



The Mountain GAZETTE

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Since our last reading of The Mountain Gazette, a lot has happened around here. To start with we (the locals and staff) have survived yet another Kitsap Assault! What a wonderful group of very hard working individuals. They set the season in motion and also tend to set the bar for what can be accomplished by a combination of staff, volunteers, and others. The installation of those great switch stands has certainly changed the way I use Train Mountain. I have the very good fortune of being a local and get to use Train Mountain a lot. The use of these switch stands has changed the personality and feel of the place. There are 16 alternate routes at Train Mountain that have always been covered by the 'Keep Left' or 'Keep Right' signs. Now the switch stands serve that purpose but no longer getting on and off your train to throw those switches is most enjoyable. Thanks Kitsap for installing another batch of wonderful additions. The Managers column has more details on the rest of the Kitsap accomplishments and as always on behalf of the entire membership; we thank them.

Another happening at the Mountain has been the introduction of yet another of Bert Newberry's wonderful machines! Remember that great track sweeper? Well, hold on to your hats folks; wait til ya' get a load of his latest 'gadget'!

We also have had several of our favorite annual volunteers arrive for yet another season of helping hands. The number of locals continues to grow and they are also on hand to help get the 2006 season underway.

Last month we still had snow on the ground and this month at the very beginning the ground was still very very wet. The sun is now a regular feature of Oregon skies and quite frankly it's about time! Now it's time to go to work. In case you need further assistance in remembering, we have one work week before The Big One—2006 Triennial work week. That work week is in only 15 days! And boy do we need help! The good news is we had a great wet winter, the bad news is that we had a great wet winter! There is lots of 'stuff' on the ground, covering the track and lawns, the yards and sidings. There is still lots of tree trimming and

other clean up chores to get done. If you can make it to the May Meet we can certainly use the help.

The May Meet also means the return of those great member dinners at the homes of some of our locals. Just a reminder about those dinners, they are funded by the locals themselves, you are being invited to be a guest in their homes. Please remember they are doing this as their way of saying thank you for your hard work during the work weeks.

As a constantly changing and evolving 'work in progress', Train Mountain is a fascinating place to visit. If you belong to a local club and you are interested in seeing what works or what doesn't work, come to the Mountain. We have probably already tried it and liked it or tried it and ... well you know. How about our latest high tech Star Wars Light Saber stuff! Check out the Photo Gallery for pictures of the collaboration of many members work to make a new section of track a reality.

The following note from the head office: For the convenience of Train Mountain members and guests, we will have high speed wireless internet access available in the Hall of Flags and the guest rooms in Central Station very soon. Access will be through our 1.5M/512K DSL connection.

JUNE 3 BANQUET MENU:

Choice of TriTip or Roasted Chicken, Garlic Mashed Potatoes, Broccoli, Coleslaw, Fruit Crisp
All dinners are served with rolls, coffee and punch.
You are welcome to bring a beverage of your choice if you wish.

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Carol, Peg and Pam - The Gazette

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FROM THE MANAGER

The latest information

It's almost train time; the first warm weather event is just around the corner! Lots of work going on and folks are doing a great job getting everything cleaned up and ready. Peggy has been raking, as have Joe Simon and the wonderful Kathy Morley (trying to help you out Joe) along with Chuck Partridge and the Rickmans (Jim and Sabra) and the staff. Larry DaBroi is also hard at it trimming and raking. With all the raking comes mountains of pine needles and such so Frank Steuer is hard at it hauling almost constantly filling up the burn pit (we have been able to get burn permits later than normal this year and fortunately so, the big pit has been burned many times already). Thanks to all of you and the folks I missed as well.

Larry DaBroi is our latest track adopter; he has taken on the track from MP 0.24 through Panama Canal to Hairpin, Bottleneck, Diamondback to the lower Blue Caboose grade crossing. Thanks Larry. Other adopters have been busy too; The McKinleys have been down working on their section as have the Rickmans. The Kitsap Krew knocked out their area. Lee and Toni Brooks have been moving but also find time to help out and have been working on their area as well.

Art and Charlie have been busy on track projects; Ron and Caroline are hard at building more buildings to house fire extinguishers in the field and freshening up many buildings. Steve and Pam Panzik have been working on all kinds of stuff including helping Ron and helping out in the Backshop. Bob Hayes has been out working on his signal project on Dogwalk and John Cooper has been working on his signals and switch machines and has them up and running. Peg and Pam and Carolyn Steuer are also helping Carol with office stuff, such as the Gazette and Triennial preparations. Thanks everyone.

