



The Mountain GAZETTE

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Meet Counter
15 days
Sep 4th

An Official Members Only Publication of the Train Mountain Railroad Museum Issue: #36 August 2004

Anatomy of a Work Week: What does the term Work Week conjure up in your head? I think about the great track laying sessions or the endless procession of gators hauling ballast or all sorts of tasks related to Work Week. So how does a couple of guys running trains and being helped by several score of Train Mountain members qualify as a Work Week? This issue of the Gazette will try and answer that thorny question and let you all know what a great group of folks we have as members. There are two separate reports on various activities held during the Third Work Week of 2004 plus a great update by Ross Perrin the General Manager. Please be sure to read all the articles as they are all related to you, Train Mountain and of course this great hobby we call Live Steaming.

For some of us locals, this meet had a very special meaning. Quentin challenged us to make a commitment to keep Train Mountain right of way open this winter and if we agreed, he would schedule the First Annual Polar Bear run at Train Mountain. We did, and he did. Weather permitting on Friday January 14th through Sunday the 16th Train Mountain will host a Fun Meet to allow you all to come up and play in the snow with your trains. Stay tuned for further details.

I know you will find this hard to believe but I've decided to keep this editorial very short. Now the real reason is that 'I got lots more to say about this really neat meet!'

The first weekend of Work Week Four is a double run day for the Over The Hill Livesteemers, Sept. 4th and 5th, so please take a run over there and display your pride and joy for the public viewers.

Quite a week. Now onto new business. Work Week Four 2004 Sep 4th - Sep 12th is coming soon. We still have lots to do around here and would enjoy seeing you come and enjoy Train Mountain. We should see the beginnings of Containerville taking shape during this time period. If the south side containers are in place we can lay out the approach yard ladder and get it into position. We still have all the various volunteer dinners going on in the evenings. Sherry Stutts will have the OTH Concession Stand open for meals on both weekends. Just as a side bar to the work week thing, you do all realize there are only 6 more work weeks until the next Big One, Triennial 2006! Pretty scary eh! You know Les might even have an engine by then!

Just kidding Les, lighten up!

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

Russ Wood, Editor

Contributors:
Ross Perrin - General Manager Train Mountain
Trevor Heath - www.livesteaming.com Photos

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FROM THE MANAGER The latest information

Wow! What an amazing few weeks we have had. The record setting events were great and so was the meet. It was a lot of work but it was certainly worth it. I won't dwell on these events because the editor will undoubtedly cover them in his editorial, but a few notes.

The behind the scenes view was an interesting experience to say the least. The track maintenance and support work done by everyone was the best ever. Just the fact that 2 trains ran at high speed for 24 hours with no derailments is a testament to good maintenance all by itself.

The train crews in all the events (24 Hour Endurance and Longest Train) have much to be proud of; the expertise needed to build, modify and fine-tune these machines really paid off. The local (Oregon and California) diesel crew really came together and proved their stuff. The electric crew from Canada and the USA did equally well in their performance. The longest train crew from Utah had to go the extra mile (so to speak) and was very successful. Steve Flanders' 6 locomotives were well built and up to the test

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but unfortunately did not like to talk to each other much. After careful counseling, they worked out their differences (the folks that were here will understand) and 5 of them performed very well and brought the train in. A personal **Thank You** to those involved for a great run and for setting some very impressive records.

I would also like to thank those that went over and helped lay track at the Timberlake Railroad. With your efforts, Fred and Tom are now able to get their trains to their storage barn and are well on the way to completing the Vertel Loop. Because of the record setting events we had a short work week, which made this a good opportunity to help out a neighbor and return, in a small way, some of the hard work they do for us providing dinners on Wednesdays of the work weeks.

As some of you already know, the building permit for Containerville was issued last week. The dirt work is under way, along with installing vents in the doors to meet fire codes and preparing spacers that will be welded to each container. The spacers will set the gap between the containers at 4" and provide a location for the electrical boxes as well as constant air flow around the unit. The first of many loads of concrete blocks for the foundation will arrive soon and we will set the containers in place. I also hope to have a roll-up door on hand soon to install for all those interested to see. No, I am not predicting times again, too many unforeseen things keep biting me, so I'll just say soon!

