



The Mountain GAZETTE

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Ahh the colors, ahh the cold! Friday was damp and really cold, then Saturday was better, it was just really cold! Check the picture on the header to see a steamer the way it should be seen, under steam in the cold morning air! What a sight! Ahh, but Sunday was delightful, with lots of sunshine and, my goodness, the colors! The new Aspen Grove Loop certainly lived up to it's billing as a great new feature of Train Mountain! What a sight! Lots of folks out running trains, with lots of family and friends to enjoy the trip and the spectacle. The Fall Colors Meet is one you should plan on attending sometime, it is a very great and 'colorful' experience.

The regular Train Mountain season is over for another year. Wow, what a year! Seven meets in one year and we all survived! (?) We started with the Polar Bear, then the First Annual Narrow Gauge Meet (featured on the cover of this issue of Live Steam and Outdoor Railroading Magazine), four killer Work Week / Meets, and lastly the Fall Colors Meet. Plus we completed the Aspen Grove Loop! Like I said, WOW, what a year! Thanks to everyone, the wonderful staff at Train Mountain, all of the volunteers, and especially to our host and hostess, Quentin and Sharon for providing such a great place to come and work and play! Thanks gang!

The pace around here may seem to be slowing down as the 'regular' season comes to a close, but..... It won't be long now until the Trackshop is back in full swing. They will be building the track panels that will be needed for next years track expansion. Bill Shepherd and Lee Brooks have been working very hard to get the preliminary survey work done so the dirt crew can get to work. The goal for 2008 is to build an additional 4 miles of track. That's 1 mile per Work Week! This is a very tall order. It means that the dirt work has to be done soon. That dirt work is not just the right of way but all of the infrastructure dirt work as well!. That includes drainage ditches, access roads, brush clearing, fire control, tree clearing, etc.,. Some of that work will be done by the staff of Train Mountain and the Friends of Train Mountain. The rest needs to be done by us, the members of Train Mountain. Like I said, a tall order, but I think we are up to the challenge. I look forward to the track laying part but we have lots to do before that can happen. Mark your calendars for next year so we can have you here to give us a hand.

Just a reminder in case you have forgotten, your membership provides access to Train Mountain, 24/7, 365 days per year. Just because the meets are over, you can

still come up and help out with special projects, test out a new locomotive, or just go for a train ride. I'm always amazed that with so many members, and people in our hobby, how vacant the track is for most of the year. Come and enjoy what we have built, come and enjoy Train Mountain.

The fall colors are a reminder that Halloween is coming soon and that means lots of costumes, parties, and having fun with the kids, grandkids, and great grandkids! The locals always have fun at our Halloween party and hope that you and yours have fun at yours too!

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FROM THE MANAGER

The latest information - Ross Perrin

Another meet has come and gone! Life is just way to fast; the first Fall Colors Meet was chilly but beautiful, the trees were just right, as another week is showing bare trees already. As always, some of you folks just have to work, even though we don't have a workweek for this meet, so thank you to all those that accomplished so much during those few days. One of the problems with a meet this late in the year here is the nightly freezing, even with only a couple steamers running it is still a challenge to keep water from freezing up and breaking pipes. But with a little hardship, Dean Willoughby and Randy Chase had Dean's Northern in the backshop so she stayed warm and so did Brian Benjamin with his Mogul.

I want to thank Hank Todaro for his great article and photographs in Live Steam and Outdoor Railroading this month; he not only captured the essence of the narrow gauge portion of the hobby but also touched on the very personal side of our hobby. I have always said that the one thing that sets this group/hobby apart from others I have enjoyed is the wonderful folks and the camaraderie that develops as time goes on. Trains seem to create a bond between folks that makes the experience very special for everyone. Many of the names I hear associated with the narrow gauge equipment were here and it is always great to see you guys, I hope next year we will fill up the steaming bays and make lots of smoke out in the woods.