You guessed it! I knew you would after the hint in paragraph 2, The Kitsap Krew was here! What can I say about those folks that will do them justice? We have 10 more remote switch machines and they are

installed and working, we have a lot of cleaned out culverts, all the battery powered trains are serviced, repairs were made to a couple locomotives, some cars were repaired and assembly finished, the crossing gates were serviced and new batteries installed and the first aid kits were inventoried and preparations made for triennial functions such as First Aid and Communications. I know I left a lot out but I only have so much room you know!

Thank you one and all. A special thank you to Geoff Robinson (we missed you this year) and Dennis Weaver for supplying the Robinson Switch Machines. The Krew of Dennis Weaver, Jerry Crane, Dick Peterson, Larry Harper, Jack Devlin, Barbara & Nelson Lanchester, George Hayden (new nickname "Digger"), Eric Meehan (the new guy) and my favorite Richard Mairs (he knows some of my past history and when I lived in his neck of the woods I found the best jerky in the world and he brought me some again, thus my favorite) were also joined by Bill Shepherd. What a great crew and what a great job you do for us. Thank you for all you do!

Bert Newberry's new invention is on site and going in for truck replacement to get heftier trucks under it. The only thing I can say is be afraid, be very afraid! Bert has built a machine that has superior engineering, superior quality and superior capability. Great job Bert! Oh yeah, it is a weed wacker on steroids, Bert's idea of a weed wacker would make Tim Allen (Home Improvement) proud. This beast even has a steering wheel; it is mostly all hydraulic with a two-stage pump so the spin rate of the string is not affected when the arm is maneuvered. I am excited to see it tear up some brush and weeds along the rails.



Camping at Train Mountain has been on my mind lately and the problems associated with it as well as the benefits. In the beginning, we needed a campground or space for campers that came to help out on the grounds etc. We had electrical outlets in a lot of places and folks camped, where and as they wanted. As time has gone on, the need for camping facilities

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has increased and we went from a parking space to a nice grassy area with many amenities to include the use of our staff facility in the motor pool. And the campgrounds at Train Mountain will continue to improve as the budget allows.

Use of the camping areas is and has been first-come, first-served with the exception of spaces reserved by the management of Train Mountain. A reserved space must have merit, requests for reservations are reviewed and approved by need for utilities for medical reasons, need to have you close at hand (such as chairman of events etc.) or special occasions deemed appropriate. The term "campground area" may include parking lots, trailer parking areas, designated campgrounds and sidings along the tracks (for the adventurous) as required to fit the situation. The folks that are here for extended visits and are working here will have priority. Camping at Train Mountain is a convenience, not a right of membership; this will be addressed again when we are a fully licensed facility.

During a Triennial year, rules will be set and posted in the campground and a host will be assigned. These rules will be primarily for the Triennial event due to the increased amount of use. The Host or Hostess will be in charge of the camp area and will inform management if they cannot resolve an issue. The Host space will be marked with a sign to identify them, reserved spaces will be marked and will have the Train Mountain ID on them; if the ID is not on the sign it is not reserved, the sign can only be moved by the host or management in the absence of the host. During scheduled events you must be using your space daily to have the space, otherwise you will have to store your RV or camping equipment outside of the campground area. During the Triennial, the Blue Caboose Campground will be pre-reserved for summer workers and chairpersons for the Triennial. Any questions should be directed to me until the host is onsite. We ask for your cooperation always but especially during the Triennial, the spaces are few and needed for the folks doing the work to put on this event; please respect that.

Talk to you soon:

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

TRIENNIAL VOLUNTEER REPORT

Volunteers Needed - Please! - Jerry Crane

With only one month remaining before the start of the big event, you are probably starting to make your packing plans. I thought this would be a good time to remind you what you will need at Train Mountain.

What you are required to have:

- CB or family band radio.

- Red flag for your conductor.
- Safety chains between all coupled cars. Solid drawbars and link and pin connected cars do not require chains.
- Boiler inspection certificate. If your state or club does not issue certificates you can have your boiler hydro tested at Train Mountain at 150% of operating pressure.
- Headlight and tail light for your train if you plan on running at night.

What you will want to have:

- Sun block. Train Mountain is at 4200 feet in elevation and you can burn real fast.
- Hat and sunglasses. See above.
- Clothing for both hot and cold conditions. At 4200 feet it can be very warm during the day and very cold at night.
- Lip moisturizer. Train Mountain has a very dry climate.
- Insect repellent. It has been a very wet spring at TM so expect to see a few mosquitoes.
- Don't forget the camera.

