



The Mountain GAZETTE

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An Official Members Only Publication of the Train Mountain Railroad Museum Issue: #41 January 2005

Well, here it is January 2005! We've already had our first unofficial meet of the year, the Polar Bear Run (more on this later). We are quickly coming up on the next unofficial meet of the year, which of course is the annual Kitsap Bash! Followed very shortly by the first Meet of 2005. I hope you've completed all of your winter projects and did all those repairs and enhancements you said you were going to make before the next season. It is now almost next season (only 120 more days!).

If you are reading this, then your dues are paid and we thank you. Your 2005 Roster and pin are on their way to you as we speak. The pin has the number 18 on it. My goodness, eighteen years! Look what we've accomplished. Look what Quentin has created. Look what is left to do! We wouldn't be here without Quentin and Train Mountain would be just a nice bunch of trees without you folks. Everyone turn around and pat yourselves on the back. That's enough, remember your condition!

Containerville is snowed in at the moment so not much is happening there other than a lot of planning by the container owners. You know, little things like track arrangements and the like. BTW, if you are interested, some of the owners have space available so you might want to check with them on your next visit. PLEASE DON'T bother Ross about it, he has enough to do without being a rental agent! If you want, just drop a snail mail, an email or a telephone request to the Train Mountain office (info@TrainMountain.org or 541-783-3030) and we'll try and get you an answer. If you are interested in buying a container, then see Ross.

The winter was pretty mild so there was not much major damage or many repairs that are needed. Lots of regular maintenance is required, but we all knew that, right? We were spared the torrential rains that plagued a lot of the west coast. The snow was consistent from late October until now, with only 2 or 3 inches each time. Even the drifts weren't too bad this year. See the 'What Works' column for details on the First Annual Polar Bear Run.

See the following from Carol about her army of helpers and other comments.

The membership packets containing the 2005 Membership Roster, meet registration forms and pins/badges were all mailed out by January 19, with the exception of those new membership/renewing membership forms that arrived after January 14, which will be going out within the next few days. This was possible only because I had a lot of help; Peg Schubert collated the rosters, John Wheelock did most

of the binding operation, and Peg Schubert and Louise Balf stuffed envelopes and stuck on labels and stamps. My deep appreciation to all of them!

I have found an error in the roster – Cal and Mignonne Tinkham really do not have separate phone numbers! The correct number is listed by Cal's name.

We've included a supplement behind the main alphabetical roster, which contains the memberships that arrived between January 6 (the day they went in to be copied), and January 12 (the day we started putting rosters together). Additional supplements will be included in *The Mountain Gazette* as needed. Please be sure to let us know if any of your information changes, particularly your e-mail address.

We look forward to seeing you at Train Mountain!

Carol



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FROM THE MANAGER
The latest information

HAPPY NEW YEAR!!!

Well 2005 is here and I for one am ready for an exciting year of railroading. It is always exciting to see all the projects from the past winter and modifications you make to your equipment. I have heard rumors of new power, a new highly detailed caboose, some new paint jobs and many modifications. So keep busy on the new stuff! Even Art Crisp and Charlie Schubert are building new locomotives; I can't wait to see their progress as they go through all the steps toward completion.

Polar Bear Meet!!! It is definitely cold and we have some snow on hand so I guess we are ready. We need to de-ice the fire pit and get the track snow removal crews on schedule but it should be fun. As I write this we are preparing what we can in advance but we won't publish until after the event so maybe I'll add to this at that time.

Here is the addition about the Polar Bear Run; it's interesting how fast things change here, the weekend started cold but warmed up a lot, we plowed snow only to get 2" more Friday night, we were applying ice melt because of cold temperatures in the AM but we had good thaws in the PM. The rail gaps were in full contraction being packed in ice for so long so we experienced gaps up to 3/4 inch or more in many locations. Steel rail is even more slippery when frozen, but all in all it was wonderful. This was just plain a fun event with lots of great camaraderie. I am looking forward to many more like it. The volunteer support was amazing, not only by being here but also repairing things that broke, bringing in soup etc. to help keep everyone warmed up and lunch and dinner stuff was abundant. We had the big happy family feeling for sure. Thanks to everyone that was here because everyone contributed in one way or another. We now have an idea as to what to expect for the next one. A new member asked me if we ever organized things such as food for events and you can imagine my smart answer, but I was nice and we discussed the event some. Yes, we do organize some things, but we prefer spontaneous action that makes for a atmosphere of teamwork and camaraderie. Don't you? Organization is good just as rules are good, but we all know what over-regulation can do.

