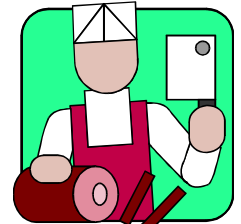




# The Mountain GAZETTE

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Meet Counter  
11 days  
July 30th

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**Meet Two** is now part of the history of Train Mountain. A very special part of that history. The meet was a giant success from all the very positive feedback I have been receiving. It was also a little like the 2003 Triennial. People were coming and going all week. Some staying the whole time, others popping in for the fireworks (sorry about the pun) and then leaving only to come back later in the week to complete some chore or other or to just run trains. Lots of great projects got started, worked on, and some got completed. Check Ross's column this month for a complete run down.

**Now let's** talk about the fireworks this year! WOW, WOW, WOW! I thought last year would be hard to beat but was I ever wrong. The Train Mountain staff had built a 'launching platform' to handle the 'big stuff'. Les handled the ground mount stuff and Kevin, Tammy, Dale and Veronica handled the big stuff. How much and for how long is the amazing part of this story. Imagine, starting at just about 9:15 or so with a couple of ground mounts and one or two high boys just to let folks know what's comin'. From that point on Les had at least two or three grounders going and the launching rack always had at one or two going off together. This continued on for TWO HOURS! They were still rockin' and rollin' at 11:15. We had cars lined up on South Chiloquin road, we had all of us train folk on the grass directly below the fireworks at the southern edge of 6 Acre Campground, and we had fun! My compliments to the powder monkeys for a most enjoyable evening!

**My granddaughter** Amy said it was the best fireworks she's seen, and granddaughter Evie and my great granddaughter Allie really liked the new playground. All the kids playing on the great attractions in the new park area had smiles from ear to ear. What a great addition to Train Mountain. Well done Debra and crew.

**If you** are one of those people that like a little variety in your leisure time exploits then this was the meet for you. There were all kinds of projects going on and going on all over the property! Painting, container rack building, rewiring, signal maintenance, tree trimming, train orders to follow, and lots of general track work (and one or two not so general track projects).

**To catch** up on the projects and to get a peek at what's next, please read on.

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### FROM THE MANAGER

#### The latest information

Another great meet behind us and more on the horizon. This meet was probably one of the most interesting meets of the year, people-wise. We had many new members attending, some were past members that have rejoined and some were just getting their feet wet. It was wonderful to have you all here. A number of projects were started and completed and work on continuing projects also took place. Thank you all for a job well done!

From some of the comments and inquires I have received, I feel that I should make some apologies. Let's first talk about safety on Train Mountain. Speed on the roads has been set at 15 MPH maximum, which was established by my experience operating various equipment and vehicles over a period of time, performing safe stops at grade crossings and when obstacles were presented out of blind spots along the roads. I have clocked gator speed and it turns out to be 15 MPH in most cases maximum on level ground. When you're in a car or SUV, for example, it is a bit of a chore to hold down your speed, but think about whether you could stop for someone that steps out from behind a tree onto the road or a child running across the road and even a train popping out of the dark night. I apologize if you felt in danger from a speeding vehicle and will do what I can to enforce the speed rule. On the same note, please watch the railroad grade crossings for trains. Once again last week, lady was killed on a 15-inch gauge locomotive in the UK when struck by a car at a grade crossing. We installed the big gates at the main entrance partially as a reminder to you

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to watch for all crossings and also as a way of protecting the largest crossing on Train Mountain. If you choose to race the gates or go through them when they are down, you not only set a bad example to others, but violate the reason for the gates. Remember, at Train Mountain people and trains are our main concerns.

Second, we now have a play area on the 6-Acre Camp-ground which was built by our grounds crew primarily from donated items. This area is provided to give our younger railroaders a place to play and even some toys for our older railroaders. There is a sign posted at the play area stating that adult supervision is required, not only for the safety of the kids, but also to ensure proper use of the equipment. Why am I explaining this? In the past couple weeks, we have experienced a broken swing chain (255 lb. test chain) and had to recover horseshoes and the ball toss balls out of trees and out of the railroad grade. I apologize for the inconvenience to you, but supervision is necessary.

