buy the object or participate in some manner in the idea. We are all salesmen for our hobby! This hobby cannot grow and/or survive without our help. We need to introduce the rest of world to the live steam railroading hobby. We need to introduce kids, parents, schools, the communities in which we live, and fellow railroaders to the vastness of our hobby. There is now a great tool available to help in this task.

**I'm going** to digress a little here and tell a short story about the annual BackShop Christmas party that Ross holds each year as a special thank you to all the staff. The locals are invited to participate, and of course where there's free food (you know the rest). At this year's party we had the usual stories about some of the activities that we can't put in this family-oriented newsletter, but generally the discussion's always centered around Train Mountain and the great times we all have here. As things got less formal Ross played a video tape he had just received and some of us started to watch it out of the corner of our eye. Pretty soon we were all watching it!

**The video** and the selling tool are the same object about the same idea, Train Mountain Triennial 2003! Remember those wild men running around with all those cameras and telling people to go here, stop there, wait a minute, OK, go ahead. Well those folks were Greg Robinson of Robinson & Associates (publishers of the 7+ Railroader and Grand Scales Quarterly) and Trevor Heath and their great crews. What they have produced (in this editor's eyes anyhow) is the greatest selling tool about our great hobby and this place we call Train Mountain. With Greg and Trevor's eye for detail on the trains, the video wows the viewer with great train shots, only occasionally interrupted by this huge foot attached to these great models. The camera angles are terrific. There are tons of interviews with lots of the Triennial Volunteers. The video covers the Triennial from start to finish. The interviews are broken up so that as each topic is covered in the video the various points of views of the par-

ticipants are covered as well. It's not just one person rambling on, it's the Triennial with comments. Now I know you say I'm going on and on and that this newsletter is not supposed to be commercially biased except for our paid advertising supporters. However, what these folks have produced is terrific. If you or your group is having trouble recruiting new members or acquiring additional space in your local park or whatever, please consider that 'donating' the video to your local library, school, model railroad club, city council, or what have you, may be the absolute best investment you and your club could possibly make. Ordering info is in the What Works column of this issue.

**January** this year is going to be little hard to provide you folks with much in the way of activities because the 2003-2004 winter season has dumped some white stuff on us and it hasn't stopped yet! I've included a couple of pictures to give you some idea.

**We do** have some good news to report about the LALS accident that had us all very concerned about pending California OSHA rulings about whether or not our hobby fell under the California Amusement Park Ride statutes. California OSHA has ruled that LALS is exempt because it falls into the category of "museums or other institutions devoted to the exhibition of projects of agriculture, industry, education, science, religion, or the arts". This is great news but does not let us off the hook when it comes to safety. The following is from Quentin:

*Fortunately, this accident caused no significant injury. The benefit all clubs have had from the LALS experience is an opportunity to review operations from the point of view of safety. If the three most important things in real estate are location, location and location, the three most important things in our hobby are safety, safety and safety.*

Quentin

### 2004 Dues are due!

The following is from Carol:

We are including membership renewal forms for the 2004 calendar year with this issue of *The Mountain Gazette*. Since Quentin has a very busy schedule and Russ is doing

*(Continued on page 2)*

such a great job of keeping you updated with the monthly newsletter, Quentin has decided that a more efficient way of getting the renewal notices out to you is by including them in *The Gazette*. To ensure uninterrupted delivery of this newsletter, please renew your membership by March 1, 2004. The forms are also available in Word document format on the web site ([www.TrainMountain.org](http://www.TrainMountain.org)). Meet registration forms will be included in future issues of *The Mountain Gazette*, and are also available on the web site.

We anticipate that renewal forms for future years will be included with a fall issue of *The Mountain Gazette* with renewals due by January 1, which will enable us to publish more up-to-date versions of the membership roster.