Jobs around TM are all inside now except for snow removal. Paul is building points and safety cables between everyday tasks, Sarah is working on the signal cabinet restoration, Sonya is in school and doing housekeeping chores 2 days a week, Richard is working on vehicle maintenance and the daily upkeep chores, Jerry Balf is back to work on the Trainmaster and numerous other projects, Ron and Caroline are hard at it building water towers for the water sidings, this month is roster month so Peg Schubert is doing that assembly work for us along with some help from Louise Balf and John Wheelock. A new addition to our almost daily crew is Pat Lanctot, Carol's other half; Pat has been helping Ron in the shop and has taken on the project of restoring and building a display of a stationary steam engine model and many attachments that were donated by Jim Lane a

few years back. Pat is an accomplished woodworker and very mechanical, a good combination for the projects he has offered to tackle. Thanks Pat, it's always nice to have new people and get on with more projects. Tom and Fred Vertel had just begun running their portable saw mill to make use of some of the trees we remove and the weather turned bad, but they did manage to produce some products that will be used by the carpenter shop on small buildings and post and timbers for use in building projects. More when the weather is good I hope.

I want to thank those of you that make donations to Train Mountain throughout the year; the funds generated by these donations are used primarily in the track fund portion of Train Mountain unless donated for a particular project. As we progress, donations are becoming a more and more important part of our infrastructure; soon Train Mountain will become self-sustaining, using funds generated by donations and other income sources within Train Mountain. Watch for new programs that will give you, as members, the opportunity to help sustain the world's longest miniature hobby railroad. One such program will be the rental of those trolleys out in the shop. The income from this rental project will pay for the maintenance and general upkeep of the trolleys and also add to the general fund. We expect this to also encourage some visitors that come by from other attractions around the area to become new members.

Talk to you soon

Ross

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

NEXT WORK WEEK

What do we do next!

Well gang, here we are at the start of another great Train Mountain year! Please review the meet schedule and the list of projects we would like to get accomplished this year if possible. The next 'Big One' (Triennial that is) is next year so lots needs to be done by then. We have two major track projects and of course our regular pile of smaller projects.

Possible May Work Week Projects

May 28th--June 5th, 2005

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
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

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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!

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. There is also the Adoption System that has worked so well. Lots of ways to help all we need now is you!

WHAT WORKS?

A fun meet that really worked!

First Annual Polar Bear Run.

The first time I went out into the snow with my engine I knew that I was on to something fun! I've thought about it a lot and here is my conclusion. Everything else we do in this hobby with our train is an illusion, we pretend to move freight, or go from some place to some place. We really don't do real work with the train. Notable exceptions are, of course, the track gangs while we are doing major track work. Quentin refers to that as playing the railroad game, "doing as much as we can with the railroad equipment as part of the building / rebuilding process".

Now comes the fun / work part. We put a plow on our engine or on a flat car and open the door of the backshop and head on out to the layout. Now we are really doing meaningful work with our equipment! Sometimes we can do it solo, or sometimes double-headed. Bottom line is we show what our equipment is capable of. Wrap all that up in the First Annual Polar Bear Meet and you have complete recipe for fun at Train Mountain.

Over 30 brave souls joined in the fun from January 14th through the 17th. A quick look at the activities will show it was more than just round and round, or more than just working in the snow. Pamela and Linda made hot soup and chili for the troops on both Friday and Saturday. Paul and Richard had the fire pit stocked up and roaring all weekend long if ya' needed some warmin'! Dinner on Friday was good old fashioned chili and the fixin's. Train Mountain hosted a nice 'hot' chicken dinner on Saturday night. For appetizers, we all headed out to the fir pit for some S'mores!. After dinner drinks seemed to lean towards the hot cider and hot chocolate varieties but I think some folks were addin' to da' fixin's! Great fun, great friends, great meet.

