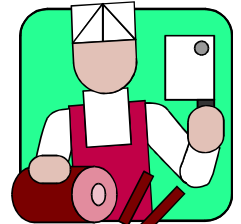




The Mountain GAZETTE

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Meet Counter
11 days
June 26th

An Official Members Only Publication of the Train Mountain Railroad Museum Issue: #34 June 2004

Meet number one for 2004 is now in the history books, what a great meet. You know how good it is to be able to say that, what a great meet. After some 50 plus meets held at Train Mountain, they are still fun, they are still remarkable in the accomplishments of the members, and they are still sources of amazement for the first timers. This meet was no exception, great fun, great food, great work, everybody take a bow!

And now for a little housekeeping. As your editor and reporter I do try and get the story straight, even if I do stretch the truth a little now and then (quit laughing Ross!). So here's my dilemma I always seem to get the Kitsap stories screwed up some how. So I reported that those great new switch stands were the product of the Kitsap Krew, well I was as always partially correct and mostly wrong! The honor of design and construction go to Dennis Weaver and Geoffrey Robinson both of whom are members of the aforementioned Kitsap Krew. The part I did get right was that some of the new switch stands were indeed INSTALLED by the Kitsap Krew. Of course now I have to include the new honorary Kitsappians of Joe Simon, Lee Brooks, Jerry Crane, Dick Peterson who spent their leisure time at this past meet installing more of the DW&GR switch stands (sounds like a railroad doesn't it?).

Meet Number Two is quickly approaching and there is still lots to be done. With such a great wet spring Ross, Richard, and Paul have had little chance to go out and prep the ground for track laying. Seems every time they fire up one of the major pieces of equipment and drive it off the hard stuff, the soft stuff sucks them into the ground. So if the ground decides to harden up enough to let our guys out there, we may get to do a little track laying next meet.

Debra and her ladies have the grounds looking as great as ever. You folks just can't appreciate how amazing a transformation it is from the dead and buried landscape of March to the wonder of Train Mountain in May and June. I have no idea how she gets it done, but thanks Debra, you are a wonder!

Speaking of ladies, my lady and her group the Chiloquilters sure enjoyed themselves at this last meet. In case you don't remember they have a ladies social on the Thursdays of the work week, all 20 of them. Read about in the For The Ladies column this month.

On behalf of the Over The Hill Live Steamers I wish to thank all of you and especially Quentin for helping make our first meet in many years a roaring success. Quentin I wish to thank you personally for letting me get away with all the 'free' publicity in The Mountain Gazette and for coming over and running trains during the meet, we greatly appreciate it. We had six passenger trains running all day Sunday and it was just terrific. The dinner Saturday night was a smash hit. I guess we will just have to do it again next year, I can't wait, thanks!

In keeping with my tradition of enticing you to be at the meets, I'll close this editorial column with a simple statement that the meet attendees will get a laugh out of and the rest of you, well you just had to be there. The parting statement goes like this, there was this bottle of 'Two Buck Chuck'!

To contact The Mountain Gazette:
Gazette@trainmountain.org or
The Mountain Gazette, P.O. 927, Chiloquin, OR 97624

Russ Wood, Editor

BTW, I was asked at the meet to give bylines to my contributors to the Gazette, well I do as you can see below. For the most part though I do the writing and Carol does the correcting, and Peggy does the printing, the folding, the stapling, theThanks gang I certainly could not do it alone. I need my crew to make me look good, and they certainly deserve the credit.

Contributors:

Pat Durand - Member Train Mountain, Alaska connection
Ross Perrin - General Manager Train Mountain

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FROM THE MANAGER

The latest information

It sure was great to have everyone here for the first meet and workweek of the year. The weather could have been a little nicer but all in all, the projects and maintenance went very well. A lot of repairs to the track provided everyone with a good time on the railroad and the projects such as signs and switch stands really did a lot to improve the experience. Thanks to all of you for all the work you put forth.

The Gold Star definitely goes to the pine needle and pine-cone removal folks. The crop was very good this year! I don't believe I have ever witnessed our burn pits so full this time of year. I know what a tiring and boring job this is and have great appreciation for the folks that did the work. THANK YOU so much.