Along with the Containerville project, we have moved into a position that requires much more available water for fire control. As a result of this, we have begun to plumb and flood some of our OC&E Water Tank Cars. The first car, above the WP Caboose location, has been completed with the exception of a Fire Hydrant that is on backorder. The system allows us to store an additional 10,950 gallons of water for fire use. The tank cars are connected to the well with a backflow prevention device to eliminate the possibility of a problem at the wellhead. This program will include at least 3 more cars giving us a 40,000-gallon plus fire control water storage supply.

The DEQ has issued the Waste Water Control Facility Permit and we will begin submitting repair plans for our sewer systems and do the work as time and budget allows. It sure will be nice to have real bathrooms to use again!

Thank you to Larry DaBroi for the donation of some fertilizer to the Grounds Department, to the Waterwheel Campground (Ray Poteet) for the donation of a railroad spike puller which appears to be of early vintage and will eventually be displayed in the Maintenance of Way display by the front gate and to Kevin and Tammy McKinley for some weed eater string for the Grounds Department.

Talk to you soon

Ross

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

ENDURANCE RUN

The who, the what, and the why!

A large portion of this issue will be about the Third Work Week of 2004 and how much you, the membership of Train Mountain and the live steam hobby in general, benefited from what happened during this wonderful week. The traditional Train Mountain Work Week consists of major and minor chores, track repair, track installation, grounds maintenance, etc, etc,. The Third Work Week was different but yet the same. How was it different? The main projects were the attempts to establish some new world records. How was it the same? The main projects required excellent attention to detail, track work had to be at its very best, the right of way had to be at its very best. All the stars and planets had to align correctly in order to accomplish the main projects. If you remember last month's issue, Quentin outlined our objectives, to establish a couple of endurance records within a 24 hour time frame and to establish a Train Mountain Longest Train record. The stories included in this issue will cover the primary details but I will outline a couple of special notes here in the editorial section.

I have stated that you, the general membership, benefited from the attempts to set world records. The way you benefited and also how the hobby has benefited comes down to the massive amount of data that has been accumulated from these attempts. We all know from my constant harping that the maximum speed limit on the mountain is 7 miles per hour. The old record for endurance was 167.7 miles in 24 hours, averaging 6.9875 miles per hour. That means all we had to do was pick out some track, and drive the posted speed limit and in 24 hours we would have broken the record. Quentin was not content with just picking out some track though, he established a route that used the majority of the running track now in operation. The total route ended up being 9.5916 miles per lap. Using these figures we can calculate that the old record was 17.48 laps of the selected route, if we did 18 laps we would break the record and have done so at an average speed of 7.1937 miles per hour. So what, you say? Well after many practice runs in the weeks preceding the record attempts many of us went out and tried to simply do the speed limit. We were not even close. What we 'discovered' was that while the posted speed limit is 7 mph most of us don't operate at anywhere near that rate of speed, nor do our engines and rolling stock and certainly not for any sustained period of time. Now for a little humor to spice up the story but to also make a very specific point about the tremendous team effort it took. Here's the story, once upon a time, oops wrong story. Almost every night some of us would gather at the 'official' whining room in the back shop and bend Quentin's or Ross's ear about how bad this section was or the doomsday feeling of how it was 'not going to work' (*this from yours truly ED*). So one night our favorite summer volunteer opens up the door of the back shop and he sees Lee Pirtle, myself, and Quentin all drawing on the white board and loudly exclaims '@#\$\$% more work!' and slams the door. You see this volunteer was presented each day a list from Ross or Quentin from the previous nights whining. He then had the task of trying

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Third Meet 2004 - Photo Gallery



The official clock and as you can see there's still an hour or so to go. Oops did I say go, well they went that away, what a rocket ship. Next up Lee and his dynamic crew (*including yours truly! ED*)



They sure look relaxed blasting around K & W. And here's a crew change about to happen for the gas crew, hey wake up you guys, it's time to run trains! Geez, what a crew!



Poetry in motion. As good as any in NASCAR. The electric guys pull in, one disconnects the controller from the flat car (not the engine) the other disconnects the cables, swaps the cars, reconnects and off in less than 2 Minutes!



