



The Mountain GAZETTE

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Thank you, thank you, thank you! It's wonderful receiving all those wonderful donations to my Cabo San Lucas condo fund from you fellow members. However, Quentin and Carol insist that those checks and things that you sent to me are really for Train Mountain! Sooooo, I'm sorry to say the condo will have to wait another year. But seriously folks, please address all official Train Mountain mail to:

**Train Mountain
36941 South Chiloquin Road
Chiloquin, Oregon 97624**

Well as you can see from the picture at the top of the page the snow is gone and Debra and her crew are busy making this place look wonderful. Also helping out to spruce up the place is Peggy who is one of the hardest working locals around. She has probably raked up more pine needles and pine cones than anyone else around, thanks ladies for all your great help.

Speaking of locals, the dynamic duo of Art Crisp and Charlie "Bill" Schubert are hard at it and are putting in time over at the Klamath & Western in anticipation of the upcoming Over The Hill Live Steamers meet on May 29th and 30th. (*like the way I snuck in another plug - don't tell Quentin OK! Ed.*) They have installed some yard lights, and with a lot of help from Richard Cox, they also have power, water, and air to the steaming bays. Charlie and Jim Haas painted the lift building, Art got it operational, and Peggy has the yards all raked up. She and Charlie Bill made many, many Gator runs to haul all the needles and cones to the burn pile, thanks gang. Check out the What Works column this month to see another of Art and Charlie's projects from this winter, it's pretty cool! BTW, in addition to all the stuff you hear about that Art does, did you also know he's the club president of the Over The Hill Live Steamers (don't worry I won't mention their upcoming thing any more this issue).

The locals are getting excited about the goings on around here in the next week or so. What's going on you say? Well here's a few hints:

1. We sent all the women and children to visit relatives.
2. We hid the good china.
3. We locked up the silverware.

4. We restocked some tools from a local garage sale.

Still can't figure out what's happening? OK I'll tell ya', the Kitsap Krew is a comin' to town! Just kidding guys! Geeze they're sensitive eh! Should be a great time. They always work so hard and really get the season going with their annual visit. They attend almost every meet but this is their special Kitsap time. This year they are being joined by some of the Idaho Mafia gang so watch out! We could be in for great accomplishments when these dynamos join forces!

Check out the ad from this month's sponsor, the Company Store. There is a great deal on a couple of the Train Mountain trolleys.

If some of you know of fellow members who are having difficulty getting their email version of the Mountain Gazette or are not getting their emails from the Train Mountain E-mail List, it could be for one of two reasons; the first is they didn't pay their dues yet, and the second is they are probably on AOL and have the latest software from AOL. Seems there is some sort of conflict between our email system and the 'new improved' security system in the new AOL software.

There's just 44 days until the first meet of 2004 and I'm so excited! We are all looking forward to seeing you all again and getting out and running trains. This past weekend I had cabin fever so bad I just had to go for a train ride. Five gallons of gas later I think I got it out of my system! BTW my Rail Systems SW1500 gets about 15 to 17 actual miles per gallon! The 2004 season is getting under way - HURRAY!

Remember to send only those items that relate to the Gazette to me and everything else gets sent to Train Mountain.

Russ Wood, Editor, The Mountain Gazette

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FROM THE MANAGER
The latest information

April is here and we are busy preparing for a great railroad-ing season.

The Kitsap Krew and leadership from the Idaho Mafia will be here soon for a work party. And I use the term work "party" literally since some of the Idaho folks will be in attendance. I hope the good weather will continue so that we can install the rest of those great switch machines the Kit-sap Krew built for us and get the power switch machines from RMI installed at Grand Junction.

The RMI switch machine at the TM/KW junction did not survive the winter, but not due to the fault of the equipment. It appears someone had taken the rear plate off for whatever reason and neglected to reinstall the two top (hard to get to) screws; then someone stepped on the machine and bent the plate that the screws should hold in position which also has the circuit board mounted to it -- so goes that story. I have replaced that machine with the new and improved version and it is working fine, including the signals.

We have been moving old track panels down to South Meadow for storage/sale and discovered snowplows work on heavy pine needles also. Does that tell you how heavy the needles are this year? Not only the needles, but pinecones as well. We have a group that comes in to pick up pinecones for a commercial venture and I hope they come soon to help. I have experience first hand with what happens when you don't pay attention and run into a bunch of pinecones on the rails----you get derailed. Word to the wise----don't run over pinecones with your locomotive.

On to the business at hand. After a seemingly helpful meeting with the Director of Community Development we are back on track to getting the campgrounds opened for this season. In the grand scheme of things, Train Mountain Railroad Museum will feature at least 19 campgrounds all named Train Mountain Campgrounds; this may give you some insight into why we seem so slow to get things running this year. Each one of these campgrounds must be planned and included in our master plan for future development.

