



The Mountain GAZETTE

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Tracks Open at Train Mountain

The tracks through the tunnel under Chiloquin Road opened June 20th after being closed since April 2nd. Participants at the July Meet were excited to again be able to run on Elizabeth Loop.

In May of 2006, Train Mountain sold 42 acres just north of the Tunnel to Fred and Tom Vertel, who had resided on that property since 2002. Fred and Tom wanted to own the property and make significant improvements building out their Timberlake Railroad. On April 2nd, 2007, Timberlake Railroad closed the tracks through their property. This was a real shock to Train Mountain members because it isolated Douglas Loop, Elizabeth River Loop and Aspen Grove Loop. Worse yet, Train Mountain might never be able to get to Caboose Ridge because the 42 acres included part of a key knob of land. The tracks from the planned new bridge over Chiloquin Road needed a double loop spiral around that knob to gain enough elevation to get to Caboose Ridge. There was no alternative route up to Caboose Ridge.

Both Timberlake and Train Mountain wanted to resolve the issues. In June a series of meetings were facilitated by John Black, a Train Mountain member. These meetings produced several agreements :

Track Lease – Timberlake leased the mainline tracks through their property to Train Mountain. The initial term of the lease is through December 31, 2008. When Train Mountain wants to renew the lease or resolve any issues regarding the lease, they will work with a Timberlake committee made up of Tom Vertel assisted by attorney Justin Throne, Paul Garin of Roll Models Inc, and Carl Vanderspek who has a home near Train Mountain. Annual renewals will be done by May 20th. This means that by the first meet next year (2008), Train Mountain will know that the mainline tracks through Timberlake will be open till December 31, 2009, giving Train Mountain more than a year to organize the 2009 Triennial.

Lot Line Adjustment -- Train Mountain and Timberlake agreed to swap land. Timberlake gives Train Mountain the knob so that the spiral tracks can be built up to Caboose Ridge. In exchange, Train Mountain gives Timberlake an equal amount of land just north of the 42 acres. This land puts all of Dam #3 in Timberlake ownership. Prior to the swap, Dam #3 was half owned by Timberlake and half owned by Train Mountain.

Hidden Valley Road – On October 20th, 2007, Train Mountain will cease using Hidden Valley Road which

will become a private driveway for the Vertel family and a few neighbors. To provide access to Steuer Siding, the Logging Camp and the Northwest areas Dam #3.5 will be built across Elizabeth River. This new dam will carry both a road and a new track between the north bound and south bound Douglas Loop tracks. It will be sized so that some day the south bound track may cross Dam #3.5 and parallel the north bound track down to the Tunnel. Train Mountain wishes to thank Carl Vanderspek and Marg Hope for a generous donation to fund the building of Dam #3.5.

Easement to Connect Vertel Parcels – The Vertels own a 20 acre parcel west of their 42 acre parcel. The two properties are not contiguous. There is a 20 acre block between them. Train Mountain granted Timberlake an easement to run a track across Train Mountain land to connect the two parcels.

These agreements bring this painful era to an end. Everyone should now be looking forward to the new and exciting things that both Train Mountain and Timberlake are planning to do. Timberlake is grading and building several new tracks which they hope to open to Train Mountain members on special occasions.

From The Editor — Russ Wood

I'm a sucker for happy endings. I like it when things look dark and ominous and then something happens to bring a little light into the scene and things start to get better. During the July meet banquet John Black gave a talk on the agreement process (see the above posted article) and the current status of this agreement. He also introduced two names that were part of the process. One was member Carl Vanderspek and the other was Paul Garin. These two are very much a part of the 'go forward' part of the process as was outlined. John gave a great presentation on current and future plans. He strongly suggested that the process will only work if we look forward and not look back. Those in attendance strongly agreed. He then, very bravely, took questions from the floor. He answered what he could and what he couldn't he promised to get the answers.

It was quite obvious that the membership is very passionate about Train Mountain and its future. This is the start of a new direction and we should ALL look for great things to come out of this process.

