



The Mountain GAZETTE

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To the Membership:

On July 5th I successfully underwent abdominal surgery for the removal of my bladder, prostate and assorted lymph nodes at OHSU in Portland. I was discharged on July 20th, and have an additional two to three months recovery at home in Chiloquin. The doctors believe that they have removed all of the cancer present. Of course, I am subject to CT scan follow-ups every two months to monitor my continuing status.

Until I am fully recovered, Sharon and Greg will be watching over the execution of policy initiatives. The laying of new track by the Friends of Train Mountain will proceed as planned. However, there is one issue that Sharon & I have talked about together that needs to be commented about now.

The Vertel's object to the 2008 poster sent out with the 2008 membership information as it does not specifically identify Vertel private trackage nor indicate that passage over Vertel trackage is subject to the License Agreement. While the poster does not purport to show track ownership or passage rights, the Vertel's are entitled to have a poster with which they are comfortable. However, it will not be possible for me to create a new poster now that meets all of the Vertel requirements before the end of the current season. Therefore, Train Mountain is withdrawing the 2008 poster.

Please, be respectful of private land, property & track-ages. Members must have advanced permission to travel on any private trackage, such as Vertel Loop, before entering on such track.

Our thanks for the flowers after the July Meet. They brought life to a static air conditioned hospital room. Also, thanks for the many get-well cards and notes.

Quentin

You know it's been a while since I've done one of my sermonettes, so here goes! Lots of folks come from all over the country to work and play at Train Mountain. The work they do is very important to the overall operation and, of course, the appearance of Train Mountain. My sermon this month is all about courtesy and respect! The way that Train Mountain works is through the very generous efforts of Quentin and Sharon and the excellent talents of their staff! It also needs the combined efforts of all the member volunteers. So what has this to do with courtesy and respect?

Consider the size of Train Mountain and the effort that it takes to run and maintain it. Then consider what it takes to organize that effort. Please have the courtesy to check with the staff for the things that need to be done, and how **THEY** want them done. During any work week there is a very large white board in Central Station that Ross updates daily. This white board outlines the tasks that need to be done during the work week. If it's a two man job, see if someone wants to help. Respect their efforts! Get the job done and take it off the board. These are obvious things to do while at Train Mountain.

How about the not so obvious things? Like what, you ask. Like **NOT** emptying your ash tray in the parking lot, like **NOT** emptying the shop vac in the main yard, like **NOT** raking your steamers grate while approaching Central Station and melting the plastic ties, like **CLEANING** up **YOUR OWN** messes in the steaming bays or yards or in the BackShop. How about after having that derailment we all seem to have from time to time, take a minute to fix the ballast to make it look as good as it did before your mishap. All I'm suggesting is have a little respect for what Train Mountain has provided us and have the courtesy to keep it that way!

Thanks to Quentin and Sharon and the wonderful staff for giving us all the opportunity to run, work, and play at Train Mountain! OK, off the soap box!

The attendance at the Second Meet/Work Week was good but most of the folks showed up for the

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run / party part. Those that showed up for the work week, really got a lot done. Ross's column will cover the "who done it" part, but thanks to all that came and worked so hard. A special thanks to Art Crisp, Charlie Bill Schubert and Dennis Ward for getting the track re-laid for Sprague and Williamson. Thanks guys!

The only disappointment during this work week meet was the Fire Marshall said NO to our annual fireworks display. But being true Train Mountain party folks, what did we do when we heard the news? Why, we just re-fired up the generator and went back to blenders, blenders, blenders! A great party regardless. Lots of good friends, great weather, tons of great food, and 5 blenders, what more could one ask for? Thanks Veronica!

The next meet is the Operations Meet. I'm sure that Jim and Joel will have great stuff for us to do! The number of cars available for switching is always growing and so are the places to spot them! Thanks to the donors for the use of their cars. Check out Jim's report in this issue.

Operations Meet Banquet Menu:

New York Steak or Fiesta Chicken, fresh fruit, Coleslaw, corn on the cob (if in season) or green beans w/ bacon & onion, homemade oatmeal rolls, dessert, coffee and punch. You may also supply your own liquid refreshments.

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FROM THE MANAGER

The latest information - Ross Perrin

Quentin is recovering from his surgery and is doing very well, my last conversation with him made me feel good because while he did sound tired, he sounded more like his old self. A bit more recovery

and he will be back working with us. He told me he would see us at dinner at the September Meet. I wish him continued success with his recovery.