In past years we always had track projects to do that were labor intensive and involved many people; now we have maintenance and improvement projects and a slower pace has evolved. In some ways this is not a good thing just because there is always so much to do, but in more ways this is a good thing. You may ask "why?" More time for quality projects and quality maintenance, more time for discussing railroading and what we are doing, more time for camaraderie, just plain more time to enjoy it all, but most importantly we now have the time to do our work by train and operate like a real railroad. I know it is slow going to Rio Grande by train to rake needles, but think of what you see on the way. You will be diagnosing the rails, contemplating the improvement of areas you're traveling through and getting a bite from the bug that makes you want to go just a little further down the track to see what's there. Just about everything you need for working on the railroad can be moved by rail and support for various projects can be delivered to the job site by gators as needed.

Speaking of gators, we have 4 gators normally available for you to use to work around the railroad. These gators have been provided to facilitate the hauling of materials and tools to work sites and to perform as transport for commodities such as ballast, garbage and pine needles. We have jobs that make it necessary to have a gator to accomplish. Sure, we all joy ride from time to time and it's great to teach our friends and kids to run one, but remember the tool is for working first. Please respect the people that need the gators to complete their tasks by passing it along as you finish up your jobs and making sure it is fueled and checked over before you pass it on.

Also on the tool subject, if there is a tool you require let me know and I will do what I can to have it on hand for use. Thank you to all of you that bring your own tools, I know you're more comfortable with your tools and that frees up our tools so more work can be done.

When you are here working please keep water handy, even on cool days you will dehydrate when you're working. We have pretty good water on tap and we sell bottled water if

you forgot your canteen. Also pay close attention to your surroundings; I know I get talking and the next thing I know someone is pushing me out of the way of a train or the turntable. I know how excited we get, but remember, safety first.

Containerville is moving along, the first ten units are on site now and we will start work on the placement in the next week or so. This project is very exciting and will be a wonderful addition to the Train Mountain Railroad Museum. The discussions of how to set them up for storage and the anticipation of the fun involved in using your trains any old time was great.

Another issue that has come to light as we have more members on the site at other than meet times is security. As most of you have noticed we have started a program of changing access codes frequently and monitoring gate use more closely. We also have started closing the gate in the evening and opening it in the morning. This not only helps protect your equipment and Train Mountain Railroad Museum, but also ensures you will not be disturbed by people that have no right being on the property. Remember, we are private and you deserve to be secure when you are here. We ask that prior to coming on the property for non-registered events, you notify us so that we can give you an access code or that you schedule your arrival at a time we can meet you. We have also implemented various security measures over the past few years during meets and one such measure is your meet badge; this badge identifies you and tells everyone that you are supposed to be here, so please wear your badge.

Talk to you soon

Ross

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

What they accomplished! 6/06/04

- Jeanne Meisser – painted buildings
- Hugo Meisser – motor pool bathroom towel racks, rail stops, marker signs
- Steve Vadeboncoeur, John Yardley, Allan Halliday & Bill Smith – Canadian National Car Restoration
- New Resident Members: Ron Brechtel & Elvin Smith – raked, hauled, etc.
- Art Crisp, John Wheelock, Jim Boyer, Al Taylor, Alma Weber, Boyd Butler – Crisp Yard
- Chuck Partridge – raking all week
- Joe Simon, Lee Brooks, Jerry Crane, Dick Peterson – installed remote switch machines
- Dennis Weaver, Geoffrey Robinson – targets for switch machines
- Holly & Marie Hill – Worked on track & raked South Meadow, their adopted area
- Al Taylor, Alma Weber & Les Dent – raking, hauling
- Dennis Ediger, Jim Lane – Serviced & set out fire extinguishers, built some new platforms

(Continued on page 3)

- Dennis Ediger – weighing & lettering cars
- Toni Brooks – Raking weeding, cleaning all over
- Lee Brooks – signs on buildings
- Idaho Mafia – Elizabeth River, rebuilt switch throws, repairing track and switch
- David Towle – blowing pine needles off track
- Ralph & Rosie Gochour – South Meadow raking
- Kevin & Tammy McKinley – trimmed, sprayed, cut brush, etc. on their track adoption area
- Ron & Caroline – built the new gas station
- Containerville – final hurdle on permit to classify the structure for fire and building requirements

As with any list of names of who did what and when, we may of course forget someone and their accomplishments. It is by no means a slight of what they have done, it is simply with so much great work going on by so many folks, it is very easy to slip up and forget someone. If by chance we have left your name off of this list please rest assured the members appreciate all of your hard work and please, let us know the next trip up and we will be sure to include you on future lists. ED

On behalf of all the Train Mountain members thank you, thank you!

