



The Mountain GAZETTE

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Hi gang. It's still real cold here so I'm going to bore you with a couple of more pictures of the Polar Bear Meet. Check out that Randy Chase Polar Bear Smile above, I think he had fun!

Even though it's cold, the snow is almost all gone and with the sunny days we can get fooled into thinking it's springtime. Spring will be here very soon and that's when the fun will begin around here. Ross and his great staff will make the determination if the ground is stable enough for major track work to begin. If it is, there are two major track projects that need to be completed by the 'Next Big One' the 2006 Triennial. The projects are, of course, the relaying of the outside mainline from Ellingson Bridge to South Portal and the new Aspen Loop track. Both of these projects have a great impact on the next set of projects at Train Mountain. The Outside Mainline has some new trackage that will need to be engineered and added to the project. Ross has graded a line into the gravel pit next to the big fill. I believe the intention is to make this a new burn pit which will be serviced via rail traffic. The Aspen Loop trackage will allow several members to connect their property and track to the Train Mountain Mainline. This includes some 45 acres of property adjacent to the Train Mountain property and should make for some interesting running in the next few years. I can't tell you which projects will be worked on at which meets until we get further into springtime. I will try and keep you posted here in *The Mountain Gazette*. My guess would be that we will try and get the Outside Mainline reinstalled first and then work on Aspen Loop next. This is dependent on two big factors, first the weather and how much the ground can be worked, and second and just as important, how many of you can make up to the Mountain to pitch in and give us a hand.

Containerville requires some more track to be added and of course the rest of the containers. A few owners have laid tracks up to their containers but the snow slowed down any further progress. By the time of the first meet these should be hooked and occupied. The connections from track #4 of the 4-Way complex needs to have a switch added and the access track laid to connect into the track that was laid last summer. Related projects include the building of two train lifts and two transfer tables. Also is the concrete work required for the transfer tables. Lots to do, but the results will be well worth the effort.

Speaking of work and workers, the Kitsap gathering will take place the week of April 17th through the 22nd. Hopefully they won't finish all the projects listed above so some

us will have something to do this summer! Hah hah, just kidding. These folks do a whale of job for Train Mountain and they always get a ton of things done when they are here.

The gang over on the Klamath and Western AKA The Over The Hill Livesteamers are gearing up for their annual Spring Fling held over the Memorial Day weekend, May 28th and 29th. This is the start of Train Mountain's first work week of 2005 so combine your visit with some runnin' and some workin' and some more runnin'. Sounds like a plan to me! See their website for details www.hobby-tronics.com/OTH.

Wow, sounds like this is going to be a very busy season indeed. And it all starts in just 104 more days! That's right only 104 more days until the First 2005 Work Week & Meet, scheduled for May 28th through June 5th. Mark your calendar, charge up your radio batteries, load up the vehicle and stand by for another terrific summer building season at Train Mountain. We look forward to seeing you all again this year!

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Our own Al Witcombe hobnobbing with Royalty, we have our pres' he has his Queen, well done Al!

FROM THE MANAGER

The latest information

Dang, this year is going too fast already! Our snow is melting, giving us that false spring feeling but we are going to make the best use of it we can. We still have burning to do before things dry out and lots of fence and road work to do. The second of the 2 trees struck by lightning from that big storm last summer is dying now, so Richard will have to take that down before it endangers the highway or anything close by. It is splintered inside, so structurally it is becoming a hazard and could fall where we don't want it.

During the Polar Bear Run Folks had mentioned not getting to see any wildlife; I think the wildlife knew better than to be out there then! A couple days later we had to move the D-4 Cat that was parked by Woodpecker Siding up to Steiger Butte for snow removal duty and while traveling along Elizabeth River I could watch the Cougar tracks zigzag between the base of caboose ridge and the west side of the valley all the way up to the end of the valley. I didn't see a critter but lots of fresh tracks, which is normal when a cougar is in an area.

As I predicted, there is a lot of buzz about snowplows and the like after everyone gained some great experience during the Polar Bear Run. We should see some interesting maintenance-of-way equipment evolve in the next year. Chuck Stutts has found some spare time and is working on a plow in the Backshop that looks promising. Don't forget as you throw ideas around that we still have a 400-pound axle load limit (this is a change coming out in the new update to the encyclopedia from 300 pounds per axle) and rules published in the encyclopedia about cutting edge protection for the rails. The encyclopedia is on line at www.trainmountain.org.