We finally have some warm weather and no rain! Thank goodness, after the last meet and all the rain we finally were able to get out and put in some track at Midway. Midway is reopened with new steel track from the Foothill Crossing to Midway Circle, including new aluminum rail sidings for Williamson and Sprague Water Sidings, it is a good improvement. Thank you to all you folks that worked on that project, from de-construction and dirt work to the final clean up of tools and trash.

The guys even started putting in the sidings for Sheep Station on Aspen Grove Loop, and pulled up the track from Crisp Bridge to the pond at Little Falls. With the latter project we also hope to get the 2% Solution graded and installed.

We all need to give a big thank you to all those folks who do the behind the scene things, such as signal work, weeding, repairing, hauling, raking, track maintenance, equipment repairs, and grounds maintenance. Thank you one and all. You make us look great!

FTM track has one last hurdle to jump and that is access permits. For some reason we have to reapply for all access point permits whether we have existing permits or not. This is a bit scary, just because this creates a way for the government to force us into removing some access points or change the use of them. I hope to get this done in the next couple weeks and then off to the planning department for the final OK to lay track.

Texas Bob and Billy (Jim and Sherri Beauchamp) are hard at it trimming and chipping trees on the new right of way getting it ready for us. We are in fire season and at Precaution Level I which means they have to do fire watch for 3 hours of their day. Charlie Bill Schubert and Dennis Ward have been working on the Sheep Station Sidings, Hugo Meisser has been hard at it in the Switch Shop, Jeanne Meisser is painting everything she can find and she has also been a great help in starting and completing our Hazardous Materials Survey for the State, Jerry Balf has been busy with backshop projects, Lee Brooks has been working on switch points, Bert Newberry and Steve Panzik have been trimming up the track with Burt's milepost chopper or better known as a brush cutter, Dennis and Mort Ediger are hard at it in G-WHIZ (the Garden Railroad Area), Joyce and Bill Kludt have been involved in so many projects I couldn't possibly cover all of them. Al Witcombe has been with us for a spell and is getting many projects in the shop finished and out of

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there, Ron Young and Caroline Jones are hard at it building the scale signal type buildings for the signal department, Gordon Felber continues to work a day a week in the track shop and even Jeff Phillips has been down and worked over some of Rio Grande Loop.

The Kludts are always running around somewhere by train or gator checking out stuff that needs attention and then they go fix it! They get this month's 'Good Guy Award'. They find the problem, create a solution and carry it out. Thanks for all your time and hard work.

Donations: It seems scale buildings are dominating our donations as of late, with the spectacular addition of Lewis Reid's Railroad Car Assembly Plant down at Firewood Corner Spur, this is one great building complete with a gantry crane and gondola in the assembly bay of the shop. Then there is Larry DaBroi's Steel Works at Saanich Siding that is taking shape and the ongoing discussion with John and Cynthia Lovely about some depots for various locations. There are many donations that I don't know about until it comes up later in conversation such as fertilizer for the grass in the main gate area, shop aprons, hand tools, tape, and kneepads. I am sure there is more, and we appreciate it, when you have extras at home that you think we can put to use, bring it with you and we will use it. Thank you all so much.

I want to thank all of you for your support during this hard time while Quentin has been fighting his battle and John Black with his also. I have been kind of boss- less so to speak. I am happy that they will soon be back to work, but even happier they are recovering so well. I was taken back a bit when you wanted to improve my stature with Al Witcombe's fashionable stovepipe hat (you had to be at the dinner to understand) can't wait for the next idea -- and no step stools!

My pet peeve for this time is again safety. This past meet I observed and dealt with some very disturbing safety violations. As members, and this includes staff (which are all registered members), it is all of our duties to police each other not only to protect life and limb but also property and Train Mountains very existence. The careless acts of a few cannot and will not be tolerated and jeopardize our future here at Train Mountain. With this said think hard about what you are doing or allowing to be done and when you are asked to correct the problem take it as constructive and rectify the situation, if apologies are needed, do it as adults, not scolded children. We are all adults -- let's treat each other that way. Don't forget that as adults, we are in charge and responsible for our guests, make sure they are aware of the rules and if they are minors, you are the one responsible for their

actions.

Talk to you soon.