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 Second Work Week Projects
June 26th--July 4th, 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

- 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!

You do know that you are welcome anytime to come to Train Mountain and volunteer to help, you don't have to wait for a meet, just come on up and check in with Ross to see what needs to be done.



Workers are prepping the revised Crisp Yard IV or is it Crisp Yard V, ask Art he knows, but I think it's IV. In any event it's a beaut and the Work Week crews got it all full of ballast and ready to be tuned and used.



The first containers for Containerville are already on the property and are just waiting for the ground to dry up so the prep work can begin. Ross has set a target date of August 1st for first use, that's only 45 days away, Hurray!

(Continued on page 4)

Meet	Work Week	Train Meet
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

SECOND MEET 2004 SCHEDULE
The who, the what, and the where!

DATE	TIME	ACTIVITY
Sat, June 26th	9:00 am	Begin Work Week, which runs through Thursday, July 1st at 4:00 PM
Sat, June 27th	6:00 pm	Recognition Dinner for all volunteers who work during the second work week. Location Central Station. Hosted by Quentin and Sharon Breen.
Sun, June 28th	10:00 am 3:00 pm	Over The Hill - Public Run Day Klamath and Western - frs channel 6
Tues, June 29th	6:00 pm	Recognition Dinner for all volunteers who have worked at least one day during the work week. Host's Jim, Wendy, Sierra and Jed Kincaid - SEE SPECIAL NOTES.
Thu, July 1st	1:00 to 4:00 pm	Chiloquilters. Sewers will meet in Central Station, show and tell, beginners welcome- SEE SPECIAL NOTES.
Thu, July 1st	6:00 pm	Recognition Dinner for all volunteers who have worked at least one day during the work week. Host's Chuck and Sherry Stutts at OTH—K&W Track— SEE SPECIAL NOTES.
Fri, July 2nd	9:00 am	Second 2004 Train Mountain Train Meet begins, which runs through Sunday. Company Store open Friday and Saturday 9:00 AM to 5:00 PM.
Fri, July 2nd	6:00 pm	Pizza and Beer celebration for all train meet attendees. Host's Russ and Linda Wood— SEE SPECIAL NOTES.
Sat, July 3rd	6:00 pm	Train Mountain Banquet, held at Central Station, tickets available from info@TrainMountain.org or 541-783-3030. See menu on page 1
Sun, July 4th	4:00 pm After Dark	The Second 2004 Meet ends.but the locals all stick around and have lots and lots of fireworks and more food

SPECIAL NOTES FOR SOME SPECIAL EVENTS:

If you have not been a volunteer or an attendee at Train Mountain, here's an opportunity to come a day or two early, get to know the Train Mountain Experience first-hand, and finish with some great fun and the camaraderie of new friends.

The Kincaid dinner for all volunteers who work during the work week will be held at their home at **6:00 p.m.** on

Tuesday, June 28th. Directions are available at the Train Mountain Main Office.

Chuck and Sherry Stutts will be hosting their dinner for all volunteers who work during the work week at **6:00 P.M.** at **OTH on Thursday, June 30th.**

Quilters of Chiloquin will hold a special **Thursday Sewing Social** at each of the Train Mountain work weeks. They will meet in the Central Station from 1:00 to 4:00 pm. This is not just for quilters, this is for all kinds of sewing, needlework, crafts, etc.,. What ever project you are working on, please bring it for show and tell.

Tom and Fred Vertel will NOT be hosting a dinner for this work week because of prior commitments

Russ and Linda Wood will be hosting their regular Pizza and Beer night. If you are going to be running at Train Mountain please keep your consumption directed towards the pizza and not the beer! The event is an ongoing event and is held at **6 p.m. Friday** evening during all **Train Meet** weekends. Their home is located a short but scenic three miles from Train Mountain. Bring nothing but your appetite. Directions are available at the Office.

