



The Mountain GAZETTE

©Copyright 2010 Train Mountain Railroad Museum



An Official Members Only Publication of the Train Mountain Railroad Museum Issue: # 103 March 2010

FROM THE PRESIDENT



Greetings,

The work load upon me is beginning to shift. I have spent hours upon hours going through paperwork, sorting it, trying to understand it, and felt the time was finally right to hire an accountant. It still means finding many things but I now have more confidence of where to look for the documents he will need. It has been, and still is, very complicated.

For Train Mountain the dream lives on, but the honeymoon is over. The 'flowers & chocolates' of donations from Quentin's past are not here now. So, we must buckle down to the work of self-sustainment for the organization while maintaining the glorious fun and edification for the members. Please feel free to e-mail me ideas or concerns. I appreciate help.

"The problems of the world cannot possibly be solved by skeptics or cynics whose horizons are limited by the obvious realities. We need men who can dream of things that never were." John Keats

I couldn't agree more.

Sharon Breen—Sharon@TrainMountain.org

FROM THE MANAGER



The other day I was able to wander around a bit and give a brief tour to our new accountant who has been hired to help us with improving our organization and work out the tax issues we face. During this walk I was overwhelmed and renewed all at the same time; not only did we discuss the past and the issues at hand but he became very impressed by what he saw and heard. It was like taking a new enthusiastic member prospect and telling the story of "Quentin's Dream". Both of us were in awe of the accomplishments of the organization. I showed him what you, our members, do - your work and our hobby; I hope I

made him realize the huge involvement you have with Train Mountain and your commitment to Train Mountain. I think I did.

This walk around was a confirmation of your efforts and commitment; you have much to be proud of and your achievements are far above the norm. You make me very proud to be a part of this great place and proud to show off your handiwork to the world. Thank you!

I want to touch on membership and volunteers a bit more and talk about one of our rules some. The weather has been pretty nice here and a lot of things have been happening around the railroad. While we have many projects to attend to we do have to budget what funds we can muster and make those dollars stretch. In the past many of you have helped out with extra garden supplies and plants for the flower beds and if you're inclined please feel free to bring those items along on your next visit. I think we are OK on leaf rakes for now. We can always use trash bags (42 or 45 gallon draw string type and 13 gallon kitchen drawstring type); garden hoses are also getting pretty bad.

I have been collecting drills and batteries from shops, gators, and trains; I discovered we have 6 drills and 2 batteries that work. These are the 12 volt type from Master Mechanic or BD Firestorm. I do have some old ones and a lot of new battery cells if anyone one knows how to disassemble and replace the cells. This could save us a great deal of money. I haven't had time to get the work trains back together yet but I am sure we need a few garden type rakes (steel tine) and some flat square tip shovels. We will be aligning a lot of track this year which means pulling back the gravel and moving the track over into its original location (many of our switch problems will be cured by realigning the track) so we need specialty hammers. What has worked well in the past is putting a small 3 pound sledge type head on a long sledgehammer handle but most of these have disappeared.

Our membership is the lifeblood of Train Mountain. It, along with meet fees, is our largest source of income. Some simple calculations: with the approximately 200 primary members that have renewed and the 5 meets with an estimated 125 per event tells me that we will be in the bare bone category soon. The store has really taken off and is becoming a good income producer which will help tremendously. Now with the store serving the internet community, the figures just continue to improve. Will this all be enough? "NO", but we are getting there. Please tell your friends about us and grow our membership.

I talked a bit about volunteer benefits last time and want to expand on that a little. When you're a member of Train Mountain you belong to one of the largest railroad clubs with the longest track. As a member you can use that track almost any time you can get the time; where else can that happen? We do have a few rules about when you use it but they are easy. Some of you bring guests and even camp out when you're passing by and I always hear you tell your tales of working on the railroad. That is one of those warm fuzzy feeling things, right? I know you are proud of your involvement with Train Mountain, so let your friends know and get more members for Train Mountain.

Conductors!! I know what a problem this rule is. The rule says;

ALL TRAINS MUST HAVE BOTH AN ENGINEER AND A CONDUCTOR, except for speeders and similar single-unit equipment that can be safely removed from the track by one person in the event of a breakdown. The minimum age for a conductor is seven, the age of reason.