Normally I don't start with the banquet and then follow

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with the other stuff, but I felt it was too important to leave the update on the status of Train Mountain until last. So let's get back to the meet. Lots of work was accomplished regardless of the heat wave we were having. Aspen Grove loop is now 75% ballasted and should be ready for official introduction during the September Meet. Dale and Veronica Taylor and John Cooper were installing the new signal system at Central Station and got lots of help from other members. BTW did I say that the signal lights are really BRIGHT!

The member dinners held during the week were well attended. During one of these dinners I was told by a member that this was the first time he had attended one of the dinners even though he had been a member for many years. I was very surprised. When asked if he would attend them again his answer was a resounding yes. Please attend these dinners - they are your way of meeting and socializing with fellow members. They are put on by local members at their own expense at their own private homes. These local members want you to come and relax and mingle. Get to know the really great folks that make Train Mountain happen. It's always great food, great fun, and interesting conversations!

Next up, of course, is the much anticipated Operations Meet. Also on tap is a regular Work Week where we will be trying to finish the Aspen Grove Loop project and lots of other maintenance projects. There is also all of the setup work that needs to be done to help Jim to get the Operation portion of the meet going. I'm sure you will all help in this endeavor. See Jim's article in this issue.

Attention all Ham Radio operators. Train Mountain now has it's own repeater for our use. The call is **K7DXV**, it is located on Steiger Butte and is controlled by Train Mountain member Ed Ewell. The frequency is 147.280+. Thanks Ed for your hard work on getting this project up and running!

Banquet Menu for the Third Meet 2007

Roasted Chicken, Roasted Tri-tip, Marinated Tomato & Cucumber Salad, Corn on the Cob, Homemade Oatmeal Rolls, Dessert. .Feel free to bring your own selected beverages. 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! 541-783-3030.

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FROM THE MANAGER

The latest information - Ross Perrin

I hope everyone had a happy and safe 4th of July. We had a great potluck/BBQ and a wonderful fireworks show. There were contributions from many folks toward the fireworks and the show was skillfully executed by Dale and Veronica Taylor and Les Dent, assisted by Richard (he built the equipment for the fireworks and set up the area for viewing). Thanks guys! And thanks for not hitting my Gator with any fireballs this time!

Of course, this was in the middle of workweek for the July Meet, so we had some extra playtime. Lots of trains and lots of folks made for a great meet. Everyone worked extra hard to get things done since it was a short week and the afternoons were very hot. Thank you everyone for all you accomplished in a short period of time.

The track to the north Territory of Train Mountain across Vertels was finally reopened and we got to run trains out there for the first time since April. Thanks to the efforts of John Black, the organizer of the Friends of Train Mountain, has done a wonderful job of convincing Vertels that things were good here and the insurance was OK for now. John also spoke at the banquet and answered a lot of questions for everyone. If you have questions you may contact John at john@jcblack.com.

A lot of you have asked me what my take is on all of this, I try to only answer with facts I have been given, and as you know I have been here for some time and Richard has been here even longer and we have some strong opinions and feelings for Train Mountain and Quentin. This can be taken as meaning that when someone or some group messes with Train Mountain they mess with us, this is because of our commitment to Quentin and his dream, our pride in Train Mountain and our need to make a living. Quentin as done something no one has ever done for the hobby and you, he has given freely of his property and income over the last 20 years for us to enjoy! Think about that! So if I get excited when I hear rumors and comments about how it should have been or what needs to happen, think about who built this empire for you to play with and get some reality! Did you get it? This subject is near and dear to me and if anything can get me going, this is it! But, enough of that.

There are a number of upcoming projects that will create a even better railroad. The new projects aren't new conceptions by any stretch but they are being brought to life with

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the help of donations from you the members and the new Friends of Train Mountain group. Lets get back to some happy railroading.

I am working toward the permitting of the bridge over South Chiloquin Road and have been accepting donations, which are being held in a Bridge Account. At this point the county has expressed some ideas and they are all workable. I have requested the information needed to start the process from county planning twice now and expect to get some feedback soon. Bridge design will be dependant on monies available. An open bridge with full span, which eliminates the need for a lot of concrete work, has been bid and I am exploring the use of train cars as well. Thanks to Bill Dobbs we have a great display model in the Hall of Flags to use as a design tool.