I'm always harping on the fact that most everything we do at Train Mountain is a team effort. The Polar Bear Meet was no exception. However, I do have a nominee for most valuable player of the meet (an award we gave out once before). That would be for Richard. Just prior to the meet, Richard became concerned that the amount of

snow and the shortness of the meet would be too much work to plow and get running using the trains alone. After work for the four nights preceding the meet, he ventured out into the darkness with his trusty walk-behind snow blower and cleared most of the uphill right-of-way. How much you ask; well let's see, I think we figured about 2 1/2 miles of it! Thank you, thank you, thank you Richard.



By Richard doing that we were able to get the upper tracks, the upper Serpentine, Dogwalk, South Portal, and the first part of Douglas Loop all plowed by the end of Friday. Saturday saw the completion of Douglas Loop and all the broken pieces of equipment back running. A partial list of equipment re-do's reads like the table of contents of a live steam magazine! Let's see, there was hydraulic line replacement, snow plow adjustments, broken wheel re-welding, and

Sunday was just beautiful, 50 degrees, clear blue sky and folks running trains everywhere. Tom and I came up with a great combination of his plow on his SW1500 followed by the spreader minus the bull nose (leaving just the wings) followed by my SW1500 as a double header combo. Peggy was along as an observer and judging by her smile at the end of several hours of such fun, I think she will tell ya' you can't get much better than that!



The Lumber Camp in the winter is a beautiful sight, but please remember to dress warm! I think he's got the right idea!



Polar Bear Meet Attendees

Dean Willoughby	Steam engine from Riverside
Randy Chase	Steam engine from Riverside
Sylvia Cote	Helped in kitchen
Jonathan Chase	Steam engine from Riverside
Les Dent	Fixer of broken stuff or Head mess maker
Russ Wood	Polar Bear Cups, Plow boss
Linda Wood	Food- Soup and help, Christmas Cookie Drink
Pamela Gibeling	Food- 2 soups, pop, chips and help
Dick Stark	Snow clearing crew
Bob Rufenacht	Snow clearing crew
Gil Dominguez	
Janet Dominguez	Most likely to mix beer and wine
Tom Vertel	Head snow plower, biggest appetite
Fred Vertel	
Jerry Balf	Manned the backshop and helped on Sat. dinner
Louise Balf	Helped Sat. Dinner and 4 cakes
Ron Young	Snow clearing crew
Caroline Young	Cake, Brownies, and muffins.
Bert Newberry	
Al Jones	Snow clearing crew
Jim Kincaid	
Wendy Kincaid	Lemon Cake
Jed Kincaid	
Sierra Kincaid	
Lee Pirtle	Snow clearing crew
Bob Hayes	
Chuck Stutts	Cider, Hot Chocolate and spirits Snow plow crew
Quentin Breen	
Sharon Breen	
Tom Harmon	
John Crutcher	
Greg Peterson	
Myra	
David	
Jason	
Roger Mikkelson	Beer icer
Bonnie	Event Artist
Jim Rickman	Snow clearing crew
Sabra	Polar Bear Cookie builder
Charlie Schubert	Food gitter
Peg	Food Gitter and helper
Trevor Heath	
Janet Mayberry	
Gordon Felber	
Ann	
Richard	
Paul	
Sonya	
Sarah	
Ross	
Rene'	
Carol	
Pat	



Here you see the spreader at work with its bull nose plow still attached.



In this shot the spreader is coupled in behind Tom's engine and is clearing a nice 48 inch wide path.



The steamers were represented by Randy, Jonathan and Dean from Riverside. A long drive but they said they will be back. Randys engine is a beautiful Atlantic.



Passenger service was provided. Most trains had at least one riding car.



I don't want you to think that the only thing going on at Train Mountain is snow related, so here's another of Ron and Caroline's wonderful creations that Pat has been helping on. These are designed to cover up the water spigots and hoses. Pretty cool I'd say!