I can't believe this photo turned out, I was shaking, the train was shaking, and I had blurred vision! Anyhow the records have been set, the electric at 218 miles and the gasser at 208 miles. On behalf of the train crews thanks to the 70 or so of you great members for all your support and help throughout this great event. And a special thanks to Jeff for all his '@#\$\$% more work!'

to attack the entire 9.5916 miles of track to get it so 'we' were happy. Now I know this was a major team effort as you read in further articles, but in every sport there is always a 'game ball' or an MVP Award. Well, ours certainly goes to Mister Fixit, Jeff Phillips.

The other things the hobby gained from this experience will come to light when you start hearing some of the statistics of these endeavors. First train to leave at 10:00 am July 31st, 2004 was the super electric powered GP60M owned by George Hickok and built by Lindsay McDonnell. Next off at exactly 10:30 am was Lee Pirtle's much modified gas/hydraulic Rail Systems GP38. 24 hours later the record set by the electric GP60M team was an amazing 218 miles in 24 hours, average speed of 9.288 mph and the record set by the gas/hydraulic GP38 was 208 miles in 24 hours, average speed of 8.862 mph. All this while making pit stops for crew changes, some minor servicing and changing of batteries for the electric locomotive. Crew changes in as little as 6 seconds and the electric guys had the battery car swap in and out down to close to 2 minutes! Amazing, amazing, amazing. Just as side note from yours truly, that electric really showed me some stuff! It accelerated like a dragster and handled like a sports car. The controller worked perfectly and all of their crew should be very proud.

An endless cast of volunteers made it all flow so smoothly. Ross and Quentin had tried to second guess every possible area where Murphy could strike. They calculated that at 30 minute intervals a major track failure could be 'replaced' quicker than 'fixed' so train crews had spotted flat cars of track panels around on various sidings on the mainline just in case. Volunteers worked all day and all night (it was 24 hours you know) and manned the gators, some following the progress, some sitting waiting for Murphy's hand to strike. Richard and Paul had installed generators and rigged up floodlights at every major crossing in order to keep the train crews safe as possible under night time conditions. Tom and Fred Vertel, with the assistance of Carol Campbell, provided the endless supply of food and drink to keep the cast nourished. So with all these people working so hard to 'make it happen', why the MVP Award? How about this amazing statistic, 426 real miles, not scale miles, but real miles covered by two different locomotives and crews at extreme high speed over a tortuous 9.5916 mile long route and all WITHOUT ANY DERAILMENTS or ONE SINGLE TRACK INCIDENT! Let's use my favorite Train Mountain phrase here, OK all together now, WOW! Geez, youse guys are sounding good today!

To continue on with my 'how we all benefited' line of thinking, the speeds that we achieved were in themselves amazing, but to sustain them for 24 hours is almost incomprehensible. Figure Lee Pirtle's engine, slug, and driver at around 2,000 lbs plus and at those speeds, what were the 'side loading' figures? What is that doing to the track hour after hour? Of course, we have run on all this track before, but not under such harsh conditions. Even the rolling stock that we use daily and trust completely has never been subjected to this kind of continuous

abuse. The wheel bearings on a couple of the flat cars being used actually started to seize up under the constant pounding. During the trial efforts we had the misfortune of discovering some track that caused some trains to crash into the dirt. With the major help of Chuck Stutts and his crew and, of course Jeff, we were able to get the track prepared in time for the attempts. Train Mountain and all those many, many volunteers that stayed for both the endurance runs and the longest train records learned a lot about Train Mountain, about the limits of existing technologies, and much more. What I learned was that we have some of the greatest members in our group and there is an unbelievable amount of knowledge and experience here. This organization has some of the most ingenious minds and hardest working people I know. Whenever anything needed to be done, regardless of the time of day or night, you all came through with flying colors.