Third, some have expressed having been inconvenienced by the gate being closed during non-business hours. I apologize for any inconvenience this has caused, but please try to understand what is at stake here. When you bring your train equipment here and run, you deserve the security of a restricted entrance. When the gates are closed you have many options for entrance, the best of which is to be prepared. Think of us as a gated community. When you register or upon arrival, ask for the gate code for the event you're attending. If you invite a guest, it is your responsibility to assure their entrance through the gate. As a last resort, you can use the phone at the gate to contact the office or myself during reasonable hours.

Moral of the story, we want you to enjoy the experience of Train Mountain, we will attempt to always make that possible, but we need information from you to do that. Please use the Suggestion Box at the Main Office, email or phone if you don't see me personally. I will address your concerns as long as I have factual information.

On to more fun stuff, in our future I see signals that operate by breaking a light beam for the long tunnel (thanks to John Cooper and Bill Farmer the electrical wizards, Art and Charlie the switch wizards and hopefully we will find a dirt removal wizard)! More operations are in our future as well. Last meet we had work do on the railroad which involved the movement of train cars, so we created freight waybills and train crews picked them up and moved freight! It was great fun and real railroading. Thanks to all who participated.

Thanks to all those that have made donations, with your help we will continue to move forward with track projects. A special thanks to the pencil and pen providers, after a light-hearted comment that Carol and I needed more pencils for doing paperwork, we have been receiving pencils and pens, which shows us how willing you are to help us any way you can! Even Les Dent went out and got us every color of pen you could imagine in this huge suitcase thing, only he didn't give us directions for what color to use on what other than "pink" (a little locomotive humor); thanks Les. And thanks again to all those who have made donations.

A short story: One day a energetic member called me and asked, "Can my grandson bring a lemonade stand to set up along the tracks to sell lemonade to passing trains?" Of

course my answer was "sure" since I knew the membership would welcome a cool drink as they traverse the railroad, not to mention a drive-up window during workweek. When the young lemonade stand owner showed up, it was not only a world-class stand but had a variety of drinks to please everyone. His employees were top notch as well. Great drinks, great people and great price and a great donation to the track fund. You see, this lemonade stand operator and his employees decided in the beginning to donate 100% of the income to further the track projects here at TM. Thanks to all the Armstrongs and Knights and especially Dawson Knight for the great idea and generosity.

Again thanks to all your efforts to make Train Mountain the best it can be.

Talk to you soon

Ross Perrin, (GM)- tmrrgm@trainmountain.org

### MEET ATTENDEES (Second Meet 05) Here's the folks that accomplished so much!

Last Name	First	City	St
Adams	Brook & Taber	Moreno Valley	CA
Addington	Seth & Angelique	Chiloquin	OR
Addington	Sharmoni	Chiloquin	OR
Andrews	George	Portola Valley	CA
Armstrong	Jim, Gwen & Frieda	Nampa	ID
Balf	Jerry & Louise	Chiloquin	OR
Baxter	Russell & Carla	Mountain Home	ID
Bennett	Todd	Lebanon	OR
Bosbery	Don	Redwood City	CA
Bosbery	David	Redwood City	CA
Breen	Quentin & Sharon	Chiloquin	OR
Brooks	Lee & Toni	Kennewick	WA
Bry	Cody	Lebanon	OR
Butler	Boyd	Kennewick	WA
Butler	Ron & Sharon	Medford	OR
Burleson	Ryan	Corona	CA
Carroll	Doc & Deon	LaFayette	CA
Chabino	Vern & Lela	Redmond	OR
Clark	Charlie	San Jose	CA
Crisp	Art & Genevieve	Chiloquin	OR
DaBroi	Larry	Mt Shasta	CA
Darby	Robert	Napa	CA
Dent	C. Leslie	Dublin	CA
Dupler	Barry & Janice	Woodinville	WA
Farwick	Casey	Hemet	CA
Harold	Robert	Carson City	NV
Hosmer	Dick & Eunice	Melrose	NY
Haupt	Leonard	Winlock	WA
Ingold	Larry, Scott, Jan, Sarah	Oakdale	CA

(Continued on page 3)