There have been many donations recently, Dale Barr and family donated ten really neat knee pads like concrete guys use with a hard plastic tray filled with soft stuff and 2 handles so those working on their knees will be more comfortable. Matt Monson sent us a BNSF Corporate Flag for the Backshop to display along with the UP flag from Dennis and Mort Ediger. Larry Debroi brought some fertilizer to help green up the entrance. Boyd Butler bought and installed all the parts to convert our weed sprayer car into a science project with an engineering twist-it has a spray wand and a new boom and many gadgets so you may need a license to operate it! Thanks Boyd (I think)! Dennis Ediger and Jim Lane bought a new engine for the fire pumper train pump and installed it, now it works even better. Mike Schroeder of the Chesapeake & Allegheny Live Steamers donated Virginia and Maryland State Flags. Industrial strength leaf rakes and wasp Spray came from Matt, Paula and Emily Monson. Deck wash for cleaning the benches was donated by Mike and Wendy Mulder. Donations for repair of Well #1 have made it possible to replace the pump with a high tech pump that saves energy as well as working much better than the other pumps. It is running so well the grass is once again getting green with Debra's help. Steve and Pam Panzik have purchased the sheet metal to make all the signs for the Fire Equipment Sheds and had decals made for the Backshop doors reminding folks to shut the doors, turn off the lights and lock the door. Finally, all the ballast rock to finish Aspen Grove Loop is on site and was donated by Carl Vanderspek and Marg Hope Thanks everyone for your generosity.

Preparations for the Operations Meet are underway and it is looking like lots of fun for everyone, if you are just into running, all you have to do in sign in at the Car Movement Station so they know your out there during operations times. I hope we see you for this event and don't forget to thank Jim Armstrong for all of his and his crew's efforts.

Talk to you soon:

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

TRAIN MOUNTAIN COMPANY STORE

Online and going strong - Beverly Robideau

The Train Mountain Company Store is online and doing well. All those great goodies that you can get while at Train Mountain are now online for your ordering pleasure. Remember birthdays, anniversaries, holidays, whatever! Go to www.trainmountain.org and click on **STORE**. The list also includes all the essential track laying pieces that your local club might need for that special project. Give the store a look! There are photos, prices, and much more!

OPERATIONS MEET UPDATE

The latest information - Jim Armstrong

The time is drawing near for the 3rd annual Train Mountain Operations Meet, August 3, 4, and 5, 2007. We are expecting an increase in active participants this year since the Ops Meet is now part of the regular summer schedule. As of July 1, we had 33 pre-registered and I'm sure there are many more of you out there that are planning to attend.

To provide more fun and options this year, the membership has answered the call and volunteered the use of more than 30 additional pieces of rolling stock (that puts us just short of 200 cars) to be moved among approximately 60 industries on the railroad.

If passenger trains or way freight switching are not your cup of tea, fear not for any and all members are welcome to ride the rails as at any normal Train Mountain meet. We just ask that each train check in at the Beanery (in Central Station) to get a train number so we know who is out on the rails.

There will be fewer checkpoints this year which should reduce the radio traffic and allow for easier communications. Two channels (10 and 11) will again be used for train dispatching and tracking. Channel 12 will be added to call in the pick-up and delivery of assigned cars as they are moved from one industry to another throughout the meet.

If you are new to the "switching game", don't be worried that it's too complicated or difficult. Just ask for a single car consist to begin your new adventure and then work up to "moving the world" once you're a seasoned veteran!! To help with how things work, we'll have an Operations Guide for each participant, but also, ***please plan on attending a special meeting Friday morning August 3 at 8am in Central Station.*** This meeting will cover the Operations Guide, discuss additional procedure details, and give you a chance to get answers to all your questions. If you have questions before the meet, please feel free to call (208 / 466 – 8494) or email me at Armstrong-J-G@cableone.net.

Please look for the sign-up sheets to volunteer for various activities needed to assist with dispatching, yard management, and other jobs to help the meet run smoothly during the three days. These jobs will only take

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a two hour commitment of your time and give you a chance to be a part of the other side of what it takes to make things work.