Out in the Backshop Jerry has been progressing with the Trainmaster at a fast clip, but then he and Louise took vacation. I think retired folks still call it vacation! Jerry is a hard worker and seems to be able to fix everything that gets broken. Thanks Jerry! Charlie is still building something; I think it is going well because he doesn't look near as frustrated as he did. If you see him, ask him if it is running on air yet! Pat has moved to the carpenter shop to build the very expensive oak base for the stationary steam engine project. He got the boiler fired up awhile back and all is in working order I am told. Ron, Caroline and Pat are finishing up 2 more water towers and then on to a new project. Peg is taking a break too, I think Carol wore her out doing rosters, but I am sure she will be in to help on the Gazette.

I have been hearing some rumbling on pine needle removal and I am interested in your thoughts on the subject. Remember, we are wanting to do railroad maintenance from the rails as much as possible, the needles need to be left in a way that allows easy pick-up by support vehicles to transport them to the burn pit, we don't want to disturb the roadbed, we must also clean up the 6 to 8 foot area outside the roadbed so we don't want to make that more difficult, and here is the kicker, make it fast. Speed seems to be an issue when you're doing 22.5 miles of track. We all know it needs to be done fairly frequently and the benefits are

worth the time, but our present ways are very time consuming. I have seen some of the machines used by other clubs and some here as well, they all work well but are also slow moving, which is OK in cases where they are required to clean shorter tracks. I am thinking the answer is larger diameter brushes with adjustable angle, height and speed; this may also be the ballast regulator answer. Lots of power and controllable from a car or locomotive that is far enough away that it doesn't choke the operator up with dust. What do you think? Let me know tmrrgm@trainmountain.org.

We will be spending some time this year on tree trimming and cleaning up the areas we run in. This means removing dead debris to promote growth of fresh more fire-resistant vegetation and erosion control around our wetlands. The process is good management of our lands but the big result is the view from the train. Tree debris (rounds and split) will be hauled to the Firewood Loop for stacking and 6' logs will be loaded on Log Cars for the Fire Pit. Yes, we burnt it all up during the Polar Bear Run making s'mores! I am always asked how high to trim trees, the most common answer is 8 to 10 feet, and this is the height recommended by the fire folks to keep a ground fire on the ground. Any fire we would have in the woods would be on the ground, in the tree tops or both and by trimming to the prescribed height and removing large brush we have the chance of keeping a fire on the ground which saves the trees and is much easier to deal with. We will also be removing large brush and branches to piles for burning and improving the ground conditions at selected sidings for lunch stops etc., which will include cleaning and leveling and possibly some grass planting where we have water.

I'm getting cabin fever thinking about outside work, but I was shocked back to reality since we got an inch or more of snow last night.

Talk to you soon.

Ross

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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 Second Work Week Projects

July 2—July 7, 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

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| 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 |



Tom headed up Dogwalk, Woodside headed down Dogwalk, and lots of snow to plow in the process, pretty neat I'd say!

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 give Ross a call to make sure he'll be here and 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!

PHOTO ALBUM

A little more Polar Bear Please!

Just in case you thought it is was just riding around in the snow, the Polar Bear Run had its share of minor 'adjustments'!



And lets see one more 'adjustment'