Since I am telling you about camping, I'll include some information on lodging in general. I am aware of the desire to stay on the property while you are here working and rail-roading, which means we need as much lodging/camping space as possible. I am also working on the permits to utilize as much of our existing lodging space as possible. This includes our guest rooms, bunk rooms, and train cars. This will open up some great opportunities to spend a night in a railcar with some spectacular views, not to mention the convenience of being on the property. As we progress through this process during the next 12 to 24 months, the Beanery will also become available for use again and we will be in position to make your stay here much more convenient.

The downside of this is the cost of doing business must be passed on which is no surprise I'm sure.

On the DEQ front, referring to the wastewater issues at Train Mountain, we have submitted the application for Water Pollution Control Facility and hope to get that in hand soon. This puts us under state control and will allow us to replace and repair failing systems and address issues with wastewater. This very expensive application is a huge undertaking and involved many people to put it together. The application is an inch or so thick and was professionally prepared by Adkins Consulting Engineers, primarily engineered by Monty Robinson.

On Containerville, 10 are sold and we are off and running. We have run into an issue on pricing for the containers; I am told that the prices have been driven up due to steel prices making it prohibitive to build new containers as fast as they once did. Of course, freight into Train Mountain is not inexpensive either, but I think we can still do a good job on the project. While exploring options that will give us the necessary quality but reduce costs, I have discovered another method to setting up the containers, which will be presented to the county for their blessing. The concrete cost for this project is at \$42,000.00 and I would like to reduce that as much as possible. Instead of pouring a stem wall for the containers to be set on, I will try to accomplish the same thing using precast concrete at a considerable savings. As I mentioned in the past, we will complete Containerville in phases and hopefully the first 10 units will be in place in the next couple months.

Talk to you soon,

Ross

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



Hmmm, looks like pine needles to me, but then again I'm no expert!



The RMI powered K&W switch, you know the track that's run by the Over The Hill Live Steamers, BTW did I mention that they are having a

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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

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!



One of the many projects this summer will be to relay the Outside Mainline from South Portal to the Ellingson Bridge. Here's a photo tour of the grading that's been done by Ross, Richard and Paul.

This is the view from just above Mopac Siding



Heading up the hill and making the right hander that's just above the Rio Grande caboose



Continuing around the curve heading for the big fill



The approach to the big fill and the new train serviced fire pit



On the Big Fill headed for the Ellingson Bridge



End of Track just before crossing the service road and Ellingson Bridge



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Some of the earthwork being done to facilitate servicing the new fire pit by train. Look to the far side and see that there is now a cut through the embankment where track will go.



OPERATION

More than just round and round

Just when I said no more Art and Charlie, I remembered I wanted to include some pictures of the new revised Crisp Yard (BTW Art's last name is Crisp). The realignment gives us a much greater yard capacity than the old arrangement. At the 2003 Triennial we had about the same number of participants as in 2000 but each of those participants brought with them two extra pieces of rolling stock, let's see 225 participants with trains, 2 extra cars at say 6 feet each, that's only 2,700 feet MORE storage needed than in 2000! WOW! If we figure that 2006 will have the same or more participants and that extra car trend continues you can see why the Crisp Yard change was necessary. Anyhow, back to Art and Charlie, here's some more of THEIR work.

This is the double crossover just after you leave the Central Station turntable area. If you take the Right Hand track it is now the feeder for Crisp Yard. The Left Hand track feeds the first couple of tracks.



As you can see the each yard track is now much longer than before.



A very nice smooth transition from yard throat to yard track is evident in these photos.



Another 'basket weaving with rail' masterpiece from the maestro and crew, thanks Art and thank you Genevieve for letting him come out and play!



WHAT WORKS

Ideas that seem to make a difference

I know this issue is starting to look like an 'Art & Charlie' special edition, but lets face it folks, these guys have been hard at it all winter and here's some more of their work!



I don't know how many of you have ever had to pick up a Train Mountain switch, well let me tell you it's a chore. Enter the 'new' and welcome addition to the growing cadre of track maintenance equipment at Train Mountain. The 'Art and Charlie Switch Toter'! It hooks on to a Gator and gets towed right to the installation location. Then, via a series of pulleys and a hand cranked winch, you lower the switch down into position and drive off with the Gator and Toter in tow. With all the upcoming track work we have to do this is a very welcome invention and addition, thanks a bunch! (the Idaho guys thank ya' too!).



FOR SALE

TRAIN MOUNTAIN TROLLEYS

(VARIATION OF RMI MAIN STREET TROLLEY)



- Three Traction Motors
- Eight 6 Volt Batteries
- Built-in Battery Charger
- Electric Brakes
- Two Seats
- Premium Detail
- Front and Rear Lights
- Front and Rear Standard Couplers
- CB Radio and Antenna
- Bermuda Bell
- Horn
- Conductor's Flag



\$7,750.00

FOB Train Mountain
As-Is Condition

Limited Quantity
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