Please Help the Hosts and Hostesses by signing up for those dinners you wish to attend. These nice folks need to know how many are coming! Sign up in the Central Station Office as soon as you arrive.

FOR THE LADIES

Something for our other halves

Quilts are starting to show up on the walls around Central Station and are they a hit. You ladies have something to be very proud of. They are not only colorful and beautiful, but they show a real sense of pride and workmanship, something the live steam hobby has been known for. Seems that these two hobbies cross paths in several ways. During the First 2004 Meet the ladies had over 20 in attendance and the amount of show and tell going on it appears this regular schedule event is really catching. The workmanship was terrific, the amount of items on display was terrific and everybody was having a great time. Lets see if we can get that number up to 25 during Meet Number Two. Also if you still have a couple of the Train blocks from last summer, please remember to bring them with you or at the very least send them back to Train Mountain so they can join the rest of the blocks on the wall.



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WHAT WORKS

Ideas that seem to make a difference

The track adoption has proven itself to be a great way for you, the members, to help Train Mountain and also help you get your own little piece of heaven to work on. The folks listed below not only come and do their part in all the regular work week activities but they also have adopted a section of track or area and are responsible for its upkeep and appearance. Anyone can adopt an area of track, simply contact Ross Perrin, General Manager, and sign up. There is one little catch though, if you sign up you really need to do it! Here's the good guys list!

Adopter Name	Description
#1 Jeff Phillips	South Portal thru Rio Grande and Back
#2 Kitsap Live Steamers	North Portal to Dam 4
#3 Woodside Lumber	Ellingson Bridge to South Portal and Return
#4 Holly and Marie Hill	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
#10 The Idaho Mafia	Elizabeth River Loop
#11 Over The Hills Live Steamers	Klamath & Western
#12 Tammy and Kevin McKinley	Hairpin / TM Road to Ellingson Bridge

Thanks gang for your continued support of Train Mountain, and speaking of support, check out this list of who attended last months Work Week and Train Meet. See the Managers column for the tremendous list of their accomplishments. What an organization, kinda makes you tingly all over (OK Kevin not that tingly!). ED



Just a couple of the beautiful scenes created by the artistry of Debra, Sonya, and Sarah. It sure is pretty ain't it!

First 2004 Meet Attendees

Name	City	State	Guest
Ackerman, Ed & Sara	Hillsboro	OR	
Auburg, Doug	Vancouver	WA	
Black, John	LaConner	WA	
Bradley, Bob	Santa Clara	CA	
Brechtel, Ron	Chiloquin	OR	Penny
Brigden, Don	Decatur	GA	
Brooks, Lee & Toni	Kennewick	WA	
Butler, Boyd	Kennewick	WA	Twila
Carroll, Doc	LaFayette	CA	
Crane, Jerry	Auburn	WA	
Crisp, Art	Chiloquin	OR	Genevieve
Croll, Richard	San Lorenzo	CA	Jil, John, Gail
Dent, Les	Dublin	CA	
Ediger, Dennis	Camas	WA	
Flitton, Mark	Caldwell	ID	Debra, Jeff
Fulmer, Richard	Orland	CA	Debbie
Gochmour, Ralph	Salt Lake City	UT	Rosie
Haas, James	Klamath Falls	OR	
Halliday, Allan	Sidney	BC	
Hill, Holly	Eugene	OR	Marie
Hinkel, Al	Spokane	WA	
Kincaid, Jim	Chiloquin	OR	Wendy, Sierra, Jed
Lavrich, Michael	Bend	OR	Kathy Kihara, Aeneas & Zoe
Leach, Harold	Bend	OR	Sharon Roach
Ledyard, Richard	Boise	ID	
Lee, Kevin	Greenview	CA	
Lisonbee, Fred	Ashland	OR	
McKinley, Kevin	Redmond	OR	Tammy
Meinershagen, Charlie	Redding	CA	
Meisser, Hugo	Sun City	AZ	Jeanne
Mews, Michael	Talent	OR	James
Middleton, David	Aloha	OR	Greg/Barbara
Panzik, Steve	Milton	FL	Pam/Crystal
Pape, Jeff	Tualatin	OR	
Partridge, Charles	Corte Madera	CA	
Peterson, Dick	Seattle	WA	
Pirtle, Lee	Chiloquin	OR	
Robinson, Geoffrey	Retsil	WA	
Schubert, Charlie	Chiloquin	OR	Peg
Simon, Joe	Dallesport	WA	
Slagg, Joel	Boise	ID	
Smith, Bill	Victoria	BC	
Smith, Elvin	Chiloquin	OR	Maxine
Stanfield, Ken	Battle Ground	WA	Pat Stanfield
Taylor, Al	Vancouver	WA	Alma Weber
Tillotson, Lee	Spokane	WA	
Towle, David	Los Gatos	CA	Luvonne Stewart
Vadeboncoeur, Steve	Victoria	BC	
Vanderspek, Carl	Burnaby	BC	
Weaver, Dennis	Retsil	WA	Marie
Wheelock, John	Chiloquin	OR	
Wood, Russ	Chiloquin	OR	Linda Wood
Yardley, John	Victoria	BC	
Young, Ron	Chiloquin	OR	Caroline Jones