And the owner of this years Polar Bear Smile Award goes to



**WHAT WORKS?
Adoption Revisited!**

The First 2005 Work Week & Meet will be May 28th through June 5th and that's just 104 days from now. What project or projects will you be involved with this season? Have you already adopted some track or area to work on while you are here? Will you be on a track crew or on a maintenance crew? Will you be one of the cast of thousands required to rake and clean the pine needles and pine cones off of the right-of-way? These are questions that can only get answered by you, the members of Train Mountain. Train Mountain has received amazing support over the past 17 years to make it what it is today. With your continued support it will be even better in the future. One of those support programs that has worked very well is the Adoption program. Originally started by Jeff Phillips and his adoption of the Rio Grande section of Train Mountain, the Adoption Program now includes lots of track sections and some of the great prototype pieces here on the mountain, and also lots of miniature buildings. There are still lots of items that need your TLC and all you need do is contact Train Mountain and tell us what it is you'd like to adopt. It is really just that simple. Once adopted, you are responsible for maintaining the area, or buildings, or what have you. As an example, the Kitsap folks adopted the track from North Portal to Dam 3. While they are here they do weeding, check the track for wear, and make whatever adjustments are necessary. If you wish to adopt a section of track but feel you may not have the necessary skills required to do so, you can recruit some help to your team or, on your next visit, talk to some of us about getting help with your area. The area that is being relayed this year from Ellingson Bridge to South Portal is the area my posse, AKA Woodside Lumber Co., adopted and so we haven't had to do much for the last couple of years while the track was out. Now that the track is going back in, there will be lots of brush clearing, weeding, and tree limbs to clear. This is also the area that will get the new track into the gravel pit and we will be available to help on that project. The passenger car that is located alongside the main entrance is undergoing a wonderful restoration process at the hands of fellow members and adopters from Canada. Bottom line folks, is that we need ya' to help us out. Please contact us about adopting some track, or area, or prototype piece of equipment. Check the attached lists to see what your fellow members are doing. Thanks for your continued support.

Train Mountain Railroad Track Maintenance Adoptions Revised 2/11/05

A **Maintenance Adoption** assumes responsibility for: (1) Raking up pine needles, pine cones and other debris and removing them to a central burn pit; and, (2) Maintaining the track by closing up rail gaps, straightening and replacing ties and otherwise keeping the track in good order. The adoption area includes tracks (where the right of way is double tracked), sidings, spurs and six feet on each side of the right of way. Track maintenance classes are available for the uninitiated.

| Mile Marker | | Description of Adoption Area | Name of Individual, Family or Group |
|--------------------|------------|--|---|
| Begin | End | | |
| 0.00 | 0.18 | Central Station to Four Track Crossing | Available |
| 0.18 | 0.24 | Four Track Crossing to Panama Canal | Jim, Wendy & Sierra Kincaid |
| 0.24 | 0.70 | Panama Canal to Hairpin Curve | Available |
| 0.70 | 1.00 | Hairpin Curve to Ellingson Bridge | Tammy & Kevin McKinley |
| 1.00 | 1.26 | Ellingson Bridge to South Portal | Woodside Lumber (Russ & Linda Wood, Proprietors) |
| 1.26 | 1.36 | South Portal Loop | Jeff Phillips |
| 1.36 | 2.26 | Rio Grande Loop | Jeff Phillips |
| 2.26 | 2.41 | Midway Circle to TM Road | Available |
| 2.41 | 2.94 | Serpentine | Available |
| 2.94 | 3.05 | Motor Pool Circle | Available |
| 3.05 | 3.17 | Blue Caboose Campground | Available |
| 3.17 | 3.27 | Blue Mountain Coal Mine | Available |
| 3.27 | 3.63 | Hilltop Crossing to Long Tunnel | Available |
| 3.63 | 3.69 | Long Tunnel | Available |
| 3.69 | 4.00 | Long Tunnel to Klamath & Western Jct. | Available |
| 4.00 | 5.44 | Klamath & Western Railroad | Over-the-Hill Live Steam Club (Russ Wood, President) |
| 5.44 | 5.66 | Four Track Crossing to Crisp Bridge | Available |
| 6.52 | 7.00 | Dogwalk Highline | Available |
| 7.00 | 8.28 | Douglas Loop | Kitsap Live Steamers (Dennis & Marie Weaver, Supervisors) |
| 9.14 | 9.46 | South Portal Grade | Jeff Phillips |
| 10.48 | 10.67 | Six Acre Campground | Jim, Wendy & Sierra Kincaid |
| 11.16 | 11.78 | South Meadow Loop | Holly & Marie Hill |
| 11.78 | 12.20 | Firewood Loop | Available |
| 12.21 | 13.24 | Elizabeth River Loop | Idaho Mafia (Mark Flitton, Don) |
| 13.26 | 0.00 | Aspen Grove Loop | Idaho Mafia (Mark Flitton, Don) |
| 0.00 | 0.00 | Vertel Loop and Siding | Fred & Tom Vertel |
| 0.00 | 0.00 | Fuel Sidings & Fuel Yard | Lee & Toni Brooks |
| | | Dam #3 (Between 0.00 and 0.00) | Kitsap Live Steamers (Dennis & Marie Weaver, Supervisors) |
| | | East Bottleneck (Diamondback to TM Road) | Available |
| | | West Bottleneck (TM Road to Hairpin) | Tammy and Kevin McKinley |
| | | Main Yard, Track #18 | Jim Lane |
| | | Steam Pump Repainting | Ed & Sarah Ackerman |
| | | Milepost System | Bill Shepherd |
| | | Railroad Crossing Signals | Dale & Veronica Taylor |
| | | Grand Junction Switch Machines/Signals | John Cooper |
| | | Dogwalk Signals | Bob Hayes |
| | | Switching Contest Area (Timesaver) | Woodside Lumber (Russ & Linda Wood, Proprietors) |