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

SIGNAL DEPARTMENT REPORT

The latest information - John Cooper

The July work week was a productive time for the signal department. Dale and Veronica Taylor, with lots of help from Bill Shepherd, Bill Ross, Les Dent, and Raymond Rossing were able to build and install one more signal bridge for the Central Station area. By Thursday we were able to wire it up and now there are signals for trains exiting the main yard near the flagpole.

We were also able to install one more signal back from the long tunnel at the beginning of wedding cake curve. Look for it at MP 3.46. Now the first signal you come to is not in the middle of the blind curve. This signal is solar powered and is a continuation of our experiments with this technology.

On Saturday, while everyone was out running trains, Dale and I were having fun manning the Central Station Tower. We put out signs asking trains to call in on the radio and pretty much everyone got the hang of it. By calling in and letting us know where you want to go, we can have the switches all set up for you in advance. Also, everyone was pretty good about not running red signals. If you have questions about signaling, we'll be happy to explain it to you -- but the general rule is stop at a solid red signal, otherwise go. This lets us control the traffic flow.

Tower operators on real railroads keep track of all the movements past the tower, and so we did likewise through-

Tower Traffic Report

Train Number	From	To	Time Past Tower
Pacific Coast 2	Tunnel	Crisp Yard	10:26
DRGW 10	Main Yard	Station	10:34
Army 002	Back Shop	Station	10:45
SP8151	Containerville	Main	10:50
Yellow Speeder	Backshop	Station Parking	11:00
Clishay	Tunnel	Turntable	11:22
Applegate 406	Main Yard	Turntable	11:47
SOO 4661	Containerville	Main	11:55
Youngstown 101	Tunnel	Main	11:56
Badger Mountain 257	Tunnel	Turntable	12:00
Steam Engine	Backshop	Station	12:03
Pedal Car	Backshop	Station Parking	12:08
CNW 2350	Backshop	Turntable	12:14
Purple/White 44-tonner	Tunnel	Main	12:25
Pacific Coast 2	Main Yard	Crisp Yard	12:24
Little Hands	Tunnel	Main	12:27
Purple 44-tonner	Main Yard	Main	12:40
SP 4609	Main Yard	Station Parking	12:43
Yellow Speeder	Main Yard	Station Parking	12:45
Rio Grande 7	Backshop	Main	12:48
Big Smokey Mtn	Backshop	Station Parking	12:50
Army 002	Tunnel	Crisp Yard	12:57
SOO 4661	Main Yard	Station	13:00
CORP 5183	Backshop	Station	13:19
Purple/White 44-tonner	Backshop	Main	14:36
Pedal Car	Backshop	Main	14:38

Tower Traffic Report (cont).

Train Number	From	To	Time Past Tower
Red Electric Traction	Backshop	Crisp Yard	15:04
GE 4328	Backshop	Station Parking	15:15
UP 43	Tunnel	Crisp Yard	15:26
SP 4609	Backshop	Station	15:49
SP 8151	Backshop	Main	15:52
SOO 4661	Containerville	Station	15:53
Yellow Speeder	Main Yard	Station Parking	15:54

out the day. Below is our train sheet. There were 45 movements from 10:30 to 5:00. We apologize if we missed a few trains or read the markings on your train wrong. Check out 15:52 when 3 trains approached simultaneously.

OPERATIONS MEET NEWS

The latest information - Jim Armstrong

This year's Ops Meet is just a couple of weeks away – hopefully you've pre-registered with Cheryl and have your equipment all polished up and ready to roll.

Joel has made some changes to the passenger train schedules to compensate for the track outage from Hairpin up through the Panama Canal. He also added a new column in each Time Table to indicate the minimum speed needed to reach the next station to maintain an "On Time" status. We have reduced the number of scheduled passenger trains this year to five, just one for each Train instead of the previous one in the morning and one in the afternoon schedule. Hopefully this will help in getting sufficient train crews to volunteer for passenger duty and allow "passengers" to better plan for their rides at Train Mountain.

Joel and I have been using our "thinking caps" pretty hard the past couple of weeks trying to modify the radio reporting portion of this year's meet. I've gotten several requests to reduce the number of reporting locations. Since we don't use Track Warrants or Train Orders at the meet, it's a little difficult to track actual train traffic and maintain the dispatch boards without a number of reporting stations. We are trying to compromise between too many and too few and still justify the "Train Dispatcher" role and effectiveness.