RULES OF THE ROAD

Safety - Safety - Safety

It's our Second Meet of 2004. Our operating skills are coming back up to speed after the long winters hiatus, but it sure is good to be out and running around the track again. Please come up and join in the fun.

TRAIN MOUNTAIN RAILROAD

REMINDERS OF SOME OF THE RULES OF THE ROAD

2. **SEVEN MILES PER HOUR MAXIMUM SPEED EQUALS TEN SECONDS BETWEEN MILEPOSTS.** Exceptions are posted trackside.
3. **210' MINIMUM SEPARATION BETWEEN TRAINS EQUALS TWO MILEPOST LENGTHS TO THE END OF THE NEXT TRAIN.** The absence of signal blocks means that safety requires separation between trains.
6. **SAFETY CHAINS OR DRAWBARS REQUIRED BETWEEN ALL CARS.** Some grades are more than a mile long. This rule prevents runaway cars.
7. **ALL TRAINS TO HAVE A CB RADIO TUNED TO CHANNEL 1 OR AN FRS RADIO TUNED TO CHANNEL 10.** Someday, one of these radios will save the life of someone who has a heart attack while miles away from Central Station. ***For running at the OTH Meet please use FRS channel 6 while on the Klamath and Western.***
11. **LEAVE SWITCH THROWS LINED FOR MAIN LINE.** This is particularly important when the next train may have an engineer on his or her first trip on Train Mountain track. **See Special Note shown below!**

There are several (10 to be exact) new switch throws that have a different type of keep left or keep right indicator. The new switch throws are the ones built by Dennis Weaver and Geoffrey Robinson. They show either a yellow or green ball. The yellow ball indicates you are going to take an alternate route, while the green ball indicates you are staying on the main (keep left or keep right). Additionally they have installed them so that the yellow handle is set so that if you throw it to the left you will go left. If you throw it to the right you will go right. Simple eh, oops sorry that slipped out, the Canadians were here you know!

SPECIAL OTH RULES

15. **YOU MUST BE A MEMBER OF OTH AND BE 18 OR OLDER TO HAUL THE PUBLIC.**

OPERATION

More than just round and round

The Over The Hill Live Steamers have taken on the task of learning and teaching train operation during the Train Mountain meets. They have a unique position in the Train Mountain organization in that they are mostly the locals and therefore can get things 'set up' before the masses arrive and can also be responsible for the cleanup afterwards. Some of you have participated in the card order operations

in the past and the group will continue on in that same direction. Russ Wood (that's me) and Chuck Stutts will head up the committee to get things rolling. If you would like to participate in these operations please contact me either via the Gazette or my regular email address. We are open to any constructive suggestions and ideas. We will have the next ops session during the running portion of the Second 2004 Meet.