Art Crisp and Charlie Schubert are welding in a new set of steel rails in the main crossing. It is going to be great to not have all those bumps there, what a job that has been for them. It has rained and been cold, they spent days breaking out concrete to expose the inner frame that the old aluminum rail was attached to and then had to build a new steel rail system to put back in. Now, how do you patch up the concrete? I am sure they have some ideas! Thanks Art and Charlie. Ron Young and Frank Steuer, with Caroline Jones' help; have been busy working on a fancy building, which I believe is going to be a bottling plant for the DaBroi Winery. I have also heard a rumor that Lew Reid may be preparing to build an Iron Works for Appendix Spur and Larry DaBroi may have a building surprise for us all to enjoy coming up as well. I try to see everything that happens around here but it gets pretty difficult with so much happening- Larry DaBroi thinks he sneaked one past me, but I saw him early one morning parked along the Serpentine punching holes in the ground and fiddling around, then "poof" he was gone. What do you bet there will be some sort of beautiful flowers coming up around the Winery when the snow melts! One of the most consistent pine needle rakers we have is Peggy Schubert. Much to my surprise she has been at it again and is getting Crisp Yard all cleaned up, she is getting a jump on the new crop of needles, I guess. Because of all of you, the experience of riding the rails at Train Mountain is enriched.

Thank you John and Cynthia Lovely for your donation toward the Bridge Project. Thanks go to Dennis Ward, he

donated flags! All 50 States! Donnie Clinton donated 2 "Kinsey Photographer" books; these are the best books on the turn of the century railroading/logging railroading in the northwest I have seen. A collection of operations manuals, timetables and officers handbooks on the BN, GN, NP, UP and CN were donated through Dennis and Sharon Ediger by an anonymous donor at this point in time. Thank you everyone, these donations will be of great help and continue to build our collection for a museum.

Out in the Backshop Bill Dwyer donated an oil filter wrench and Les Dent donated some Vanguard air filters for stock. Thanks guys! The backshop is always busy it seems and now is no exception, this is the time we repair cars and try to get as many tools repaired and accounted for as possible before spring. This is also the time we get to work on some of the projects that get extended over the years because of lack of time. Do we ever finish them? Yes, we do get some of them done every time we get to work in the shop, right after fixing, cleaning and finding the tools and parts to use. Thank you to all of you that clean as you go and put things where you found them, it sure makes our time in the shop more efficient and enjoyable. To those of you that don't know how to clean up behind yourselves, bring your housekeeper-please.

On the FTM front; we will be receiving rail materials in the next 3-4 weeks and will put the track shop into motion. A lot of re-organizing will be done in the track shop to help save steps in the process and minimize movement, which will make the shop safer and more efficient. Dirt work for the new expansion north will start soon, fire season is behind us and there's a little moisture in the ground now. Flagging for a good deal of the run and much of the survey work is done, so away we go.

Happy Halloween!!

Talk to you soon:

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

TRAIN MOUNTAIN COMPANY STORE

Online and going strong - Beverly Robideau

The holidays are coming soon! Go to www.trainmountain.org and click on **STORE**. There are photos, prices, and much more! Remember shipping times, delivery schedules, and packaging times. Order early to avoid any problems.

NEW TRACK SIGNAL SYSTEM

How It Works - John Cooper, Dale Taylor

Many thanks to all of the people who helped at the September Work Week. We had help with pouring concrete foundations, burying conduit, track bonding, and debugging electrical circuits. As a result, we were able to bring the signal system near central station on-line and use it for controlling traffic.

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There is now a new signal bridge at the entrance to the station area. We also installed signals up the hill beyond the flagpole at the grade crossing for trains approaching from the BackShop and Containerville. All of the signals in this area are tied into the tower located across the yard area from central station. It is all computerized and the tracks are displayed on multiple computer screens just like a real dispatching center. If you didn't get a chance to see it, stop by next time and we'll give you a tour. It's very cool.



The control tower can operate in two modes. When the tower is "closed" and nobody is manning it, the signals operate by themselves. We've installed a box with push buttons on it near the beginning of the parking lot grade crossing to allow engineers to select their route through the yard. When the tower is "open", we are able to control the signals and

switches manually from the computer. We had the tower open on Saturday and put signs out for trains to call in on their radios to let us know where they wanted to go. It was a lot of fun in the tower, and I hope everyone enjoyed the convenience.



Like the signals at the Tunnel, Klamath and Western Switch, and Grand Junction, this installation uses one head for each route. The top head applies to the straight or primary route. Lower heads apply to diverging routes, either to the left or to the right. At central station, you'll find the top head protects the main bypass route around the station to Grand Jct. The middle head protects the route to the right ladder track. The lower head protects the route to the left ladder track.

