



The Mountain GAZETTE

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Hopefully you have all received your 2007 Membership CD's. If you haven't received it yet, please give Cheryl a call 541-783-3030. If you are experiencing problems with the CD, here's the procedure to get help. If you are having problems relating to the data on the lists, or the data on the forms, or how to fill out the forms, or what forms are required, then contact the office 541-783-3030 or info@trainmountain.org. If you are having computer related problems, please contact me at russ@hobby-tronics.com. So far the main problems have been incompatibilities with the computer software that some of our members are using. We are not capable of testing all the various operating systems or browsers. We have tested the CD on Intel based PC's running standard Windows software versions. The CD will NOT autostart on a Mac but the instructions are in the little handout in the CD case. There is also some notes on viewing PDF files on a Mac. Please, if you are having problems let us help! To those members that don't have computers, or printing capabilities in order to get the benefit of the CD, Staples or similar stores can retrieve any data and print out a hard copy for you. Locally here, their prices are 2.49 for 'opening' the disk, and .09 per copy b/w or .39 for color. We hope you enjoy our first attempt at producing a membership CD and look forward to your comments - good or bad. We can't improve the product without your help. What other pieces of information would you like to see next year?

The Triennial Photo Gallery on the CD was a result of a great gift from Trevor Heath. He has been our major meet photographer for years. He sent us his un-edited CD full of pictures from the 2006 Triennial. As a very good photographer he sometimes takes several pictures of the same scene. This is to make sure he got the best shot and also to try various lens settings. I took it upon myself to NOT edit the pictures. What you see is what we got from Trevor. I really like the pictures and we hope you do too! Thanks again Trevor for the collection.

Speaking of the 2007 Membership CD.... many thanks to the locals for helping to get the envelopes stuffed and labeled and out to you. Thanks to Carol Lancot, Pam Panzik, Bob Hayes, Sabra Rickman and especially to Bev and Cheryl in the office. Special thanks also go to Peg Schubert for doing all of the CD packaging. Thank you, thank you, thank you!

I can always tell when we are getting close to Kitsap Week. The weather was in the 40's a couple of days ago, today it was 70 and the weather man says that Wednesday it is supposed to snow! I can't wait. Ross has

brought in a fresh supply of the pipes and rods the Kitsap Krew needs in order to install some more of those wonderful remote switch stands. Of course Ross has the usual white board full of 'little' projects he would like to see accomplished. If you are coming for the First Annual Narrow Gauge Meet, you might want to come a few days early and give the Kitsap Krew a hand at 'clearing the board'!

Remember the new release forms MUST be on file for you to participate in any events at Train Mountain. There needs to be a release for you and one form each for each family member listed on your membership form. If you are not sure what you've sent in, check with Cheryl when you check in for any meets this year. Speaking of 2007 meets - remember to send in your Meet Registration forms. The earlier the better because it really helps on the planning of these meets.

Charlie and Peg Schubert are back at work on Aspen Grove Loop and really making some great progress. It's amazing what happens around here when the snow melts! That also goes for the really bad frost heave problems I was reporting awhile back. We still have residual damage but I can't believe how much settling has occurred in just the last few days. Comparing a train ride from last month, to a ride from early last week, to a ride yesterday, it's three totally different riding experiences! Things are really settling back to 'almost' normal. Still lot's of work but nothing like what I was expecting (thank goodness).

Banquet Menu for Narrow Gauge Meet

Roasted Tri Tip / Sirloin, Roasted Chicken, Potatoes Au Gratin, Broccoli Salad, Steamed Veggies, Rolls, Dessert. BTW if you don't have your banquet tickets yet you'd better get a call into Cheryl and see if she has any left!

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FROM THE MANAGER

The latest information

Well, the time is near for the first warm weather meet of the year and our first Narrow Gauge event ever. One of the many things on my mind is security for you and your equipment. As a whole, we watch out for each other very well and seldom have any problems with security and theft, let's keep that going! One of the really good tools we have for that security is the use of name badges. You have your permanent name badge that identifies you as a member with the right to be here, and when anyone sees this they know you belong here. In addition, you get a badge for the meet that you attend which also shows your name, so if your wearing your member badge and your meet badge, it is pretty definite you're a member and that you're here for the meet the badge indicates. Yeah, it is a pain to remember the things but they are very important for ID. They refresh my mind as to your name when I forget it, (naw, that never happens). It is an introduction to those that don't know you, a souvenir of that meet, an immediate reference as to what your name is when you forget who you are (just kidding)! Are you getting the idea? Please help us all out by wearing those badges.

Since we are talking about the new season of railroading, don't forget your boiler inspections. We are fortunate to have Art Crisp to do our inspections, but it is beneficial for us and for you as well. If you have your home club do your inspection, we will accept it as long as you meet our test pressure requirements of 150% of operating pressure. The reason I say this is because once you're here you don't want to wait for an appointment with Art to get inspected and lose operating time.