There'll be a couple of new twists for the way freight crews which should add some variety to a few sets of cars. You'll get the details at the "[Train Crew Briefing Session](#)" each morning.

The "[Train Crew Briefing Session](#)" will start at 8:00am on Friday morning, August 1st in the Hall of Flags at Central Station. This is where we discuss changes and/or questions as to what is planned for the meet, hand out the 2008 Operations Meet Guide booklets, remind everyone of the safety rules, and explain the operational guidelines to be used during the three days. There will be a shorter Saturday briefing session starting at 8:30 to discuss any changes based on Friday's experience. Please try to make both sessions so you are up to date with what is happening at this year's meet.

Thanks to all the members who again volunteered their rolling stock for this year's meet. Your willingness to share

is what makes the Ops Meet so much fun!!

Hope to see everyone the week of July 27th through August 3rd.

SAFETY, SAFETY, SAFETY

Getting your head out - Russ Wood

I said I was off my soapbox, but I guess that is not true! I saw some things this past meet that just made me shake my head. I know we all have signed releases but that does not mean we have to forget about safety. Some things should go without saying but I guess that is incorrect. So here goes. **DO NOT** load **PASSENGERS** on to your riding cars and then take them across the **TURNTABLE!** Come on guys, think about it for a minute and you will see just how dangerous this is! **Get your head out!** While loading and unloading at Crisp Yard, keep your equipment under control. If it's free wheeling place wheel chocks under the wheels to keep them from running away. If you need help, please just ask. I know alot of you don't like outside help, BUT think about safety. Maybe just taking a quick minute to explain what you want done to a potential helper may allow your load / unload to go safer. We are all running longer and longer trains and yet we seem to forget about stopping! Safe operation is to maintain a 2 milepost distance between you and the train you are following. ALL trains must have a conductor! The only exception to the conductor rule is if you

OPS MEET of 2008 SCHEDULE of EVENTS

The who, the what and the where!

DATE	TIME	ACTIVITY
Sat, July 26th	9:00 AM	Begin Work Week, which runs through Thursday, July 31st at 4:30 PM
Sat, July 26th	6:00 PM	Recognition Dinner for all volunteers who arrive early for Work Week. Location Central Station. Hosted by Resident Members— SEE NOTES.
Sun, July 27th	10:00 AM 3:00 PM	Klamath and Western, Public Rides Beanery Open
Mon, July 28th	6:00 pm	Recognition Dinner for all volunteers. Location Central Station. Hosts: Dennis and Mort Ediger — SEE NOTES.
Tue, July 29th	Cancelled	Recognition Dinner for all volunteers has been cancelled for this meet
Thu, July 31st	1:00 to 4:00 pm	Chiloquilters. Sewers / Crafters will meet in Central Station, show and tell, beginners welcome— SEE NOTES.
Thu, July 31st	6:00 PM	Recognition Dinner for all volunteers. Host Bert Newberry— SEE NOTES.
Fri, Aug 1st	8:00 AM	August 2008 Train Mountain Operations Meet begins, which runs through Sunday.
Fri, Aug 1st	6:00 PM	Pizza and Beer celebration for all train meet attendees. Hosts Russ and Linda Wood— SEE NOTES.
Sat, Aug 2nd	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 3rd	10:00 AM 3:00 PM	Klamath and Western, Public Rides Beanery Open
Sun, Aug 3rd	4:00 PM	The August 2008 Operations Meet ends.

Train Mountain Resident Members will be hosting a Recognition Dinner at **6:00 PM** on **Saturday July 26th** at Central Station. Train Mountain will provide lasagna for the main dish. Please bring a appetizer, salad, or dessert to share.

The Edigers will be hosting a spaghetti dinner for all volunteers at **6:00 PM** on **Monday, July 28th** at Central Station. Please bring a dessert and drink.

The Kincaid dinner for all volunteers who work during the work week has been **cancelled** for this meet.

The Chilquilters 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/BBQ **6:00 PM Thursday, July 31st** 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 PM 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.