Last Name	First	City	St
Jones	Al & Marty	Dexter	OR
Jones	Michael	Portola Valley	CA
Kincaid	Jim,Wendy,Sierra,Jed	Chiloquin	OR
Kludt	Bill & Joyce	Centralia	WA
Knapp	Willis	Portola Valley	CA
Knight	Julie,Curtis,Dawson,Derek	Nampa	ID
Lance	Maria	Lakeport	CA
Lee	Kevin	Greenview	CA
Lee	Scott	Burbank	CA
Madden	Sidney	Portola Valley	CA
McCalley	Elaine	Mountain Home	ID
McKinley	Kevin & Tammy	Redmond	OR
McLaughlin	Bill, Mary Lou & Jackie	Corona	CA
Meinershagen	Charlie	Redding	CA
Miller	William & Jo Marie	Janesville	CA
Newberry	Bert	Chiloquin	OR
Noe	Chris & Spencer	San Jose	CA
Noe	Russell & Jack	Seattle	WA
Passmore	Steve	Napa	CA
Pearson	Jack	Millbrae	CA
Phillips	Jeff	Saanichton	BC
Pirtle	Lee	Chiloquin	OR
Poole	Tim,Cindy,Jared,Jonah,Ruth	Oregon City	OR
Pulse	Murray & Cathy	Lakeport	CA
Ratliff	Allan & Lynn	Corona	CA
Reiter	Greg	San Jose	CA
Rhinehart	Jim & Pat	Dayton	OH
Richards	Edward	San Jose	CA
Rodgers	John	Napa	CA
Scheef	Bill	Woodinville	WA
Shepherd	Bill	Fort Bragg	CA
Stephenson	Ronald & Daniel	San Francisco	CA
Steuer	Frank & Carolyn	Sherwood	OR
Stutts	Chuck & Sherry	Chiloquin	OR
Taylor & Weber	Al & Alma	Vancouver	WA
Ulin	Richard & Linda	Broomfield	CO
VanSickle	David J.	Hamilton	MT
Verrcruysen	Dick	San Jose	CA
Wade	Robert M.	Victor	MT
Watkins	Pat	Napa	CA
Wharton	Maurice	Colfax	CA
Wilkerson	Ron	Hemet	CA
Witcombe	Al	Sidney	BC
Wood	Russ,Linda,Amy,Evie	Chiloquin	OR
Wood	Robert Dean	Pleasanton	CA
Young & Jones	Ron & Caroline	Chiloquin	OR

## NEXT WORK WEEK

### What do we do next!

**The 2006 Triennial Is Just THREE Meets Away!**, That's right sports fans, we are now down to just three more meets until the 'Big One 2006 edition!'. Take another look at this list and you can see that it can get done, but it's going to take your help! But please remember to plan enough time to have some **fun** while you are here!

### Possible Third Work Week Projects **July 30th--Aug 4th, 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 (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)

Meet	Work Week	Train Meet
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
Polar 2006	2nd Annual Polar Bear Meet	Sat Jan 14- Sun Jan 15
First 2006	Sat May 27-Thurs June 1	Fri June 2- Sun June 4
<b>Triennial</b>	<b>Wed June 21-Sun June 25</b>	<b>Mon June 26- Sun July 2</b>
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

*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.*



A great start to the repair and repainting of the Meisser Tower located adjacent to the Main Yard



The Water Tower Installation crew

(Continued on page 4)

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## MEET SCHEDULE

### The who, the what, and the where!

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DATE	TIME	ACTIVITY
Sat, July 30th	9:00 AM	Begin Third Work Week, which runs through Thursday, Aug 4th at 4:00 PM
Sat, July 30th	6:00 PM	Recognition Dinner for all volunteers who arrive early for Work Week. Location Central Station. Hosted by Quentin and Sharon Breen.
Sun, July 31st	10:00 AM	OTH Run Day, Public Rides, Klamath and Western
Tue, Aug 2nd	6:00 pm	Recognition Dinner for all volunteers who have worked at least one day during the work week. Hosts Jim, Wendy, Sierra and Jed Kincaid— <b>SEE SPECIAL NOTES.</b>
Wed, Aug 3rd	6:00 pm	Recognition Dinner for all volunteers who have worked at least one day during the work week. Hosts Tom and Fred Vertel— <b>SEE SPECIAL NOTES.</b>
Thu, Aug 4th	1:00 to 4:00 pm	Chiloquilters. Sewers will meet in Central Station, show and tell, beginners welcome— <b>SEE SPECIAL NOTES.</b>
Fri, Aug 5th	9:00 AM	Third 2005 Train Mountain Train Meet begins, which runs through Sunday. Company Store open Friday and Saturday 10:00 AM to 5:00 PM.
Fri, Aug 5th	6:00 PM	Pizza and Beer celebration for all train meet attendees. Hosts Russ and Linda Wood— <b>SEE SPECIAL NOTES BELOW.</b>
Sat, Aug 6th	6:00 PM	Train Mountain Banquet, held at Central Station, tickets available from info@TrainMountain.org or 541-783-3030. See menu on page 5
Sun, Aug 7th	10:00 AM	OTH Run Day, Public Rides, Klamath and Western.
Sun, Aug 7th	4:00 PM	The Third 2005 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 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, Aug 2nd.** Directions are available at the Train Mountain Main Office.