More Polar Bear smiles and this time its Chuck and Richard out by the firepit. On the right is one of the hand & speeder crews protecting themselves during one of the many and frequent snow ball fights!



(Continued on page 5)

Full Size Rolling Stock Adoptions

Revised 2/11/05

| <u>Description</u> | <u>Location</u> | <u>Name of Individual, Family or Group</u> |
|--------------------------------|-------------------------|---|
| Passenger Car | Inside Main Entrance | Vancouver Island Model Engineers (Steve Vadeboncoeur, Supervisor) |
| Santa Maria Valley Caboose | Hidden Valley Road Gate | Dennis & Marie Weaver |
| Santa Fe Caboose #999150 | Main Entrance | Bill Shepherd |
| Southern Pacific Caboose #4753 | Klamath & Western Gate | Over-the-Hill Live Steam Club (Russ Wood, President) |
| Southern Pacific Flanger | MOW Display Tracks | Larry DaBroi |
| Weyerhaeuser Snowplow | Central Station | Steve, Pam & Crystal Panzik |

Scale Building Adoptions

Revised 2/11/05

Scale Building Adoptions involves keeping up the painting and immediate surroundings for existing buildings. Most of these buildings have been painted recently, so repainting them before they start to peel will avoid the tedious process of scraping and sanding.

In addition, **Development Adoptions** are available on the four remaining circles of the Serpentine. These adoptions include all of the land surrounded by track and have been designated for development following the example of Youngstown in Circle #2. A number of these sites already have sidings or spurs and 120 VAC power.

| <u>Location</u> | <u>Description</u> | <u>Name of Individual, Family or Group</u> |
|----------------------|-----------------------------|--|
| Blue Mountain Siding | Blue Mountain Coal Mine | Available |
| Central Station | Blue & White House | Available |
| Central Station | Church & Graveyard | Jeanne & Hugo Meisser |
| Central Station | Railroad Station | Available |
| Central Station | Victorian Hotel | Sharon Breen |
| Containerville | Control Tower | Jeanne & Hugo Meisser |
| Douglas Loop | Logging Camp | Ron Young & Caroline Jones |
| Fuel Yard | Coal Tipple | Lee & Toni Brooks |
| Fuel Yard | Water Tower | Lee & Toni Brooks |
| Little Falls | Fire Station | Available |
| Little Falls | Mill, House & Garage | Available |
| Little Falls | Red & White Farm Buildings | Available |
| Little Falls | School House | Available |
| Little Falls | Stream & Waterfall | Frank Steuer |
| Industrial Sidings | Colton Concrete Plant | Ron Young & Caroline Jones |
| Industrial Sidings | Perrin & Wright Fabrication | Ross Perrin, Rene' & Whitney Lott |
| Serpentine | Youngstown | Ron Young & Caroline Jones |
| Six Acre Campground | Perrin Bridge | Ross Perrin, Rene' & Whitney Lott |
| Six Acre Campground | Cox Bridge | Available |
| Six Acre Campground | Crisp Bridge | Available |



A full head of steam and the Atlantic is headed down grade for another Polar Bear Run. Below you see some Polarites warmin' themselves in the Backshop and bottom right is the Woodside Lumber making one more adjustment! Oops!



SECOND SUPPLEMENT TO ALPHABETICAL ROSTER

2/8/2005

| First Name | Last Name | Address | City | State | Zip | Phone | E-Mail |
|--------------------------------|-----------|----------------------------|---------------|-----------|------------|--------------|--|
| Cynthia | Biros | 4742 42nd Ave. SW #392 | Seattle | WA | 98116 | 206-200-4200 | cynthiabiros@earthlink.net |
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