



The Mountain GAZETTE

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An Official Members Only Publication of the Train Mountain Railroad Museum Issue: #58 June 06

My goodness where did those three years go? You know those three years that we had to get ready for the next Triennial Celebration at Train Mountain. Well we are down to the last few DAYS before the big event. As you will read in this issue the gang has been working overtime to get things done. I met a member last month who had been here many times but always later in the season. He was amazed at the condition of this place after the winter season. Well thanks to his help and the help of a lot of others, this place is looking good! We are ready to show the world what We have built. The numbers are still rising but even now the numbers are staggering, this will be the worlds largest gathering of a single gauge in the history of our hobby—WOW!

We had a chance to see the “Bert Whacker” in action this past meet and again—WOW! Forget all you know about your whimpy little weed eater! This thing means business!

The members have been working hard but not as hard as the staff! The flowers are in full bloom and this place glows like a fairytale castle. Ross and Richard have the all important infrastructure running smoothly. It appears that all is ready for the onslaught. This is going to be some party!

The number of new engines at the May Meet was just the tip of the iceberg in comparison to what will be at the Big One. We even had a couple of steamers out testing the track and if the width of the smiles is any indication they al seem to agree, we are ready!

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FROM THE MANAGER

The latest information

Well, the first meet is past and what a great job you all have done. The preparation for the Triennial is going great and a big pat on the back to all of you for your hard work!

It is almost time for the biggest meet ever with the most train equipment I can imagine seeing in one place! This event promises to be the best so far and you, the members of Train Mountain, can be very proud of your accomplishments (for those of you that have not been to a Triennial, this event is organized and carried out by the membership with help from our regular staff). Speaking for the staff of Train Mountain, we want to thank you for all your hard work and assistance in getting ready for this event.

As we get close to the Triennial I think it is important to thank our past chairpersons and Chief Volunteer, and a big thanks to all those that have worked so hard to put on past events. I especially want to thank Mark Flitton for accepting the Chief Volunteer position in 2000 and 2003; his efforts established the way we conduct the event and made it possible to plan future events. Thank you Mark!! I know, behind all great leaders there are many people supporting them and you deserve this thanks as well, but to save embarrassing myself by forgetting a name, I will just say Thank You. I also want to thank Jerry Crane for stepping up and assuming the Chief Volunteer position for the 2006 Triennial, Jerry will have many of the same people in his supporting cast which will make for a first-class meet. Oh ya, I will love hearing “HEY JERRY” instead of “Hey Ross” for a while. Thanks again Jerry.

(Continued on page 2)

OK, everyone get ready for “Triennial” at Train Mountain! Please travel safely so you arrive safe and ready for a great railroading experience. Part of this experience is being ready to go when you get here. If you bring trains, have you had your boiler inspection, safety cables installed, packed your flag, whistle, flash light, radio and rear-end protection light? Also, whether you bring a train or not, plan for your visit by bringing your bug spray, sun block, hats, sunglasses and a light jacket for chilly mountain nights. When you arrive and register you will receive a welcome packet which will have many well thought out pages of information to help you survive a Triennial, so please take a moment to browse through this information so you will be prepared to have the best time you have ever had at a train event. Still have a question? Stop a staff person, visit the Information Booth, stop in the Office or the Company Store and ask questions! We want you to be informed so you can get the most out of the experience.

I understand the seminars will be exceptional and some added events will keep you busy. We will have a main food vendor that is doing food all day but in addition to that, make sure you have a good supply of water. There will be a first aid station in the Marketplace if you need assistance with dehydration or any medical problem. There will also be a new Information Booth directly across from the unloading area that can direct you to first aid and anywhere else you need to find.

A word on vendors, we will have a large group of vendors in the Marketplace building, most of whom will be selling railroad related products for our hobby. Those are the key words - “our hobby” - show your support of the vendors and let them know you appreciate them supplying our hobby with great products.

I regularly let you know what everyone has been doing for the last month but I think you will be able to tell when you get here, so I will leave it at that. You know the regular gang has been at it as have those that attended this work week, thanks to all of you.

Again you have surprised us with your generous donations. Bill Farmer has made a donation of a high powered wireless internet router, thanks Bill. Jeff Phillips has donated a British Columbia flag and Dennis and Mort Ediger have donated a great Union Pacific Flag for display in the Hall of Flags as well as a collection of caps from various railroads for the library and a very old brass brake handle. The Panziks are hard at work on the great porch swings they have donated which should be ready for swinging on by the triennial. Many have seen the new information booth that is being painted as this goes to print, but have you noticed the second portable structure going up by Central Station Yard? This structure is the brainchild of Dale and Veronica Taylor; they have donated the materials and the

labor to make a facility that will become Central Station Dispatch. Not only will this allow them to organize the operations of the Central Station Yard better during Triennials but also provide a location to do operations during meets. We also have received 25 safety vests that have Train Mountain logos and “Event Staff” patches on them for use during events which will help identify staff personnel to visitors. The vests were donated by a group of folks that I understand includes Mark & Debbie Flitton, the Beauchamps (Texas Bob and Billie), Hugo & Jeanne Meisser and Lee and Toni Brooks. I also need to add John Cooper to the group of donators for providing many of the parts he is using for the signal projects; thanks John. Many thanks to all of you for your additional support and generosity.