**The Chiloquilters** 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 be hosting a dinner for all Work Week volunteers who have spent **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 own 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 5:00 pm—no exceptions.** Directions are available at the Office.

**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.**

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## FOR THE LADIES

### The Quilts are Returning!

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**The Mystery** quilts are returning to Train Mountain. Several of the ladies at the 2003 Triennial took home some of the train blocks to be made into the delightful train quilts that now adorn the Central Station walls. In the process of hading out the blocks there was a breakdown in the record keeping of who had what. This meet saw one completed quilt return and the promise of another by summers end. Good job ladies. If any of you still have blocks and would like to just send them back so others can complete them in time for the 2006 Triennial the group would certainly appreciate it. Thanks to all who have participated.

**Linda would** like to know if any of you are interested in either teaching a class or if you would be interested in taking a class at a future meet. Please contact her through The Mountain Gazette or Train Mountain.

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## OPERATION

### More than Just Round and Round!

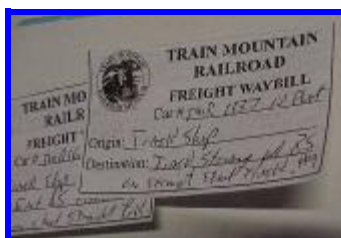
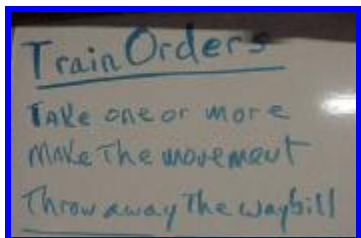
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**The Timesaver** switching puzzle saw some activities this past meet but not enough to issue any challenges yet. I guess my buddy Bob Rufenacht and I are just going to have to come up with a good enough prize for you folks to shoot at and then Bob and I will take on the winners in a championship round. Between now and the championship please see either me or Bob on some very helpful tips on how to do it quickly and without cheating.

**Ross has** taken a page out of our recent way bill sessions and has started issuing real Train Mountain way

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bills. These are not to be confused with the sessions we have been having. On and future meets please go into the Back Shop and look at the white board (it's along side the Pepsi Machine folks) and grab a couple of the way bills posted there. There is an origination point and a destination point. The origination point is where the car and load is currently setting. The destination point is where Train Mountain would like to place it. These get added to daily so check it each morning and get the loads out to the worker bees so they can get their jobs done too! Good job Ross, this is gettin' funner all the time!



The Train Mountain Way Bills in action., posted on the white board in the Backshop.

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### What They Accomplished at the Second 2005 Meet!

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#### **WATER TOWERS:**

Built by Ron Young, Caroline Jones, Pat Lanctot  
 Delivered on site by Kitsap Crew  
 Installed by Jim Armstrong, Russ Baxter, Curtis Knight, Jim Rhinehart, Leonard Houpt and Bill Kludt

#### **TRACK REPAIRS:**

Jeff Phillips, Lucky Project, roving track repairs  
 Bert Newberry sweeping track with his track sweeper  
 Leonard Houpt, Bill Kludt had Tony out repaired switch machines, green block issues.  
 Bill Shepherd surveyed bypass tracks  
 Al Jones, rail replacement at K&W.  
 Jim Armstrong, ballast stub track at Steuer Siding  
 Ronald and Daniel Stephenson, fouling point identification markers  
 Boyd Butler and Richard Ulin, turning track, fuel spur loop