Last	First	City	St.	Equipment
Gray	Richard, Cristy, Jackson, Jordan	Milwaukie	OR	0-4-0 Steam Engine and Riding Car
Harold	Robert	Carson City	NV	(RMI) Speeder
Kludt	Bill, Joyce	Centralia	WA	Speeder, SW- 7 switch engine car, 4 Riding Cars, 2 Hoppers, 1 Box car
Lane	Jim	Las Vegas	NV	
Lisonbee	Fred	Ashland	OR	4-6-2 Pacific & 3 cars
Liu	Camille		Taiwan	
Mayer	Joe	Portland	Or	
Mayer	Mike & Peggy	Oak Hills	Ca	
McKillen	John	Concord	CA	
McKinley	Kevin, Tammy, Michael Hill	Redmond	OR	Equipment is on site-SOOLine
Meinershagen	Charlie	Redding	CA	1925 Class- D Baldwin / Westinghouse Steeple-Cab Electric Switcher with gondola riding car.
Meisser	Hugo, Jeanne	Sun City	AZ	Here
Miller	James, Trish, Mark, Tyler, Alison, Luke	Bend	OR	Two Switchers, Six Cars
Miller	Roger, Carolyn Somerville	Peoria	AZ	
Miller	Theresa	Eugene	OR	
Monson	Matt, Emily	Turlock	CA	
Mossop	Bill, Bev	Boulder City	NV	
Nelson	Philip	Portland	OR	
Newberry	Bert	Chiloquin	OR	
Palmer	Ken, Alene	Centralia	WA	
Panzik	Steve, Pam	Chiloquin	OR	4 engines and 46 cars
Parkhill	Nancy	Eugene	OR	
Petersen	Greg, Helena	Eugene	Or	
Phillips	Jeff	Saanichton	BC	
Pirtle	Lee	Chiloquin	Or	CORP GP-38 & Slug
Pisle	Gordon	Vancouver	WA	
Reid	Lewis	Stanwood	Wa	
Rodgers	John	Napa	CA	
Roman	Will	Morgan Hill	CA	
Ross	William (Bill)	Grapeview	Wa	Speeder
Rossing	Raymond	Centennial	CO	Elect Train 10' Long Total Elect Engine, Riding car, Caboose
Schade	Justin, Jeanette, Katelyn, Michael, Rebecca	La Pine	OR	Tent and camping Accessories, Train, and two riding cars
Schubert	Charlie Bill, Peggy	Chiloquin	OR	
Sheehan	Casey, Michelle, Natalie, Kayla	Medford	OR	
Shepherd	Bill	Ft. Bragg	CA	
Shiina	Yosuke		Japan	
Simon	Joe, Kathy Morley	White Salmon	WA	
Simonson	Eryka, Ethan Varao-Simonson	Klamath Falls	OR	
Stark	Richard	Dublin	CA	
Steuer	Carolyn	Lebanon	OR	
Stowell	Scott	Clinton	UT	
Taylor	Dale, Veronica	Oroville	CA	
Veltman	Tom, Heidi, Rebecca	Springfield	OR	SW 1500 & 6 Cars
Vertel	Fred	Chiloquin	Or	
Ward	Dennis, Barbara, Lilly Lowell, Dana	Springfield	OR	SW 1500 w/slug, GP50, Boxcar, Log car, Gon, Flat, 2 cabooses
Ward	Jeff	Fallon	Nv	
Watkins	Pat	Napa	CA	SW 7 with one gondola,
Whitney	John, Pam	Anchorage	AK	
Witcombe	Allan	Sidney	BC	
Wolf	Bob & Pat	Salem	OR	SP Switcher & 3 cars
Wood	Russ, Linda, Guest	Chiloquin	Or	
Worsfold	Dan, Rosie	Coquiltam	BC	
Wright	Ralph, Emily, & Mary McKillen	Concord	CA	
Young	Ron, Caroline Jones	Chiloquin	OR	
Zimmerman	Charles, Joyce	Lucerne Valley	CA	