Some sad news as I learned Bo Boshion had passed on. Bo had been a member here along with his wife, Pearl, since 2005. In recent times he had been building and modifying some cars for his train and working on various modifications to their engine. Bo was one of those guys with a desire to learn all he could and share it with everyone, we will all miss him and hope we see Pearl around the track.

On the donation front, we have received a Wisconsin Flag from Carl and Ronda Schmidt; thanks guys. I have had some questions on items we need for working around the railroad again and appreciate your wanting to help. Yard bags (55 gallon size) for picking up stuff such as pine needles so they can get hauled to the burn pit are always useful--the big heavy duty bags that last through many trips to be dumped. Rakes (leaf type) are helpful as well - we have a lot of them but we also have to retire a lot of them every year. It looks like another heavy year for yellow jackets, wasps, and hornets - we could always use tarps

and spray.

Lots of folks have been in quite regularly helping us get things together for the new roster, Peg Schubert, Pam Panzik, Russ Wood and John Wheelock have really been going at it hard. Thanks for all the extra help. Steve and Pam Panzik have also been working in the Backshop on many projects; most recently they made up ties for switch machines and are working on safety cables. Charlie and Peg have been out to Aspen Grove Loop and track is being put down, as soon as possible we will start having rock delivered for ballast and start that project. John Cooper has been out working on the railroad and got some maintenance on the signals up top done and I heard Bob Hayes had been seen out in the woods so I assume the Dogwalk signals have been checked out also. Thanks everyone.

A special project has come to light from Bill Dwyer; he has turned "one man's junk" into our treasure. In trying to figure out how to get rid of the packing crate from a train car, he has figured out how to make it into a loading dock to be used at one of the spur tracks for an industry. Very clever and looks good. Thanks for the idea and prototype (to arrive soon).

So what do you think of the CD-ROM with the roster and such on it? A lot of hard work went into this and I would like to have your feedback.

As a number of you have figured out, the web site has needed updating and some of the services provided have begun to slip. We apologize for that. Please don't just grumble about it, let us know that you need something such as forms, gazettes and schedules. All the woes will be taken care of with an updated site very soon. I think you will be pleased and it will be worth the wait.

Progress is going very well on the new web site and store so we should be up and running very soon. We are also set up for UPS Shipping direct from Train Mountain so your orders will be processed and shipped much faster now.

Remember - SAFETY FIRST, not only in our railroading but also in all your daily lives.

Talk to you soon:

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

SCHEDULE 2007

Come and join in the fun!

Meet	Work Week	Train Meet
Narrow Gauge	No Work Week	Fri, April 27- Sun, April 29
June 2007	Sat, May 26-Thurs May 31	Fri, June 1- Sun, June 3
July 2007	Sat, Jun 30-Thurs July 5	Fri, July 6- Sun, July 8
Operations 2007	Sat, July 28-Thurs Aug 2	Fri, Aug 3- Sun, Aug 5
September 2007	Sat, Sept 1-Thurs Sept 6	Fri, Sept 7- Sun, Sept 9
Fall Colors 2007	No Work Week	Fri, Oct 5- Mon, Oct 8

Most clubs have one or sometimes two meets per year. This year we have SEVEN meets including the Polar Bear. Wow! In addition to having these meets we also have a couple of major projects to complete this year. Please look at the above schedule and make your plans for attending at least one of these meets. We want ya', we need ya', we miss ya'!

FOR THE LADIES

Special Project Status! - Linda Wood

Well, we are running out of time to get those blocks done for the 'Special Project'. The May meet is quickly approaching and there are blocks that have not been turned in yet. Many ladies signed up to do a block for the 'Special Project' but so far the turn-in rate is less than stellar! The ones that have been turned in are just terrific, but.... We all have things we are doing in our lives, but please try and sneak in a little time to get those blocks done. It's just one block to you but it's a piece of a much bigger prize, we need your help! Remember Quilt Show July 7th & 8th. If you've got questions call Linda 541-783-3879.

OPERATIONS MEET 2007 UPDATE

Getting ready for the Ops Meet - Jim Armstrong

Please let me start by saying "Thank You" to Russ for getting the ball rolling with last month's Gazette article. I've already received a couple of inquiries concerning some possible new rolling stock available for this year's meet. I also want to thank Joel Slagg for all his help and support in getting me up to speed with the details and some "gotchas" involved with planning and executing an ops meet.

As Russ mentioned, one of the key ingredients to making the ops meet fun and exciting is the introduction of new rolling stock to be used during the meet. Please let me clarify that not only do we need "data" on your cars but we also need the actual cars at Train Mountain during the ops meet so they can be part of the many freight trains moving commodities from industry to industry on the railroad.