#### **GROUNDS WORK:**

Frank Steuer (weed eating, hauling, mowing etc.) Frank and Carolyn's Grandson, Cody Bry and friend, Todd Bennett hauled branches from K&W, weedeating and hauling over on Douglas.  
 Lee Pirtle, Les Dent, Jim Armstrong, Bob McMillan, Dawson Knight trimming trees with electric chain saws  
 Scott Lee, Leonard Houpt & Kevin McKinley weedeated grass stubble on rails and other areas.  
 Toni Brooks, Gwen Armstrong, Frieda Armstrong, Carla Baxter, Vern and Lela Chabino, weeding

#### **PAINTING BUILDINGS:**

Hugo and Jeannie Meisser, Meisser Tower (adopted area)  
 Joyce Kludt Control Tower by flag pole.

#### **LEMONADE STAND:**

Dawson Knight assisted by Derek, Julie, & Curtis Knight

and Gwen & Frieda Armstrong Dawson donated the proceeds from his lemonade sales of \$31.00 to the track fund.

#### **BACK SHOP WORK:**

Al Witcombe, trolley repairs, lock out device, car repairs, (tremendous help, almost 3 weeks here)  
 Tim Poole, Scott Lee worked on coal cars and other cars

Jerry Balf (speedometer tester, numerous projects)

#### **SWITCH REPLACEMENT:**

Lee Brooks, Leonard Houpt and Jim Armstrong

#### **BURRO CRANE:**

Lee Brooks and Jim Armstrong, journal box springs

#### **DONATIONS:**

Canadian Flag- Al Witcombe  
 \$500 to track fund-Anonymous  
 Locomotive books-Dale & Veronica Taylor  
 20 to track fund from Ted Dicken of Klamath Falls (friend of the Armstrongs)  
 Pen Set - Les Dent

#### **VOLUNTEER DINNERS:**

Sharon, Kincaids and Woods

#### **OPERATIONS: Waybills**

Thank those that took care of them: Al Taylor, Alma Weber, the Poole family, Chris Noe, Spencer Noe, Charlie Clark, Dick Verrcruyssen  
 Russ Wood, manning timesaver

#### **TRACK PROJECTS:**

Bypasses - Art & Charlie, Ellingson Loop, Long Tunnel to Central Station  
 Bypasses - Jeff Phillips, Sharon's Shortcut, South Lucky

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### TRAIN MOUNTAIN BANQUET Third Meet Menu

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Cornish Game Hens, Potato Salad, Macaroni Salad, Fresh Fruit Salad, Dinner Rolls, Fruit Crisp and Beverage

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

Banquet fee is \$16 per person, providing reservations are made no later than July 24th. 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 \$21 per person after July 24th, and we will have a limited number of reservations available after that date.

## WHAT WORKS

### The ever changing Train Mountain Track layout.

Train Mountain is a never ending project. It changes almost monthly. Each change brings about more operation. It also streamlines some parts of the operation or in the case of one completed bypass and another underway it enhances the day to day operation of Train Mountain. The goal is not to cover all the available dirt with track. The goal is to make Train Mountain functional. Yes you can go for a long ride, but what if you want to cut a ride short because of a change in the weather or some one not feeling well, or any number of reasons. Train Mountain had 16 alternate routes up until this meet now we have 17 and an 18th well underway. Take a look at Jeff Phillips handy work in 'Sharon's Shortcut'. Location: Take the old Lucky North exit off of Rio Grande Loop just past Saanich Siding

Take the switch to the Left just past Saanich Siding.



About 75 feet down the bypass you will come to the new Lucky North Exit



About 250 feet further down the bypass you join into Midway Circle, quite a nice addition and of course excellent track work by Jeff Phillips, thanks Jeff.



### Photo Gallery Second Meet 2005

The rumors are true, the Backshop is now a BIKERS BAR!



The new fabulous playground has its own set of rules and like the other Train Mountain rules they are for your safety and those of others



The setting is perfect and the equipment is very creative. The kiddees sure were having a ball.



Ever wonder what they do with all the worn out 'Gator' tires? Well wonder no more, look at this really cool tire ladder! Pretty neat ehhhh!



And for the more adventurous, check out this really cool climbing wall, kiddee style, well done all, what a beaut!



### The 4th of July!