TRAIN MOUNTAIN BANQUET

Second Meet 2004 Menu

Roasted Pork Loin
Chicken
Ranch Style Beans
Corn on the Cob
Homemade Rolls
Dessert
Beverages

You are welcome to bring a beverage of your choice (such as wine or beer) for your group, if you wish.

Banquet fee is \$15 per person, providing reservations are made no later than May 21. If you cannot mail in your registration form to arrive prior to that date, please call Carol at the office, 541-783-3030, between 9:00 a.m. and 4:30 p.m. weekdays, or send an email to info@TrainMountain.org. The fee will be \$20 per person after May 21, and we will have a limited number of reservations available after that date.

PROTOTYPE

The growing and restoring collection at TM

The Collection is starting to really take on a new look with the additional work being done by the all Canadian crew of Steve Vadeboncoeur, John Yardley, Allan Halliday & Bill Smith Working in the passenger car just inside the main gate. Wow, does it look great. I can't wait until their next visit to see what they'll do to her! After a winter in her all white primer of a cocoon the butterfly is slowly emerging, and I think its going to be a keeper! Great job guys.



(Continued on page 7)

And now a word from our Alaskan correspondent, Pat Durand, on the recent sighting of some Train Mountain members on an Alaskan speeder trip!

Just a report to the home front at Train Mountain. In the photo Der Leader (Quentin and Sharon) is third car from rear. Had a great day on the Seward Subdivision. 9 hours on the rail with meets with three passenger trains and a freight.

Coming to a track near you in the Alaska Rail belt! Watch for the Wilderness Rail Tours group on the Alaska Railroad between June 7 and 17th. The first ever Motor Car, Speeder, Hooter, Gas Car, Section Car (what ever you want to call em) private tour to operate over the entire Alaska Railroad system is underway. The 12 motor cars plus an Alaska RR hy-rail rig in front and rear left Anchorage about 9:AM on Monday bound for Seward where they arrived about 6:PM. The photo shows the entire group on the siding at Potter while meeting a North Bound cruise train and allowing the South Bound Glacier Express to pass them.

The unofficial schedule has them back on the rails North out of Seward to Whittier and then Anchorage on June 9.

North from Anchorage to Talkeetna on June 10 with a stop at the Museum of Alaska Transportation and Industry.

From Talkeetna to Denali on June 11th for a two day stop and then on to Fairbanks.

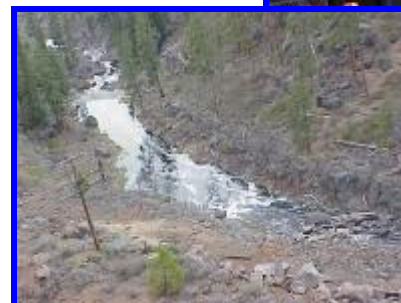
They will be arriving back in Anchorage on the 17th. Alaska Railroader, Steve Love, is one of pilot crew, so we know they are getting the real story and a safe trip.

Nancy and I just happened to be along for part of the ride today. Best of railroading to you. Pat Durand

Editors Note: Just in case you wonder what Quentin and Sharon do for a little relaxation after a big work week and meet like the one we just had, this is it, a two week speeder trip across Alaska. And just in case you think they are the only Train Mountain members that do this sort of thing, along on the trip in their speeders were the dynamic duo of Tom and Fred Vertel and their trusty companions Jerry and Louise Balf. Imagine a six day drive to get their speeders up there, two weeks in a speeder, then six days back, sounds like fun doesn't it. So let's see that's 2 plus 2 plus 2 then there's Pat and Nancy and Linda and I are going up this weekend to be with Pat and Nancy so that's 2 more, hey wait a minute whose left in Chiloquin?



It looks like Main Yard on Triennial day doesn't it? Wow what a group and look at all those smiles. Quite a trip and quite a group, thanks Pat for getting us this picture to put in the Gazette.



BULKHEAD FLAT CARS FOR SALE



Burlington Northern 621734

Rio Grande 551289

TTPX 81791

Santa Fe 31089

Southern Pacific 88208

Union Pacific 41089

\$1,000 each As Is f.o.b. Chiloquin, OR

Train Mountain Railroad Museum

541-783-3030 or 541-783-3778

Info@TrainMountain.org or tmrrgm@TrainMountain.org