Carol

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**Table of Contents**

<b>From The Manager</b>	<b>2</b>
<b>Next Work Week</b>	<b>3</b>
<b>What Works</b>	<b>3</b>
<b>Prototype</b>	<b>4</b>
<b>Photo Gallery</b>	<b>4</b>

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**FROM THE MANAGER**

**The latest information**

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**From the Manager:**

The New Year is upon us and it is a cold and snowy so far. I guess we should expect that at 4200 feet up in the mountains but I think the weather situation should improve as quickly as it turns bad. Oh well, I can dream at least. It seems that we have been doing little else than moving snow and ice for a few weeks now and then repairing damage done by the moving of snow and ice. Many of us had thoughts of plowing some track so we could run some but the snow came very quickly and was so heavy that we could not keep up with it so no trains went out in it. I did see that the Vertels plowed some of the track around their house but I did not see any trains moving. We had very wet snow this time, which makes it hard to deal with.



A little snow at the OTH Tunnel!

Thanks to all of you for the wonderful holiday cards, calls and emails. I hope your holidays were joyful, and your New Year will prove to be a great one.

Ron and Caroline are busy refinishing some of the old buildings around the railroad and getting started on a gas station. The produce warehouse is finished and they have built lots of boxes and crates to use around the warehouse. They need a forklift now to load out the freight. Hint, hint: anyone knowing the whereabouts of a 1/8 or 1/6 scale forklift let us know.



The winterized version of Youngstown 2004

Art and Charlie are hard at the modifications on the K&W Riding Car fleet. Engineer Bill Gallandt has helped them with some machine work also. They have finished a few cars and all looks good. It is a difficult project to extend those cars and add a truck to each one. If you remember, the cars were articulated and will now be standard cars with two trucks.

Jerry Balf has been working on the Trainmaster; he is getting all the brackets in for things like a battery, air tank, compressor and the like. The progress is looking pretty good. The Trainmaster will be used primarily for a passenger train.



Now the snow plow looks like it belongs at Train Mountain!

*(Continued on page 3)*

Paul, Sarah, and Sonya have been busy with freight cars; they are working on lettering, loads and paint. Richard and Paul have been hard at the snow removal thing also. Carol has the new roster done and ready to send out as you renew your membership, you will notice great improvements in the roster and a wonderful new look thanks to her creativity.

If you haven't had an opportunity to watch the Triennial video released by Robinson & Associates you are missing out. This is a very good representation of what the hobby is all about. Anyone with an interest in Railroading will be impressed by the video and those not interested will be after viewing it. I have watched many tapes of train events but this is definitely top-drawer material.

Bert Newberry has moved to Chiloquin! Bert is getting started on a house/shop and will become a resident very soon. I look forward to having Bert around and helping out as he always does. He has already been talking about projects to accomplish when he gets settled in. Welcome to Chiloquin, Bert. Bert has also made a donation to the Train Mountain Library of numerous books from the railroad, engineer type books covering engines, operations and standards. Thank you Bert.

I understand that LALS has reopened and all is well again, good luck to them in the future. I am sure we have all mulled the safety of riding cars situation over and understand what happened at LALS. Have you done all you can to make your riding cars as safe as possible? By changing to flat cars for riding cars we have eliminated many problems and I feel we are close to the safest possible ride at this point. We cannot eliminate all the problems, but it is necessary to do the best we can for safety of our riders.

Talk to you soon

**Ross**

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

## 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!

### Possible May 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)

## 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	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
<b>Triennial</b>	<b>Wed June 21-Sun June 25</b>	<b>Mon June 26- Sun July 2</b>
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

Remember that the first Work Week of 2004 is also the first meet for the Over The Hill Livesteamers on May 29th and 30th.

## WHAT WORKS

### Ideas that seem to make a difference

**The** new video that I talked about in the editorial portion of this newsletter certainly qualifies for the 'what works' column. I'm reinforcing it here just to remind you to get your orders in. The following info will help in your ordering.