Thanks and hope to see all of you in August – and by the way – come prepared to have FUN!!! - Jim

**FOR THE LADIES
Special Project Status! - Linda Wood**

The ladies met at the last meet and laid out the 'special' project. They picked out the sashing and then got to work assembling the project. It looks like it is right on track for the presentation at the Banquet at the 20th Anniversary September meet. Be sure to attend the August Ladies day and get in on the action. BTW Linda wants to tell everyone thanks for the support of the local Quilt Show in July. It was a huge success.

**STATE OF THE MOUNTAIN
The future is now - Russ Wood**

We are at a major crossroads at Train Mountain. How we as members wish to address these special events is of course entirely up to the members. We can either sit back and wait to see what happens next, we can complain about what we 'think' we know, or as I hope, we can become even more pro-active than we have ever been before. We need to be the one's that come and do the work to make Train Mountain even better. We need to do the track maintenance, clean up, painting, pick up the trash when we find it, or whatever needs to be done. Now is not to time to 'leave it to someone else' to do. The staff at Train Mountain is not here to wait on us. They have really important jobs to do and every time we take them away from their jobs to wait on us that is time away from those very necessary jobs. If you see something that needs to be done-DO IT! Train Mountain is currently the biggest in the world, let's now take it from just being the biggest - let's all work to elevate it to being even BETTER than it is now - with an eye towards making it the very BEST! It is entirely in OUR hands! Don't complain, fix it! As the wonderful old saying goes, if you are not part of the SOLUTION, you are certainly part of the problem! No more problems, here, only wonderful, fun, solutions. Welcome aboard the future of Train Mountain!



Here's why so many people come to Train Mountain. Look at the variety of equipment and the smiles on the faces. That tells the whole story of the Train Mountain magic.

Meet	Work Week	Train Meet
Operations August 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



With all this activity in the yard you would think it was the Ops meet, but no, it was just doing some switching.

DATE	TIME	ACTIVITY
Sat, July 28th	9:00 AM	Begin Work Week, which runs through Thursday, Aug 2nd at 4:30 PM
Sat, July 28th	6:00 PM	Recognition Dinner for all volunteers who arrive early for Work Week. Location Central Station. Hosted by Train Mountain Staff.
Sun, July 29th	10:00 AM 3:00 PM	Klamath and Western, Public Rides Beanery Open
Tue, July 31st	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— SEE NOTES.
Thu, Aug 2nd	1:00 to 4:00 pm	Chiloquilters. Sewers / Crafters will meet in Central Station, show and tell, beginners welcome— SEE NOTES.
Thu, Aug 2nd	6:00 PM	Recognition Dinner for all volunteers Host Bert Newberry— SEE NOTES.
Fri, Aug 3rd	9:00 AM	August 2007 Train Mountain Operations Meet begins, which runs through Sunday. Company Store open Saturday 10:00 AM to 5:00 PM.
Fri, Aug 3rd	6:00 PM	Pizza and Beer celebration for all train meet attendees. Hosts Russ and Linda Wood— SEE NOTES.
Sat, Aug 4th	6:00 PM	Train Mountain Banquet, held at Central Station, tickets available online at www.TrainMountain.org or 541-783-3030. See menu on page 1
Sun, Aug 5th	10:00 AM 3:00 PM	Klamath and Western, Public Rides Beanery Open
Sun, Aug 5th	4:00 PM	The August 2007 Meet ends.

FIFTH MEET of 2007 SCHEDULE (Operation Meet)

The who, the what and the where!

A Recognition Dinner for all volunteers who arrive early for the work week. It will be held at Central Station **Saturday, July 28** at **6:00 p.m.**

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, July 31st**. 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. 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 **6:00 p.m. Thursday** 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.



When not running trains some members took shelter in the cool shade of the gazebo's at Central Station.



The overflow of engines from Crisp yard was taken up by the many empty tracks at the turnout.