Back to the learning and the other important stuff! We all know how our equipment runs for a couple of hours and how it behaves around corners and climbing the long grades at Train Mountain. We all have our favorite 'I wish I had better brakes' stories. We also have our favorite 'stuff happens' stories about this derailment or that. Imagine you are in the dark, you are going flat out, you MUST lean on EVERY curve or risk a rollover. Examining all the equipment afterwards we made some further discoveries. Evidence of flange wear was found on Lee's engine and slug. The fillet was almost completely gone and some noticeable wear was seen further up on the flange. Some weeping of hydraulic fluid was found on some of the components. The cause seemed to be from some seal deterioration from the excess heat caused by the constant high speed. Highest recorded heat of the hydraulic fluid was noted on Saturday afternoon at around 3:30 and the temp at that point was extreme at 235 degrees. The hydraulic lines on a Rail Systems GP38 run through a channel that goes through the middle of the gas tank. Due to the extreme heat of the hydraulic fluid going through this area the gas actually started to boil or percolate back up the feeder line we had installed from an auxiliary tank. Rerouting of the line solved the problem but 235 degrees is way too hot to be good for the system. Next attempts will need much better oil cooling. For lighting, the Rail Systems' engines come with adequate lighting for every day (or night) use. However, while flying about in the dark, going way too fast, having more light sure seemed to help. We fabricated a holder for a hand held spot light and mounted it to the front of the engine. Success. Of course Mr. Breen says it was purely by chance, but we don't completely believe that story, for you see, the record attempts were made on July 31st, a FULL MOON! While we couldn't see completely, we could see shapes, outlines, and some distant objects making the run a little safer in the dark. Now for my vote for the scariest parts of the ride day or night. #4 would be the blasting through that little stretch of track known as the Bottle Neck at almost 9 mph, #3 would be blasting through the diamond

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coming up the Serpentine and heading for the Bottle Neck; you see, we were crossing mainlines behind the Motor Pool building (blind corner) with the other team coming down the Serpentine. Of course we were 30 minutes apart via the clock, how close did we pass? We were coming downhill, clattered across the diamond, went another 50 feet and were illuminated by the headlights of the approaching train coming up the Serpentine! Less than 100 feet at a closure rate of better than 18 mph, that's my #3. For #2, let's try that wonderful little tunnel on the K & W at almost 9 mph (it has interior lights so that helped a little) but boy, do those walls look scary at that speed!. And now, a little drum roll please, my #1 scariest part of the ride was going around the curve at the end of 6 Acre Campground where it dives downhill, across Cox Bridge and into the track complex at the beginning of Main Yard. For some of the shorter guys it wasn't such a big deal, but remember we are 'leaning way over' on EVERY curve including the curved track ON THE BRIDGE. Now think about it for a minute and imagine where your head is in relationship to those silver pillars that are whizzing past your left ear at almost 9 mph. I'm glad I took part as a team member, did I have FUN - NO! I had more fun right after we set the record by going over to the Klamath & Western and running trains SLOWLY for the public. BTW our whole gas/hydraulic crew did just that, because in addition to being all teammates we are also all members of Over The Hill Livesteamers.

LONGEST TRAIN

Length versus weight plus heat!

Now you may have noticed that I have not mentioned much about the last record setting project that was accomplished during the Third Work Week of 2004, which of course is the Longest Train attempt. I will say this, it was not accomplished in a vacuum, it was an amazing team of volunteers, some amazing pieces of equipment, and lastly some terrific running track that allowed Steve Flanders to establish the latest Train Mountain record. Are you sitting down, this is a whopper! Steve and his beautiful 'fleet' of matched Dash 8 locomotives pulled 129 cars on the Long Train Course at Train Mountain. Train length was 835 feet long, and here it comes folks, weighed 24,139 pounds! This was at Train Mountain and on the hills and the curves and For you flat landers to get an appreciation of Steve and the band of helpers accomplishment here's another little tidbit, Steve, while running out on a semi level piece of Douglas Loop, pulled an amazing 190 cars weighing an equally amazing 41,273 pounds! WOW! This feat was not on the Longest Train Course so it did not qualify to establish a Train Mountain record, but all the same, how about just one more WOW! Well Done Steve!

The Long Train Course was established to give the most rigorous test of motive power in the hobby. Here's the route, Central Station to Klamath and Western, exit K&W at Freihube Siding via the Blue Caboose Campground exit, down the Serpentine to Midway Circle, around Midway and back up the Serpentine, through the long tunnel and around Central Station bypass to Grand Junction. On

to track 2 and around 6 Acre Campground, past Main Yard and into Central Station. This routing includes a 1.34 mile long continuous grade averaging 1.6%, with the steepest grade on the route being a tortuous 2.65%. Ouch! That hurts. Can you image 129 cars around that course? Simply amazing!