The new signals closest to the station have some bulbs that appear white in color. We had a number of people ask questions about this. This color is what railroads call lunar white. It is white with a slight hint of blue. In layman's terms, the lunar aspect means "you're on your own". The railroads call it "restricted speed" where it is the engineer's responsibility to look out for misaligned switches, other trains, etc. Lunar is usually used where trains leave signaled territory to enter a yard, thus it is appropriate at the station. The other potentially confusing aspect that most people figured out on their own, was a flashing red. Just like you might expect when driving your car, this is a "stop and proceed" indication. It gets displayed when there is a train immediately ahead of you. If you find the signal indications confusing, just remember "solid red means stop; otherwise go."

So what's in the future? Steve Panzik has kindly agreed to let us use full-sized railroad signals from his personal collection. We hope to incorporate those into the system, so look for them soon near the station. We also hope to install some additional switch motors in the station yard and signals up beyond the flagpole for trains coming from the main yard.

SPECIAL PROJECTS

Non Work Week Projects - Russ Wood

Not every major accomplishment done at Train Mountain is done during a work week. A perfect example is the way Art Crisp and Charlie Bill Schubert removed and re-laid the grade crossing coming from the turntable area. It was the one with aluminum rail that had been badly damaged over the years. It was beyond re-



pair. Art and Charlie spent many days down on their hands and knees with an air chisel and concrete

saw and removed and replaced that grade crossing with a brand new all steel grade crossing. It was a really hard project but those guys attacked it like they attack all their projects and got 'er done! Thank you Art and Charlie, it is really a pleasure to cross that crossing without shaking my glasses off! Great job (and thank you Peggy for the pictures).

Rain or shine, Art and Charlie work on all the projects that no one else seems to want to do. Without them Train Mountain would be a very different place.

Thanks guys!

OPERATIONAL SAFETY

Keeping an eye on the track ahead - Russ Wood

A while ago we ran an article inspired by John Wheelock about the dangers of those pesky pine cones known to 'attack' unsuspecting trains roaming the Train Mountain track. Tom Veltman discovered that even though many trains had run the track during the day, running at night can still allow those pine cones to attack at will! The picture will show you the result and if you look closely at the picture you will see that he had just come through a turnout. That's where the pine cone critters like to hide, in switch frogs, and grade crossings. No injuries or damage but was a scary situation for all concerned. Thanks Tom for sharing the picture and pointing out the danger.



Fall Colors Attendees			
Last	First	City	St
Auburg	Doug, Gene Nedrow	Vancouver	WA
Bell	Bob, Rose Ann	Portola Valley	CA
Benjamin	Brian, Shirl	Bend	OR
Bottemiller	Larry, Kathy	Cottage Grove	OR
Breen	Quentin, Sharon	Chiloquin	OR
Brooks	Lee, Toni	Chiloquin	OR
Coram	Guy	Corvallis	OR
Crisp	Art, Genevieve	Chiloquin	OR
DaBroi	Larry	Mt. Shasta	CA
Dent	Leslie	Dublin	CA
Dwyer	Bill	Alameda	CA
Eaton	Bruce, Mike Dobonye	Shingetown	CA
Ediger	Dennis, Sharon "Mort"	Camas	WA
Ellis	Dennis, Cammi, Marj	Nampa	ID
Firkus	Conrad, Catrina, C.J.	Bend	OR
Gomes	Darrell, Gail, Nathaniel Hawkins	Valley Street	CA
Harold	Robert	Carson City	NV
Kaasa	Duane	Leavenworth	WA
Kludt	Bill, Joyce	Centralia	WA
Kuehl	Chris, Michele Grinnals-Kuehl, Malynda Grinnals, Nichole and Liberty West	Klamath Falls	OR
Meinershagen	Charlie	Redding	CA
Miller	James, Tyler	Bend	OR
Newberry	Bert	Chiloquin	OR
Pirtle	Lee, Toni	Chiloquin	OR
Root	Warren	Bend	OR
Rufenacht	Bob	Pleasant Hill	CA
Sams	Max	Prineville	OR
Schubert	Charlie Bill, Peg	Chiloquin	OR
Skidmore	Paul, Roberta	Sacramento	CA
Stark	Dick	Dublin	CA
Steuer	Frank	Chiloquin	OR
Steuer	Carolyn	Lebanon	OR
Taylor	Dale	Oroville	CA
Thompson	Brandon, Holly, Katie	Portland	OR
Thompson	Denny, Bryce	Battle Ground	WA
Veltman	Tom, Heidi, Rebecca	Springfield	OR
Ward	Dennis	Springfield	OR
Wheelock	John	Chiloquin	OR
Wilkinson	Douglas, AJ Fisher	Seattle	WA
Willoughby	Dean, Randy Chase	Corona	CA
Witcombe	Allan	Sidney	BC
Wood	Russ, Linda	Chiloquin	OR
Young	Ron, Caroline Jones	Chiloquin	OR