Talk to you soon:

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

TRIENNIAL REPORT

Safety Needed - Please! - Jerry Crane

.You should be getting this Gazette just before you make your journey to Train Mountain for the Triennial. I thought this would be a good time to review switch operations at Train Mountain.

There are five basic types of switch operators at Train Mountain. Two of these are remote operated switches and three operate right at the points of the switch. At the remote operated switches, you remain seated on your engine and you select alignment of a switch that is several feet in front of your engine.

You will encounter the first type of remote switches shortly after leaving Central Station. These are the electrical switches that allow you to enter the Klamath and Western track and to make your track selection at Grand Junction. As you approach these switches you will see a stand by the side of the track with push buttons.



Stop by the stand and press the button for your desired route. Observe the overhead light like the one shown in the next photo and proceed when you get the required yellow or green light. When you make your selection, you do not have to worry about changing the switches under the train in front of you. The electronic switch



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operator is smart enough that it will not change the switches until that train has cleared the area. It is important that you wait for the proceed light. If you don't, the switches may change under you. While going through Grand Junction you can change your route by pushing individual buttons at each switch.

The second type of remote operated switches is the manual type. As you approach this type of switch you will see a stand with a yellow or green ball on the top with a yellow handle just below. If you see a green ball it means that the switch is aligned for the main line and the yellow for an alternate route or siding. This switch stand operates the points of the switch that is 40 feet beyond the stand. When you stop at this stand, if you move the yellow handle to the right you will turn to the right at the switch. Conversely, if you turn the handle to the left you will go to the left.



Photo 4 shows the operator at the points at one of the manual remote operated switches. If you see a black plate off to the side like that shown in the



photo, this is a remotely operated switch and the operator is 40 feet behind you. Do not attempt to operate the switch from this point. Walk back to the stand to operate the switch. There is one place on the track that is a little bit confusing to newcomers. There are two of these manual remote stands located close together just outside of the tunnel as you are leaving the Douglas Loop. The first stand operates the switch that has the alternate route of Dog Walk. The second stand operates the switch that has the alternate route of South Portal Circle. The main line here is up the outside loop to the Main Yard.

The other three types of switch operators you will find at Train Mountain are manual operators located at the points of the switch. You must stop, dismount and walk to the front of your engine to change these switches.

The first of these types of switches is the long arm wigwag as shown on the right. These switches are being re-



placed by the remote manual switches, but you will still find a few on the main line. To operate these switches, you simply move the arm to point in the direction you want to go. After you have moved your train through this type of switch you must realign the switch for the mainline.



A short arm wigwag switch operator is shown on the left. You operate these switches by moving the

short arm that is located off to the side of the points. The points of these switches are held in position with a spring. When you move through this type of switch in a direction from frog to points the points will spring over to allow the wheel flanges to pass. If you back up with one of these switches under your train there is a possibility that you could split the switch.



The last major type of switch you will find at Train Mountain is the kick switch as shown on the left. To change alignment, simply kick the points over to the desired side. PLEASE, do not try to kick the points to California. All it takes is a slight nudge to realign the points. When you travel

through this type of switch in a direction from frog to points the points will automatically snap over and realign to your direction of travel. There is no danger of splitting this type of switch when backing up.

When traveling around the track, it is your responsibility as train engineer to observe the alignment of all approaching switches. Failure to do so could result in an accident. There are many places around the track where an alternate route takes you across tracks with approaching traffic. If you are not alert, you could drive your train right in front of an oncoming train. Here is a tip: when observing alignment of the manual remote switches, it is easier to see the handle alignment on the stand than the points of the switch that are 40 feet on down the track. Remember, handle to the right, aligned to the right and handle to the left, aligned to the left. It is also your responsibility, after entering any siding, to realign the siding switch back to the main line.

(Continued on page 4)

MOUNTAIN TALES: The “Two Buck Chuck Incident” by Jerry Crane

quin Road, Chiloquin, OR 97624 or email to info@TrainMountain.org .