July Meet Attendees

Last	First	City	St
Ackerman	Ed, Sara, Michael	Hillsboro	OR
Balf	Jerry, Louise	Chiloquin	OR
Bell	Robert F.	Portola Valley	CA
Barnes	Charles	Modesto	CA
Brand	Bob	Jackson	TN
Braun	Lutz	Franklin	TN
Briggs	Gordon, Marlene	Nevada City	CA
Brooks	Lee, Toni	Chiloquin	OR
Buell	Nick	Kent	WA
Butler	Boyd, Twila, Will Wagner	Kennewick	WA
Crane	Jerry	Auburn	WA
Custer	Richard	Vancouver	WA
Dabroi	Larry	Mt. Shasta	CA
Dwyer	Bill	Alameda	CA
Dyche	Mel	Turlock	CA
Eaton	Bruce	Shingletown	CA
Ediger	Dennis	Camas	WA
Flitton	Mark	Caldwell	ID
Gardiner	Scott	Camas	WA
Garrison	David, JoAnn	Wheatland	CA
Gildersleeve	Phil, Connie, Sean, Heath Lichty, Rachel Timmerman	O'Neill	NE
Gochnour	Ralph, Rosie	Salt Lake City	UT
Hawley	Eric, Roz	Saratoga	NY
Hinz	Harvey, Erma	McCook	NE
Jones	Al	Dexter	OR
Kaasa	Duane, Pat	Leavenworth	WA
Lancot	Carol, Pat	Chiloquin	OR
Ledyard	Richard	Boise	ID
Lee	Kevin	Greenview	CA
Meinershagen	Charlie	Redding	CA
Middleton	Greg, David	Aloha	OR
Monson	Matt, Paula, Emily	Turlock	CA
Mulder	Mike, Wendy	Turlock	CA
Munson	Eric, Harley Inman Paul Landgren	Eugene	OR
Newberry	Bert	Chiloquin	OR
Panzik	Steve, Pam	Chiloquin	OR
Peterson	Greg, David, James & David (friend)	Eugene	OR
Pirtle	Lee	Chiloquin	OR
Roman	William	Portola Valley	CA
Rude	Rodger, Carol LaBerge	Mt. Vernon	WA
Shepherd	Bill	Fort Bragg	CA
Slagg	Joel	Boise	ID
Stanfield	Ken, Pat	Battle Ground	WA
Steuer	Frank, Carolyn	Lebanon	OR
Stowell	Scott, Keith	Clinton	UT
Thompson	Dennis	Battle Ground	WA
Towle	David	Los Gatos	CA
Veltman	Tom, Heidi, Rebecca	Springfield	OR
Watne	Conrad	Seattle	WA
Ward	Dennis, Barbara, Dana, Alex Wendt, Cindy Wendt, Nicole Centers	Springfield	OR
Wheelock	John	Chiloquin	OR
Witt	Brian, Will Burgess	Reno	NV
Wood	Russ, Linda, Alexis	Chiloquin	OR
Young	Ron & Caroline Jones	Chiloquin	OR
Zimmerman	Charles	Lucerne Valley	CA

Photo Gallery

The approach to Central Station is getting wired up for signals and switch machines. The really bright signal lights on the signal bridge are operating and you can see them day or night. As you approach the signal bridge check out the lights. Currently you approach the bridge slowly on red. As you get close to the bridge, the signal will go yellow allowing you to proceed if clear. If it stays red - STOP! As Dale and John get more signals installed it will change to the more normal green yellow red sequence. Good job team, it looks and works terrific!



Several of our members at the meet were busy hauling passengers during the run portion of the meet. Here Dick Stark is seen using Les Dent's engines to give some folks a ride.



Marie Weaver was out and about on her model of the Galloping Goose. The weather was hot but beautiful (as long as you kept moving).

In addition to some great workers at the July Meet we had lots of trains! After all isn't that why this place is called Train Mountain!



The Saturday Banquet was well attended and John Black's talk was also very informative.

Bill Dobbs took the rail car for a bridge idea and actually made a scale model of it for all of us to comment on. Instead of a auto rack he used a passenger car for the main bridge portion.



The highlight of the evening though was are very own Town Crier Al Witcombe. He gave a great tribute to America, Train Mountain and the members. Al comes down from Canada every year

A really cool idea and it shows visually what and how the concept would work regardless of the car type. Thanks Bill, it helps all to see the possibilities!



and spends hours and hours helping out in the Back shop. He has performed his special talents all over the world, even for the Queen! We enjoy his company and of course his "cries" (which of course is much different than some of our "whines!"). Thank you once again Al for a most enjoyable evening!