Second Work Week/Meet Meet Attendees

Last	First	City	St.	Equipment
Baker	Michael, Julie, Tara, Tosh	Dayton	OR	
Balf	Jerry & Louise, Anthony Garber	Chiloquin	OR	
Barnes	Chuck	Modesto	CA	
Beauchamp	Jim, Sheri	Sun City	AZ	
Breuer	Lee, Joanne, Josh Larkin	Anacortes	WA	
Brooks	Lee, Toni	Chiloquin	OR	
Buell	Nick, Bev	Kent	WA	1 Steam Loco and 3 cars
Butler	Boyd, Twila	Kennewick	WA	
Cody	William	Sun Valley	NV	4+4 steamer, Dash 9 Diesel, Various cars,
Cogliati	Rodney, Suzy	Columbia Falls	MT	"Suzy B, Class:A" Climax Steam Engine, Hopper cars & Riding car
Cooper	Jerry	Rogue River	OR	Locomotive, Tender, 1 Box Car
Cooper	John, Thomas, Daniel	Klamath Falls	OR	
Coram	Guy	Corvallis	OR	
Crisp	Art, Genevieve	Chiloquin	OR	
Cushman	Jacob, Isaac	Vancouver	WA	
Dabroi	Larry	Mt. Shasta	CA	
Darby	Robert	Napa	CA	
Dent	Les, Kaitain Co-japetro	Dublin	CA	
Dent	David, Lacey	Livermore	CA	
Doramus	Richard, Lisa, Andrew, Peter	San Diego	CA	
Duling	Patrick, Chuck Jackson, John & Aaron Means	Forest Grove	OR	
Easlon	Steven	Alturas	CA	
Eaton	Bruce	Shingletown	CA	S-12, 4 cars
Ediger	Dennis, Mort	Camas	WA	
Ellis	Denny, Cammi,	Nampa	ID	HVRR 316 RMI Davenport 4- wheel Battery-powered Switcher

Photo Gallery

Even though we had small work groups the morning meetings were very informative with Ross giving us the list of things to be done.



With Quentin out for his surgery, Ross tried to fill some TALL shoes, oops hat! Al Witcombe built the hat for Ross to wear at the Banquet and he did a great job while the boss is recuperating.

Art Crisp and Charlie Schubert with help from Dennis Ward had the track all hooked together by the start of the work week so all we had to do was ballast it and get it open for traffic.



Twila Butler made a presentation of this quilt for our "Mister Gadget" Bert Newberry. His always smiling face was even brighter at the receiving of this very special gift!

Some tasks seem to be with us every meet and that, of course, includes raking, piling and picking up pine needles and pine cones!



A new building built by Lewis Reid was quickly painted in the Carpentry Shop and then trucked to the site at the stub on Firewood Loop.

The weather was hot and unfortunately it is fire season. That is NOT a cloud behind Containerville, it's smoke from a forest fire on the other side of Chiloquin, 2 miles away!



The building is a car and foundry building that has really cool features. Be sure to stop and take a good look at it on your next ride.

We also managed to get some additional track laid. Here's the crew out at Sheep's Station on the back-side of Aspen Grove Loop laying the siding and the start of a small yard.



Looks like a young guest has found out about the overhead crane, the fork lift, and other cool details. Great job!





Always Open! That's the online TM Company Store. Lots of great goodies that will be sure to delight the railroaders in your family!

store@trainmountain.org
541-783-3036



Did you know that the TM Company Store has one of the largest selections of railroad pins on the net?



We have ornaments, hats, visors, t-shirts, sweat-shirts, even youth shirts!

Upcoming Meets

Event	Work Week	Train Meet
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

DISPLAY AD RATES

Reach over four hundred Train Mountain families each month with your ad on this page.

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.

Size	Monthly	Annually
1/8 page	\$25	\$250
1/4 page	\$40	\$400
1/2 page	\$70	\$700
Full Page	\$125	\$1250

Train Mountain Railroad Museum
36941 So. Chiloquin Road
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NEW—NEW—NEW—NEW—NEW—NEW

Steam Profile Locomotive

1 1/2 Inch Scale 2-6-0 Mogul

Turn the knob and Go for a ride.

Includes sound, smoke, **batteries**, charger, and more

You just add the fun!

Locomotive is 24 VDC **battery** powered for safe, efficient and reliable operation. The locomotive features include: 4 motors, **batteries**, charger, smoke, sound, powder coat paint, & great details!
Sales agent: Russ Wood russ@hobby-tronics.com

Evidently my ad is not very clear! This locomotive is **BATTERY** powered! Yes it's **BATTERY** powered! The loco has two motors and the tender has two motors so it pulls like crazy! It runs and runs, and is a real head turner! I've pulled two loaded track panel cars all around the K&W track! And it's also a lot of fun! Come for a test ride at Train Mountain.

541-783-3879



Looking for a very special gift for that little one in your life?

Try an exciting [Pedal train](#)

They are available from the **Company Store**
store@trainmountain.org 1-541-783-3036