As some of you are aware, my good friend Mark Flitton is a bit of a wine snob. When relaxing in the evening after a hard day’s work at Train Mountain, Mark will only drink Chardonnay and only certain brands of Chardonnay. During a recent meet, Dave Towle arrived at one of our evening gatherings at the Blue Caboose campground with a bottle of Trader Joe’s “Two Buck Chuck” Chardonnay. “Two Buck Chuck” gets its name from its cost in California of \$1.99. As you can guess from the price, “Two Buck Chuck” is not a great wine, but to be honest it is not that bad for the price. Well, most of us tried Dave’s wine but no matter how hard Dave tried, he could not get Mark to even taste it. Mark claimed that life is too short to be drinking bad wine.

Fast forward to the meet banquet. Dave had not given up on getting Mark to taste the “Two Buck Chuck”. He takes an empty bottle of La Crema (the good stuff) and fills it with the “Two Buck Chuck”. He sneaks it into Mark’s cooler and waits for the results. All of us in the area except Mark are aware of what’s going on. Soon some of our glasses are empty and Mark fills our glasses and his own from the doctored bottle. We are ready to see what happens.

Well most of you know of the Peter Principal where anything that can go wrong will, but most of you don’t know about the opposite effect where things go much better than you ever anticipated. Dave was just about to experience this rare effect. Just before Mark took his next drink of wine, Quentin ends his remarks and asks Mark to come up and make his usual gotcha speech. This is when Mark good-naturedly pokes fun at those at the meet that have done something comical or made some sort of silly error.

As Mark stands up he announces; “Before I get started, let’s get the boss and his wonderful bride each a glass of wine”. Mark then proceeds to fill their glasses from that same doctored bottle. Dave bides his time waiting for Mark to make his inevitable comment about Dave’s choice of wine. Sure enough, in short order, Mark starts giving Dave a hard time about the “Two Buck Chuck” he brought to the meet. Dave stands, explains how he has switched wines and asks Mark if it is such a bad wine why is he drinking it and giving it to Quentin and Sharon. This brought the house down. Dave had out-gotchaed the master of gotcha. This is the first time, and probably the last, that I saw Mark completely speechless.

We’re looking for your humorous memory of Train Mountain! Please send your submissions for The Mountain Tale to Train Mountain, 36941 South Chilo-

Meet	Work Week	Train Meet
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

Here are some of the projects that Ross was talking about. First is the tower at Central Station.



The new Information Booth painted by Pat Wolf and Jeanne Meisser, all ready for the Triennial.



The awesome “Bert Whacker” doing a little clean up on the Klamath & Western. Well done Bert, it’s a genuine work of art!



Jerry Crane and family enjoying a leisure day on the Mountain. This will probably be the last leisure time Jerry has for some time to come. If you would like to see Jerry have more days like this one then don’t forget to show up on time for your volunteer position during the Triennial, he and we are counting on you all!



Train Mountain Railroad 2006

Triennial June 26 to July 2, 2006

Event Schedule as of June 1, 2006

Time	Event	Presenter	Subject	Event Location
Monday June 26				
8:00 AM	Meeting	Jerry Crane	Brief Meeting for Triennial Volunteers	Hall of flags
Tuesday June 27				
8:00 AM	Meeting	Jerry Crane	Brief Meeting for Triennial Volunteers	Hall of Flags
9:00 AM	Seminar	Russ Wood	Snow Removal at Train Mountain	Hall of Flags
10:00 AM	Seminar	Don Orr	ABC's of Tender Building	Hall of Flags
11:00 AM	Seminar	Paul Vernon	Steel Car Construction	Hall of Flags
Wednesday June 28				
8:00 AM	Meeting	Jerry Crane	Brief Meeting for Triennial Volunteers	Hall of Flags
9:00 AM	Seminar	Quentin Breen	Proposed North American Safety Standards	Hall of Flags
10:00 AM	Seminar	Glenn Peterson	Curves You Can Bank On	Hall of Flags
11:00 AM	Seminar	Paul Lavacot	The Sum of Parts	Hall of Flags
1:00 PM	Seminar	Wood & Slagg	Operations at Train Mountain	Hall of Flags
5:30 PM	NG Gathering	Artzberger & Robinson	Narrow Gauge Social Mixer (all invited)	Hall of Flags
7:30 PM	Passenger Train	Dent & Pirtle	Leaves for Timberlake Event Center	Central Station
8:00 PM	Picture Show	McCormick & Lee	The Future of Prototype Live Steam	Timberlake Event Center
9:10 PM	Passenger Train	Dent & Pirtle	Leaves for Central Station	Timberlake Event Center
Thursday June 29				
8:00 AM	Meeting	Jerry Crane	Brief Meeting for Triennial Volunteers	Hall of Flags
9:00 AM	Seminar	Tom Artzberger	RGS 20 Project: Three Years Later	Hall of Flags
10:00 AM	Seminar	Schmidt & Mosley	Details-Details-From On3 to 2.5"/foot	Hall of Flags
11:00 AM	Seminar	Kevin Doe	Building a K-27	Hall of Flags
1:00 PM	Meeting	Linda Wood	Chiloquilters (For all Interested in Train Quilt-	Hall of Flags
2:00 PM	NG Gathering	Tom Artzberger	Narrow Gauge Roundup (gathering of equipt)	K & W Yard
7:30 PM	Passenger Train	Dent & Pirtle	Leaves for Timberlake Event Center	Central Station
8:00 PM	Picture Show	Noel Eberhardt	7 1/4" Gauge Train Videos from Australia	Timberlake Event Center
9:10 PM	Passenger Train	Dent & Pirtle	Leaves for Central Station	Timberlake Event Center
Friday June 30				
8:00 AM	Meeting	Jerry Crane	Brief Meeting for Triennial Volunteers	Hall of Flags
9:00 AM	Seminar	Bill Donovan	Stability Problems & Solutions	Hall of Flags
10:00 AM	Seminar	Cal Tinkham	How to Cripple Your Steam Locomotive	Hall of Flags
1:00 PM	Seminar	Paul Garin	Fluid Power Transmission	Hall of Flags
1:00 PM	Group Photo	Jim & Pat Landon	360° Panoramic Photo	Ellingson Turntable
2:00 PM	Demonstration	Idaho Mafia	The Fine Art of Laying Track	Containerville Yard
7:00 PM	Dancing	City of Chiloquin	Live Music at Chiloquin's 80th Birthday	Spinks Park
7:30 PM	Passenger Train	Dent & Pirtle	Leaves for Timberlake Event Center	Central Station
8:00 PM	Live Show	Joe Mayer	I Love Lucy Retrospective by Little Ricky	Timberlake Event Center
9:10 PM	Passenger Train	Dent & Pirtle	Leaves for Central Station	Timberlake Event Center