One of the new features this year is the change from a "Waybill" to a "Switch List" system of car movements. Instead of you looking for cars in the yard or out on the line, you will be requesting cars for your consist. Hopefully, the new software will make this requesting (and associated reporting of actual pickups and deliveries) quick and easy on the train crews. There will be options available during the request process, such as number of cars, types of cars, and zones where the pickup and deliveries are to be made (thanks Bill - we do respond to suggestions!).

Another exciting addition to this year's role playing will be the introduction of a "helper engine" district between the wye at Hairpin and the bridges at the bottom of Panama Canal. The helper would assist any train of 5 or more cars by pushing at the end of the consist as the train pulls the steep grade beyond Little Falls and New Isom heading for the Panama Canal. This will be another opportunity to volunteer your services (and engine) during the meet.

Speaking of volunteering, there will be a normal work week

prior to the August Ops Meet. Opportunities will be available on Wednesday and Thursday to help wrangle the rolling stock, spot cars throughout the railroad, and make other preparations for the actual meet which starts Friday morning. We will also need help staffing the various non-train functions during the weekend meet such as dispatchers, computer operators, yardmasters, and others. There will be a sign-up sheet posted early in the work week or if you already know you're coming and are interested in helping just send me an email at jgarmstrong@cableone.net or give me a call at 208 / 466 - 8494 and I'd be glad to do an early sign-up.

That's about it for this month but be on the lookout for additional information coming in future issues of the Gazette as we get closer to August. Thanks again for your support and don't be shy in letting me hear your suggestions and ideas for making the Ops Meet more fun and enjoyable.

Have a great spring and see you at Train Mountain. Jim Armstrong

NEW INDUSTRIES 2007

Freight Dock from Shipping Crate - Bill Dwyer

I was inspired by the article in the Gazette about industries for the railroad to enhance the Operations Meet. As I was telling Ross last week, I was in my yard wondering what to do with the shipping crate that my Mountain Car caboose came in last year when it hit me. I used the base of the crate as a frame and the rest of the crate lumber for the decking to quickly build a very sturdy and nice looking freight platform. A quick coat of fence stain makes it look even better. I am attaching a photo to use in the Gazette.



It also occurred to me that at least a half dozen members receive new equipment every year. By using the crates we could very easily and quickly populate some of those empty looking spurs with at least a freight platform for spotting cars. We could very quickly turn any empty shipping crates into more freight platforms for the railroad.

Great Idea Bill. ED

RAILROAD STUFF

Hazards of Railroadng at Train Mountain by John Wheelock

During my association with railroads dating back to the early 70's, the most feared problems confronting railroaders is primarily the big "D"-derailments. There are several elements that can cause this dreaded result. On prototype roads, the biggest ones relate to track conditions.

(Continued on page 4)

next few issues of the Gazette, I am going to address some of the conditions that lead to these incidents on a 1/8th scale railroad.

The first hazard I encountered after my new engine first arrived at Train Mountain was something that grows in all areas of the railroad and is sometimes sluffed off as “no big deal”. That is the deadly PINE CONE.



With the wonderful canopy of Ponderosa Pines and conifers that shade the trackage at Train Mountain, we sometimes forget just how dangerous these natural droppings can be, especially near switches, crossings or any restricted flangeways.



Each mature pine tree can grow cones that number into the thousands per tree. If a tree is in distress such as during droughts, the cone output can actually double in an attempt of the tree to reproduce and propagate its species. This is fine as long as they don't land on the tracks. When they land between the rails, they can produce major problems.

Most locomotives will knock the cones out of the way with their pilots or “cow-catchers”. BUT, they can also be driven by these devices into switches just up the right of way a bit. If they get pushed into a frog, they get lodged there and the next flange will drive them into the flangeway of the frog or its associated guard rail. Now, this becomes a problem, especially for lighter locomotives. It will lift the flange above the rail head and now we have a problem, especially for rigid truck frames of three axle trucks or fixed frames of steam locomotives.

When ever you are plying the rails of Train Mountain, be alert for any large buildup of cones. The best activity you can use is to stop your train and kick them off the track. If you're approaching a switch or road crossing, be alert for the presence of cones in the flangeway, frogs, or guard rails.

When you see one, stop and remove the hazard. Many times, you can remove the cone by just kicking it. However, you may drive part of it deeper into the flangeway. I have now taken to carrying a screwdriver for just this occurrence. Make sure there is no part left in the tight areas to hit the next loco wheel to come along.

Burt has developed a sweeper that does a very good job

clearing the right of way of these things, but Mother Nature has a way of replacing them right after we've swept the tracks. Just be ALERT! It's always better to stop and remove the hazard than to go through the pain in the back of rerailing your locomotive and however many cars hit the ground.