2008 Meet Schedule		
Meet	Work Week	Train Meet
Polar Bear Train Meet 2008	No Work Week	Fri, Jan 18- Mon, Jan 21
Narrow Gauge Train Meet 2008	No Work Week	Fri, May 2- Mon, May 5
June Train Meet 2008	Sat, May 24-Thurs, May 29	Fri, May 30- Sun, June 1
July Train Meet 2008	Sat, June 28-Thurs, July 3	Fri, July 4- Sun, July 6
Aug Ops Meet 2008	Sat, July 26-Thurs, July 31	Fri, Aug 1- Sun, Aug 3
September Train Meet 2008	Sat, Aug 30-Thurs, Sept 4	Fri, Sept 5- Sun, Sept 7
Fall Colors Meet 2008	No Work Week	Fri, Oct 3- Sun, Oct 5

Photo Gallery

Fall Colors Meet

This is not a black and white photo, it was really gray skies and so they look gray. This is one of the electric.



And a steamer or two. Even the "lawn mower" crowd wanted a ride on the steamers (they were warm)!



This is the shiny version of the engine featured in the safety column this month.



A new diesel and its train got some running time during the Fall Colors Meet.



OK, so this is officially called an electric electric? I just love this steeple cab and it weighs in at an impressive 1200 pounds!



Nothing like a 4-8-4 to get your juices flowing! At a gathering at Steuer Siding during the Fall Colors Meet.



Photo Gallery (cont.)

This is not a black and white photo but it was really gray skies and so they look gray. This is on Aspen Grove Loop.



Entering the Aspen Grove Loop on sunny Sunday.

Even though it was a little gray and a little cold they Still gathered at Steuer Siding.



The fall leaves in the trees and on the ground gave a wonderful color to everything.

The longer we stood there the more trains came into view. Lots of folks enjoying the meet.



Everywhere you looked, around every turn, left side, right side, or straight ahead, color, color, color!

You can tell by the clothing that it was chilly, but the colors were terrific and when you are with good friends who cares how cold it was!



And it just kept going, and going, and . . .

Everybody is looking back up track, must be some more trains coming!



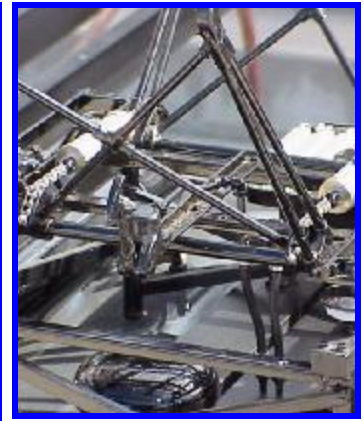
Going, and going!

Modern diesel and modern steam, what a combination! This was on Saturday and Sunday was warmer and just as much fun!



What a fun, colorful meet!





The new signal system installed at Central Station can be run by selector box as shown on the left or from a dispatcher working the tower seen in the distance. Steve Panzik lent the group a couple of his full size signals and they are really impressive. Check out the Tower Statistics listed below. This is one of the side benefits to the computer oriented signal system, pretty cool!

The mogul lets a blast of steam go in the cool morning air. I always enjoy the steamers in the morning, the sights and sounds are really special. Speaking of special check out the details from atop that wonderful steeple cab! Wow, I wonder what all that stuff is for?

Fall Colors Meet Tower Train Statistics

Daily: Monday: 2, Tuesday: 0, Wednesday: 1, Thursday: 10, Friday: 23, Saturday: 47, Sunday: 26

Routing: 29 to Station Platform (left ladder), 46 to Parking Tracks (right ladder), 34 to the Main, 23 from Main-Yard, 37 from Backshop, 5 from Containerville, 39 from Tunnel, 60 trains through the tunnel, 37 to Station, 9 to Bypass, 14 to Backshop.

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Size	Monthly	Annually
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Full Page	\$125	\$1250

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