Train Mountain Railroad 2006

Triennial June 26 to July 2, 2006

Event Schedule as of June 1, 2006

Time	Event	Presenter	Subject	Event Location
Saturday July 1				
8:00 AM	Meeting	Jerry Crane	Brief meeting for Triennial Volunteers	Hall of Flags
9:00 AM	Assembly	Everyone	All Trains Begin to Assemble in the Main Yard	Main Yard
10:00 AM	Big Toot	Quentin Breen	All Whistles & Horns Blow at Once and Photos	Main Yard
10:30 AM	Run By	Everyone	Cavalcade of Trains from Main Yard to Box	Main Yard
11:30 AM	Box Lunch	Tom & Fred Vertel	Pick up BBQ box lunch as drive by Vertel Siding	Vertel Junction
12:00 PM	Quilt Show	Chiloquilters	Quilt Show from 10:00 to 4:00	Community Center
1:00 PM	Parade	City of Chiloquin	Chiloquin 80th Anniversary Celebration	Downtown Chiloquin
4:00 PM	BBQ	City of Chiloquin	Free BBQ at Chiloquin 80th Anniversary	Spinks Park
7:30 PM	Passenger Train	Dent & Pirtle	Leaves for Timberlake Event Center	Central Station
8:00 PM	Picture Show	Trevor Heath	Triennial 2006 Digital Photos	Timberlake Event Center
9:10 PM	Passenger Train	Dent & Pirtle	Leaves for Central Station	Timberlake Event Center
Sunday July 2				
10:00 AM	Public Running	Klamath & Western	Public Train Rides from 10:00 to 3:00	K & W Track
10:00 AM	Quilt Show	Chiloquilters	Quilt Show from 10:00 to 4:00	Community Center

NOTES:

For emergencies, call the dispatcher on FRS Ch. #10 or CB Ch. #1 or call the office 541-783-3030.

Track is open for running 24 hours. Please observe all safety rules.

Will & Pat Landon will be doing train photo shoots at Midway from 9:00 AM to 4:00 PM Wednesday, Thursday and Friday.

There will be a potluck picnic and firework display in Six Acre Campground on July 4 for those staying to help with Triennial

Vertel Loop will be closed to visiting trains during the Triennial to permit demonstrations of remote controlled trains presented by Roll Models, Inc. Visitors who wish a demonstration should make arrangements with Roll Models. The sole exception will be scheduled trains for the evening features at the Vertel Event Center.

The Vendor Booths will be open daily from 9:00 AM to 5:00 PM.

The Food Concession area is east of the CN Passenger Car and is open from 7:00 AM through dinner. They will start serving dinner at 5:00 PM.

There will be passenger train service throughout the day according to the schedule posted at the Central Station passenger loading area.




If you really want to know we all get excited about having water behind the dams check out this picture from dam two.

On the right is Lee doing a little practicing for all the passenger runs that he'll make during the Triennial. There should be at least three trains doing the hauling—can't wait!



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TRIENNIAL TRIVIA

2006 Triennial (as of June 7):
896 Registrants
289 Trains, total length of 8581.5', average length 29.7'

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