Special Note: Most of you only get to see Train Mountain after a lot of hard work has been done to clear the track of the winter leftovers such as is shown in this articles pictures. But the pine cone issue is still valid on a 'cleared' track! Watch those switch's and those sneaky little pine cones — especially the little green ones! ED.

PHOTO GALLERY

Some pix from around the Mountain



Here's the supplies all lined up for the Kitsap Krew to install this coming week.



And then there's this stack of 'stuff' that's supposed to be used with that other 'stuff'. Now let's see part A goes into part B and then



No Les, these are not the new mini out-houses, they are the fire houses for the fire extinguishers. Ron and Caroline just doin' their stuff!



Now you know we all call Bert 'Mr. Gadget' but what the heck are Steve and Pam going to do with this lovely piece of 'stuff'!



The 'stuffing' crew hard at work. Un-touched by human hands—just volunteers!

Just look, there's plenty of free parking! No lines at the turntable! And 30 miles of tree lined right of way!



The new winery temporarily set up out at Python on the Serpentine.

Did someone say that they had to wait too long to unload at Crisp Yard? Well, head on up, no waiting now!



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FOUR NEW LOTS AVAILABLE IN THIS AREA NEAR THE WILLIAMSON RIVER UPSTREAM FROM CHILOQUIN. HERE IS A VIEW FROM TWO ADJOINING LOTS OVERLOOKING THE RIVER & AT THE FOOT OF THE HILL, IS THE U.P. MAINLINE. ASPENS & PINES ARE HERE TO OFFER PEACE, SUMMER SHADE & BIRD HABITAT. YOU MAY SEE DEER NEARBY OR ON THE HILL, WHICH IS NATIONAL FOREST LAND. FULL 1 AC. ON LEFT IS PRICED AT \$45,000. THE 1/2 AC. TO RIGHT IS AT \$30,000. #66084, & #66085 RESPECTIVELY. THESE LOTS & THE VIEW GET MORE & MORE BEAUTIFUL IN SUMMER!!



GRAND SCALES CONVENTION



The next **GRAND SCALES CONVENTION**, brought to you by Robinson & Associates, will be held **September 14 through the 16th, 2007**. Make plans to attend the convention at the home of John Wood's glorious 15" gauge railroad in Crawford County, Missouri. To learn more about the *Arborway, T. T. & Northwestern Railroad*, visit <http://www.arborwayrailroad.com/>.

As with every Grand Scale Convention there will be seminars given by folks who have been working with scale trains for decades. And, of course, the most valuable resource of the Convention will be you and the others in attendance. Every two years there is a gathering of the most experienced and most enthusiastic Grand Scalers. This year it will be in Missouri. We hope you will make plans to attend.

To learn more about the convention, check out future issues of *GSQ*, the *7+RAILROADER* and the *Riding Railway Newsletter* (Robinson & Associate's monthly e-mail newsletter). We're looking forward to meeting you in Missouri!

530-527-0141 or mainline@sunset.net

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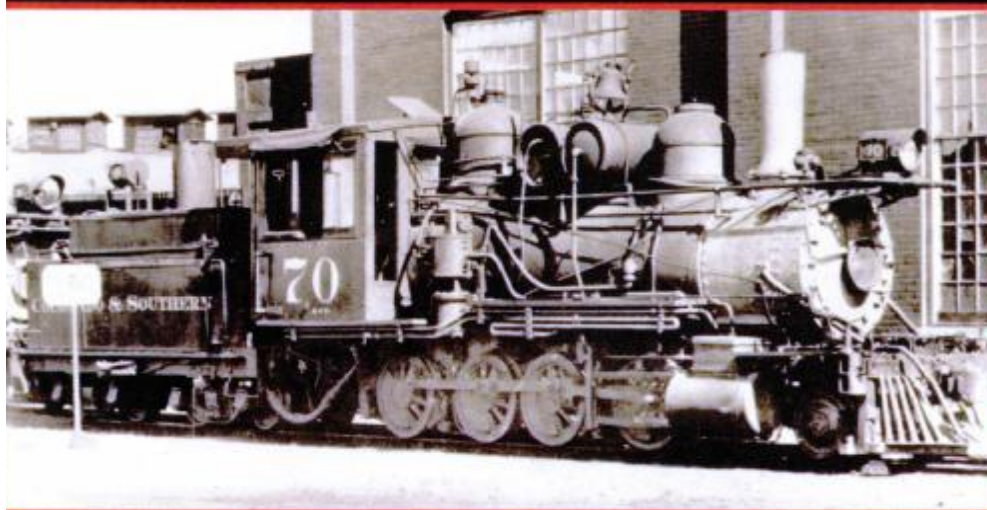
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