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1/4 page	\$40	\$400
1/2 page	\$70	\$700
Full Page	\$125	\$1250

Ads should be submitted in digital form either as an e-mail attachment or on a CD by the fifth of the month for inclusion in that month's issue.

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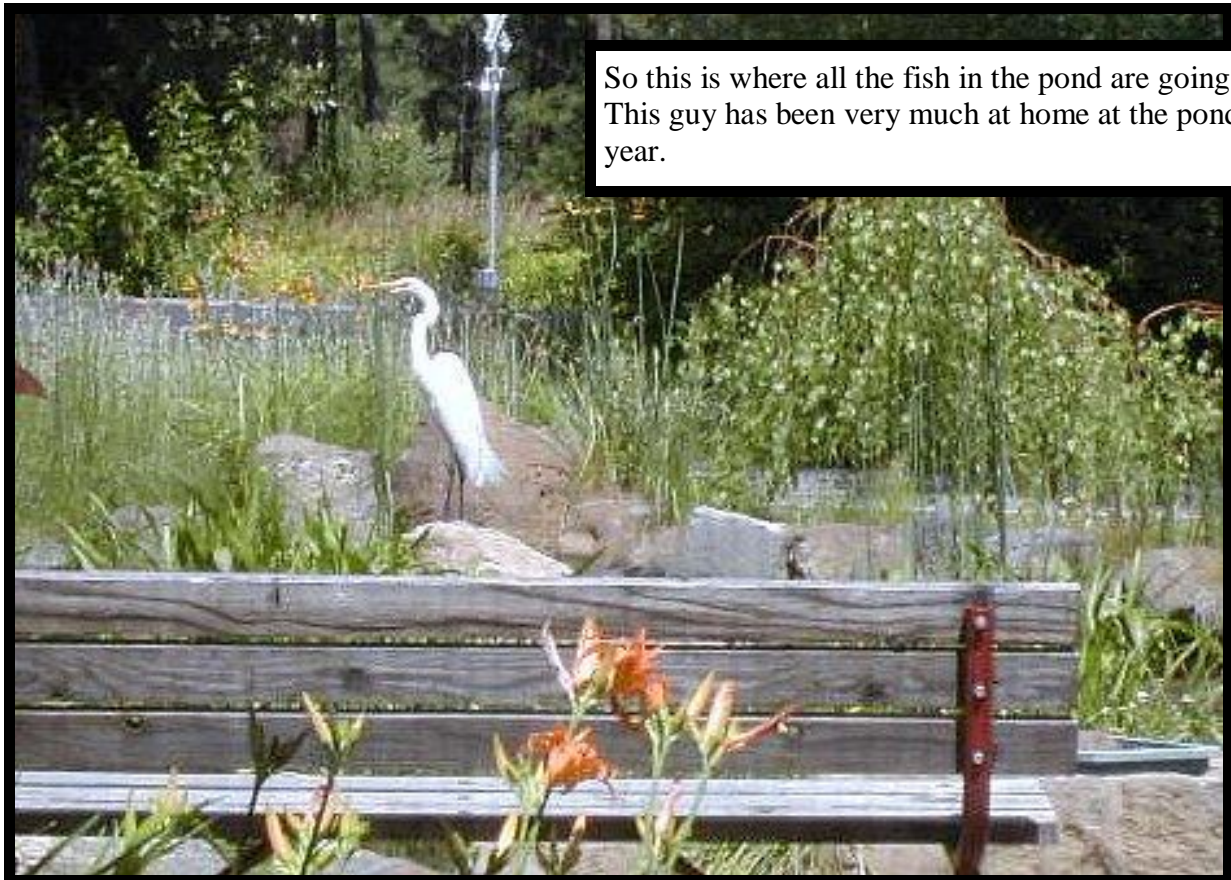
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FOR SALE



Contact Ross Perrin
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So this is where all the fish in the pond are going !!
This guy has been very much at home at the pond this year.