We now have the Train Mountain Triennial 2003 VHS tapes and DVDs available for purchase. The VHS tapes sell for \$19.95 and the DVDs are \$29.95, plus \$4.50 shipping and handling. Payment may be made by check, Visa, MasterCard, or PayPal, and orders can be placed by email (info@TrainMountain.org), telephone (541-783-3030) or mail (Train Mountain Railroad Museum, 36941 South Chiloquin Road, Chiloquin, OR 97624).

*(Continued on page 4)*

**The** group of locals that put on the dinners in the evenings of the work weeks would like all of you to be able to participate in these social events. It has been pointed out to us the many of you have special dietary needs the 'Pizza and Beer' doesn't fill. Please let us know how we can add to our menu to get you all to come to the parties. Remember it's a full schedule of evening activities put on by some of the locals.

- Saturday– The Breens
- Tuesday—The Vertels
- Wednesday—The Kincaids
- Thursday– The Stutts
- Friday– The Woods
- Saturday—Train Mountain Banquet

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**PROTOTYPE**  
**The growing collection at Train Mountain**

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**Just** to show you that our models are not the only ones prone to derailing on occasion, the local UP folks had fun at Klamath Yard. They ended up replacing some straight track and one switch.



Herald and News photo.

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**PHOTO GALLERY**  
**Contributions from the members**

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The following photos were supplied by John Ptacek of the Idaho Mafia. He sent me a great CD full of photos of the May 2004 Labor Day Meet. Thanks John, it was a fun meet!

The Idaho Mafia plays hard and works hard but they never take any short cuts with safety, Check out the mask while weeding their adopted track section out on the Elizabeth River Loop.



The photo caption supplied by John reads: Lots of TALL stories. *No Comment Ed.*

The 'band' was a big hit in the campground on Sunday and again at the OTH dinner on Thursday. Its amazing what grown people will do in the name of fun! And trust me it was more than fun it was GREAT FUN!



Part of my role as editor of The Mountain Gazette is to get you inspired enough to come back year after year and enjoy Train Mountain. Well this issue I have a little help from above, what a great sight, a sunset at the Mountain!

# TRAIN MOUNTAIN RAILROAD MUSEUM

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Web Site: www.TrainMountain.org

## New Membership Application for 2004

## Existing Membership Renewal for 2004

I hereby apply for membership in Train Mountain Railroad Museum for the calendar year 2004, which membership includes a copy of the annual *Train Mountain Membership Roster*, a subscription to *The Mountain Gazette* and invitations to, and Member's Rate for, registration at all train meets.

If a new application, membership includes a permanent name badge prepared exactly as printed on line 1 below. Renewing members will receive a "17" pin to replace the "16" pin on their membership badges.

1. Name: \_\_\_\_\_ Phone: \_\_\_\_\_  
Address: \_\_\_\_\_ Fax: \_\_\_\_\_  
\_\_\_\_\_ E-Mail: \_\_\_\_\_

I also apply for memberships on behalf of the following members of my family living at the above address, which memberships include the Member's Rate for registration at all train meets.

Please prepare permanent name badges exactly as printed below for any new members.

2. \_\_\_\_\_ New      3. \_\_\_\_\_ New  
4. \_\_\_\_\_ New      5. \_\_\_\_\_ New

Enclosed is my check payable to "Train Mountain Railroad Museum" for my membership (\$ 40.00) and for members of my family at \$10 per person (\$ \_\_\_\_\_) for a total of \$ \_\_\_\_\_.

Yes  No  You may publish my address information in the *Membership Roster*.

Yes  No  Include my e-mail address on the *Train Mountain Electronic Mail Distribution List*.

Please select one of the following means of receiving your monthly issues of *The Mountain Gazette*:

Send me the drab black and white printed edition by snail mail.

Send me the full color Internet edition by electronic mail.

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 and further agree to be responsible for the conduct of my family members and guests at Train Mountain events.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Signature