The longest train required an extraordinary amount of work, many weeks prior to the attempt. Quentin decided which cars he wanted to be subjected to such torture and Jerry Balf weighed and inspected every single car in the possible fleet of 203 cars made available to Steve. Sarah Shaffer cut out all the vital statistics on the vinyl cutter and Jerry and Sarah lettered all the cars. With weight statistics in hand, Quentin made a series of consists with 20 cars in each consist. These consists were ranked from the heaviest to be placed in the front of the train to the lightest which would make up the back of the train. Having all these consists sorted out beforehand allowed Steve to pick and choose the 'weight' he wanted to pull. As it turns out, the record is not so much a matter of the length of train your locomotive can pull, but rather a matter of how much weight your locomotive can pull. Equal to the Train Mountain preparation was that of Steve and Michael Flanders and Van Austin. Four of Steve's engines had pulled 109 cars over a 2 mile course with a maximum grade of 1.6% at Maricopa Live Steamers in 2003. The engines had a proven 'track' record (pardon the pun, I just couldn't help myself) and so seemed like the perfect setup for the attempt. Practicing before the actual attempt started to show some of the same findings we had also discovered during our endurance testing and running. Hydraulic fluid has a maximum working temperature where it remains efficient; any higher than that and it has no power and starts causing additional problems. Heat turned out to be the enemy not length or weight or traction or any of the more obvious buddies of Mr. Murphy, just plain old heat. Steve had helped develop a technique so he was able to control all of his engines separately and remotely, just as real locomotives do today. The enemy of his ingenious system turned out to be excess heat caused by the hydraulic fluid. Another factor was that Train Mountain is beautiful in its high mountain location. How high? 4,200 feet! Carbureted, gasoline engines need air, preferably cool air, maybe even a little moist cool air would help. What has Train Mountain got? Cool air at night but a very dry 4,200 foot air. Really hot, really dry 4,200 foot air during the day. In spite of all of this, Steve and his wonderful fleet of engines proved they were up to setting a lofty bar for others to try for. However, close inspection shows they really earned their keep if the telltale heat signs around the exhaust pipes are any indication of how hard they were working to haul 24,139 pounds of train around the torture test track now known as the Long Train Course at Train Mountain. Congratulations again, Steve and crew, on a great demonstration of your fleet's pulling power. As always, thanks to all the members who showed up to see 'a couple of guys running trains!' Thank you, thank you, thank you. Lastly, thanks to the folks who were brave enough to risk their beautiful equipment in a grand experiment from which we all benefited so much!

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I'm not kidding about the beautiful equipment statement either, take a look at the photos and you'll see these were not stripped down engines, these were real show stoppers with out the engines (or batteries) even running! Well done all!

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 Fourth Work Week Projects
September 4th - September 12th, 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

Meet	Work Week	Train Meet
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

If you watch this chart it shrinks by one meet each month that means there are only 6 more work weeks until the next BIG ONE! ED.

Anytime Projects

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!

I'm sometimes pretty lax about how much work gets done even without a meet going on. With members like Jeff, Art, Charlie and many more, their efforts sometimes slip through the cracks and they don't get recognized. This list of projects shrinks each time its published by and equal dose of these good folks efforts and the intervening work weeks. Congrats to all.

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.

MEET SCHEDULE (Fourth Work Week 2004)

The who, the what, and the where!