What you cannot bring.

- Remember. No pets are allowed during Train Mountain events. This includes all of the TM campgrounds. There are other campgrounds in the area that do take pets and there is a local boarding kennel that will do doggy daycare. Contact Bonnie Mikkelsen, 541-783-0981.

This month I would also like to talk about engine fuel. Train Mountain has a fuel storage building and gas can storage racks near the fuel pumps. Please mark your fuel containers with your name and store them at the proper location when not being used. Absolutely no fuel will be transported in the shuttle vans. If you need to transport fuel make a radio call to the communications center and someone will move it in a Gator. Remember, you can buy gasoline, diesel, propane and coal at Train Mountain.

On the Train Mountain web site there is now a complete list of all the triennial committees and their respective chairperson/s. If you have any questions about any committee, please contact the chairpersons at their email address.

TRIENNIAL SEMINARS

Greg & Susan Robinson of the 7+ RAILROADER magazine will again be organizing the Triennial Seminars. These were very popular in 2003 and it will no doubt be the same this year. Again there will be a wide variety of topics, ranging from "How to Cripple

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Your Locomotive" by Cal Tinkham to "The ABC's of Tender Construction" by Don Orr of Locoparts to steel car construction by Paul Vernon of Precision Steel Car. A few of the other speakers are Paul Garin, Tom Artzberger, and Russ Wood. There are a number of others who have been tentatively scheduled. Keep checking the web site to get the latest information. The available time slots are filling fast. If you would like to give a seminar, or if you would like to suggest a speaker, please contact Greg at grobinson@sunset.net or call 530-527-0141.

MOUNTAIN TALES: Discovering Train Mountain by Ronald Stephenson

One day, when I used to work for the US Postal Service, I found a catalog for Green Frog Productions. They sell videos of railroads, and when no one was watching, I decided to peek at it. They had many pages on real railroads, which isn't my real interest, but then I came across a video about a place called Train Mountain, which they said encompassed 1800 acres of 1/8 scale train track. I thought "No-no-no-no-no! That just can't be!" I wrote down the address of Green Frog, but didn't do anything about it for a couple of years, then lost the address. Later I took my son to a train show where one vendor had tables of videos, so I bought the Train Mountain video. After watching it, I decided I just had to go visit, so I phoned Train Mountain for info. Out of curiosity, I asked the person I was talking to how much an engine cost. Just then my wife walked past and gave me a dirty look. I have no problem getting in trouble with her. Soon after that call, I made arrangements to visit Train Mountain and I told someone that when we were up there, my wife would have two children (my son and myself) to chase after!

We're looking for your humorous memory of Train Mountain! Please send your submissions for The Mountain Tale to Train Mountain, 36941 South Chiloquin Road, Chiloquin, OR 97624 or email to info@TrainMountain.org.

**NEXT WORK WEEK (SPRING MEET 2006)
What do we do next!**

This will be the LAST work week before the 2006 Triennial work week! We are now down to just one more work week, 42 days to that work week, 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 May Work Week Projects**
- May 27th - June 1st, 2006**
- Main Line Tune up - Several Crews, all work week**

Main Yard Tune up - 2 people (currently underway by Art and Charlie-Bill)

Six Acre Siding - 2 people 1 week
Lay track and ballast.

Grade Crossings Upgrade - 2 to 4 people 2 days each
Replace any wooden tie sections within two track sections of all grade crossings with steel rail on plastic ties (this is 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.

Meet	Work Week	Train Meet
June 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
August 2006	Sat, July 29-Thurs Aug 3	Fri Aug 4- Sun Aug 6
Sept 2006	Sat Sept 2-Thurs Sept 7	Fri Sept 8- Sun Sept 10
Operations	2nd Annual Operations Meet	Fri Oct 6- Mon Oct 9

FOR THE LADIES: Activities at the meets

There is more to do at Train Mountain than just work, work, work. There are the great member dinners and the resulting social atmosphere. The local quilting ladies, the Chiloquilters, host a great day of quilting, sewing, crafting, and fun. During the past meets the ladies have taken on several special projects and are now just finishing up one such project. Please come by and see what's going on and join in the fun. BTW during the 2006 Train Mountain Triennial the Chiloquilters will be hosting a Quilt Show in Chiloquin and several Train Mountain members have already entered their beautiful quilts for display.



FIRST MEET of 2006 SCHEDULE—The who, the what and the where!