DATE	TIME	ACTIVITY
Sat, Sep 4th	8:00 AM 3:00 PM	Fourth 2004 Work Week begins and OTH Beanery opens for breakfast. Will be open through 3:00 for lunch
Sat, Sep 4th	10:00 AM 3:00 PM	OTH Open for Public Rides
Sat, Sep 4th	6:00 PM	Recognition Dinner for all volunteers. Location Central Station. Hosted by Quentin and Sharon Breen.
Sun, Sep 5th	8:00 AM 3:00 PM	OTH Beanery open for breakfast Will be open through 3:00 for lunch
Sun, Sep 5th	10:00 AM 3:00 PM	OTH Open for Public Rides
Tue, Sep 7th	6:00 PM	Recognition Dinner for all volunteers who work at least one day during the work week. Hosts Jim, Wendy, Sierra and Jed Kincaid— SEE SPECIAL NOTES.
Wed, Sep 8th	6:00 PM	Recognition Dinner for all volunteers who work at least one day during the work week. Hosts Tom and Fred Vertel— SEE SPECIAL NOTES.
Thu, Sep 9th	1:00 to 4:00 PM	Chiloquilters. Sewers will meet in Central Station, show and tell, beginners welcome— SEE SPECIAL NOTES.
Thu, Sep 9th	6:00 PM	Recognition Dinner for all volunteers who have worked at least one day during the work week. Hosts Chuck and Sherry Stutts at OTH—K&W Track— SEE SPECIAL NOTES.
Fri, Sep 10th	9:00 AM	Fourth 2004 Train Mountain Train Meet begins, which runs through Sunday. Company Store open Friday and Saturday 9:00 AM to 5:00 PM.
Fri, Sep 10th	6:00 PM	Pizza and Beer celebration for all train meet attendees. Hosts Russ and Linda Wood— SEE SPECIAL NOTES BELOW.
Sat, Sep 11th	8:00 AM 3:00 PM	OTH Beanery open for breakfast. Will be open through 3:00 for lunch
Sat, Sep 11th	1:00 PM	OTH Membership Meeting at K&W
Sat, Sep 11th	6:00 PM	Train Mountain Banquet, held at Central Station, tickets available from info@TrainMountain.org or 541-783-3030. See menu on page 7
Sun, Sep 12th	8:00 AM 3:00 PM	OTH Beanery open for breakfast. Will be open through 3:00 for lunch
Sun, Sep 12th	4:00 PM	The Fourth 2004 Meet ends.

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 firsthand, and

finish with some great fun and the camaraderie of new friends.

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

Quentin & Sharon will host their Volunteer Recognition dinner, the dinner will be held at **6 p.m. Saturday** at Central Station.

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**. Directions are available at the Train Mountain Main Office.

Tom and Fred Vertel will be hosting a dinner for all Work Week volunteers who spend **at least one full day** during the Work Week contributing to the Train Mountain effort. The dinner will be **6:00 Wednesday** evening. **All members are requested, if possible, to arrive at their house by TRAIN! If you do not wish to bring your train, you may ride the special trains that will be departing Central Station at 5:00 pm.** You can drive your vehicle to their house but parking is limited. **YOU MUST SIGN UP** at the Train Mountain Main Office located in the Central Station building as soon as you arrive, the **deadline for signups is Tuesday at 4:00 pm—no exceptions**. Directions are available at the 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**.

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.

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.

TRAIN MOUNTAIN BANQUET Fourth 2004 Meet Menu

Tri Tip or Chicken
Baked Potato
Spinach Salad
Green Beans with Bacon and Onion
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 August 27. 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 August 27, and we will have a **limited** number of reservations available after that date.

Third Work Week / Meet 2004 Attendees

Name	City	ST
Anderson, Larry	Salem	OR
Aguirre, Henry & Sandra	Nevada City	CA
Balf, Jerry	Chiloquin	OR
Billette, Mike	White Salmon	WA
Bonnet, Andy & Torri	Nevada City	CA
Bowman, Louis & Gary	Modesto	CA
Bowman, Robert	Selah	WA
Boyer, Jim	Lake Almenor	CA
Brooks, Lee & Toni	Kennewick	WA
Bruner-Welch, Don	Santa Rosa	CA
Butler, Boyd & Twila	Kennewick	WA
Campbell, Marty & Carol	Sonoma	CA
Cetel, Alan & Cathy	Woodbridge	VA
Cogliati, Rodney	Columbia Falls	MT
Cook, Chris	Klamath Falls	OR
Crisp, Art	Chiloquin	OR
Dent, Les	Dublin	CA
Donckels, Bob	Molalla	OR
Easlon, Steven	Alturas	CA
Ediger, Dennis	Camas	WA
Ellis, John	Mishanaha	IN
Farmer, Bill	Sierra Madre	CA
Farwick, Casey	Hemet	CA
Faulkner, Mike	Hemet	CA
Forsberg, Ed, Diane, Melissa, Emily	Elk Grove	CA
Gallandt, Engineer Bill	Chiloquin	OR
Gregory, Les	Modesto	CA
Haas, James	Klamath Falls	OR
Harold, Robert & Maylene	Carson City	NV
Heath, Michael & Stephanie	Bothell	WA
Hill, Holly & Marie	Eugene	OR
Hockenberry, Larry	Modesto	CA
Hopkins, Franklin	Klamath Falls	OR
Lane, Jim	Las Vegas	NV
Lisonbee, Fred	Ashland	OR
Marooney, Patrick	Springfield	OR
McKinley, Kevin & Tammy	Redmond	OR

Name	City	ST
McMillan, Bob	Round Mtn	CA
Meier, Robert	Springfield	OR
Meinershagen, Charlie	Redding	CA
Milam, Tom	Modesto	CA
Newberry, Bert	Chiloquin	OR
Panzik, Crystal	Chiloquin	OR
Peterson, Warren, Wesley & Kelsey	Victorville	CA
Phillips, Jeff	Saanichton	BC
Pirtle, Lee	Chiloquin	OR
Reinhardt, Greg	Alturas	CA
Richardson, Valerie	Sacramento	CA
Rufenacht, Bob	Pleasant Hill	CA
Sach, Kevin, Anne, Andrew & Tiphani	Chico	CA
Schubert, Charlie & Peg	Chiloquin	OR
Shepherd, Bill	Fort Bragg	CA
Shifley, Alan, Carol & Amy	Philomath	OR
Simon, Joe	Dallesport	WA
Slagg, Joel	Boise	ID
Stewart, Bruce & Jennifer	Elk Grove	CA
Storey, Bob	Lynden	WA
Strawn, Dale & Susan	Bend	OR
Stutts, Chuck & Sherry	Chiloquin	OR
Tinkham, Cal & Mignonne	Reno	NV
Troemel, Becky	Prosser	WA
Van Sickle, David	Hamilton	MT
Vertel, Tom & Fred	Chiloquin	OR
Wade, Robin	Victor	MT
Whelan, Jim, Mike, Lara & Benjamin & Troy	Boise	ID
Wilkerson, Ronald	Hemet	CA
Witt, Brian	Sacramento	CA
Wood, Russ & Linda	Chiloquin	OR
Wood, Pop	Pleasanton	CA
Young, Ron & Jones, Caroline	Chiloquin	OR

Backshop Support:

Bob Donckels
Jerry Balf
Marty Campbell

Electric Crew (GP60M)

George Hickok
Bruce Wilson
Lindsay & Catherine McDonnell
Trevor & Janet Heath
Andy Logan & Freda Boehm

Mike & Gerri Johns
Carl Vanderspek & Margaret Hope

Gas/Hydraulic Crew (GP38)

Lee Pirtle
Les Dent
Bob McMillan
Dan Harney
Michael Harney
Russ Wood
Chuck Stutts
Bob Rufenacht

Lead Track Repair

Jeff Phillips

Roaming

Ross Perrin
Richard Cox

Gator Patrols

Lee Chessman
Tom Vertel
Joe Simon
Mike Billette
Bill Gallandt
Lee Brooks
Toni Brooks
Kevin McKinley
Lyle Johnson
Gary Wainwright
Paul Aragon
Richard Cox
Jim Lane
Dennis Ediger
David Topham
Jeff Phillips

Food Service

Tom & Fred Verse
Marty & Carol Campbell
Sharon Breen
Louise Balf

Photographers

Greg Robinson
Trevor Heath

Timekeepers

Quentin Breen
Greg Peterson
Brian Wilson

Longest Train

Steve Flanders
Van Austin
Michael Flanders



Steve Flanders and his beautiful fleet of Dash 8s



Middle circle, the engines, left circle, Steve, right circle, middle of train

A final note: Did you notice that all three records were set by, ugh, diesels, so come on you steam guys, show us your stuff. BTW there needs to be a record for solo miles in 24 hours, non-stop miles in 24 hours, and Quentin has a whole list of engine related 'pulling' records, so come on up and join in the fun!