DATE	TIME	ACTIVITY
Sat, May 27th	9:00 AM	Begin Work Week, which runs through Thursday, June 1st at 4:00 PM
Sat, May 27th	6:00 PM	Recognition Dinner for all volunteers who arrive early for Work Week. Location
Sun, May 28th	10:00 AM	Klamath and Western, Public Rides
Mon, May 29th	10:00 AM	Klamath and Western, Public Rides
Mon, May 29th	6:00 pm	Recognition Dinner for all volunteers Hosts Tom and Fred Vertel- SEE NOTES.
Tue, May 30th	6:00 pm	Recognition Dinner for all volunteers who have worked at least one day during
Thu, June 1st	1:00 to	Chiloquilters. Sewers / Crafters will meet in Central Station, show and tell, be-
Thu, June 1st	6:00 PM	Recognition Dinner for all volunteers Host Bert Newberry- SEE NOTES.
Fri, June 2nd	9:00 AM	June 2006 Train Mountain Train Meet begins, which runs through Sunday.
Fri, June 2nd	6:00 PM	Pizza and Beer celebration for all train meet attendees. Hosts Russ and Linda
Sat, June 3rd	6:00 PM	Train Mountain Banquet, held at Central Station, tickets available from
Sun, June 4th	10:00 AM	Klamath and Western, Public Rides
Sun, June 4th	4:00 PM	The June 2006 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.

Tom and Fred Vertel will be hosting a dinner for Work Week volunteers. The dinner will be **6:00 Monday** 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. Directions are available at the Office

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, May 30th.** Directions are available at the Train Mountain Main Office.

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.,. Whatever project you are working on, please bring it for show and tell.

Bert Newberry will be hosting a 'cook it yourself' hot dog/hamburger barbecue at his home, a very short drive from Train Mountain. Directions 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.

New Connecting Track in Service at Train Mountain by Bill Farmer and John Cooper

A new track is in service, leading from the exit of the long tunnel to the approach to Central Station. Viewed from above the tunnel exit, the new track can be seen leading off to the left. The straight track is the Central Bypass, and the track to the right leads to the Main Yard and Backshop. [Photo by Quentin Breen.]

The new track has a grade of 2.1% and will permit direct access to Central Station for trains passing through the tunnel. On the triple block signal at the tunnel exit, the top head controls the straight track (Central Bypass), the middle head controls the track to the right (Main Yard/Backshop), and the bottom head controls the new connecting track (Central Station). *(note also three new spurs at the vendor barn. ED)*

A new device has been installed on the Cox Bridge which allows trains to select their route at the tunnel exit. It consists of two vertical light beams, one on each side of the track. If the engineer extends his or her left arm while passing under the bridge, the switches will be set for the left track (Central Station) at the tunnel exit. If the engineer extends his or her right arm, the switches will be set for the right track (Main Yard/Backshop). If neither arm is extended, the route will be set for the straight track (Central Bypass).

The new photocell detectors are housed in two canisters mounted on the Cox Bridge. Reflectors on the ground bounce the light beams back up to the devices. Engineers can select a route by extending an arm as they pass under the bridge. [Photo by John Cooper.]

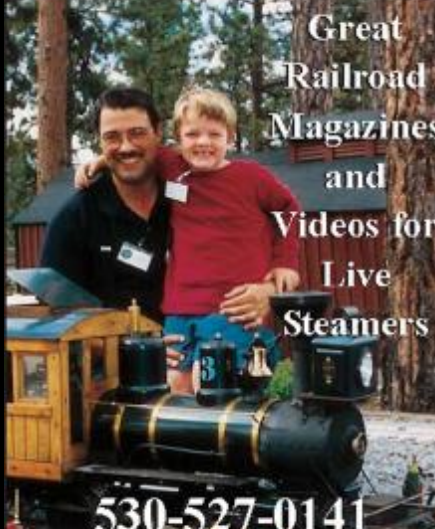
Engineers may observe the block signals at the tunnel entrance and exit to confirm that the route is the one they want. If it's not correct, or if they change their mind, manual pushbuttons are still available just inside the tunnel exit. Pressing a button for the desired route will override any previously set selection.

A clear indication on the bottom head of the triple signal indicates that the route to the new connecting track has been lined. [Photo by Bill Farmer].

Have fun with this new innovation at Train Mountain!



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TRIENNIAL TRIVIA

2006 Triennial (as of May 11):
769 Registrants
255 Trains, total length of 7777.5', average length 30.5'

2003 Triennial:
230 Trains, total length of 5626.3', average length of 24.46'

Your Ad Here!

Contact Carol at Train Mountain
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Info@TrainMountain.org