We have adjusted the yard limits so the top area is all included and conductors are not needed. This provides for moving trains from shops, storage etc. and short runs. Once you leave the top you need a conductor; the only exceptions are with special train orders issued by the office or an appointed official and in emergencies. This rule not only makes the flagging rules work, but protects you and the railroad in many ways. Think about personal safety in case of injury or illness, animal problems and communications for these or others, including fire. It would be horrible if you were overcome by heat stroke, for example, and your steam engine was not tended to; or in the event of a derailment you were incapacitated and your train ran on unattended; or you had no one to notify us in the event of a fire while you were fighting it. We want you safe and able to get assistance as needed as well as protecting your train and us. Rules are always problematic for some of us, but when the safety of all of us is at risk we must follow and help each other obey the rules. Enough said.

While I am writing this we have volunteers putting out a great effort in Klamath Falls at the Home Show giving rides and information about the Klamath and Western Railroad Inc. and Train Mountain. This effort is one of those extra things that Russ Wood (the ring leader), Jim Miller and Lee Breuer are doing to increase local awareness and build membership in both organizations. My hat is off to you, thank you for all your efforts.

We are asking you to keep records on volunteer time and turn them in at the office or by email to Alma, these will help in proving our volunteer and public position for tax status and grants as time goes on. We are closing the 2009 records so get them in soon. All part of your "priceless" help, for which we thank you.

Talk to you soon

Ross Perrin, General Manager

THE TENDER HALF



When everyone else has their Jacket and you see how cool they look. .. You're going to wish you'd ordered one. Time is running out. I'm accepting preorders until April 1st. All of the information is on the ad page. I'm very pleased that many of you are taking advantage of the in-store pick up option and the personalization and surprised at how many of you are choosing not to have the logo on the back...all good things for me to know when I order new items.

I have a tank top designed. They have wide straps and a reasonable scoop neck (not down to your belly button). On the front it says "Yes it is all about trains" with a train silhouette. One version is simply print. The other option has little rhinestones around the train. They truly are adorable, but very pricey. The plain would have to sell for \$16 and the rhinestone version would be \$24. I know I've heard a lot of interest in tank tops (it ranks almost up there with pockets), but I really would like some input on these before I'm willing to make the investment. So let's hear from you....email me at store@trainmountain.org.

I've noticed that most of our newsletters are sent to the men in the families. I hope you're sharing information. I would be happy to add the ladies in the families to our Gazette email list, so they have their own copy. Again.....store@trainmountain.org. I've been sending out email reminders for the jacket preorders and shirt sale. Some of you were getting multiple copies. I believe that problem has been fixed, but do not hesitate to let me know if you are still getting them.

Al Taylor shared a very cool email with me. It is a GN locomotive that has been transformed into a luxury lodge....pretty amazing. You can view it by googling GN 441 Luxury Locomotive Lodge or go to YouTube and search GN 441 Luxury Locomotive Lodge @ The Izaak Walton Inn- Essex Montana. If anyone has been there or knows more about it....this is the place to share.

I just heard from Pam Shilling. She is using our scenic train border in one of her rooms and has found a 'bed in a bag' at Bed, Bath & Beyond that will go nicely with it. Her current dilemma is to find train fabric that is not kidsy. If you have any suggestions for her...please share. We want pictures when it's finished, Pam.

Are any of you interested in having other activities going on at meets? I've heard of few ideas...popcorn & a movie night, game night, even a dance, but they never seem to actually happen. If there is a genuine interest and I can get some help, I will be more serious about seeing that they happen this summer. Let me know.

Lee Breuer has been helping me in the store by building some shelves for our new cups as well as making a new way to display the tiles. They will replace our poor old tree. We've had a lot of fun with that tree.... but it's time for something new. Thanks, Lee.

For years I've looked for a pin to wear that would hold my glasses....imagine them being handy, when I need them. I have finally found one and....yes!!! It is a train pin!! There are also earrings that go with them. Up close they are not exactly the same, but honestly you would never know. (They are Loco with cowcatcher and tender.) I've also added 4 other new pins to our excellent jewelry selection. Each of these items sell separately for \$6.00....you could have one of each color :)



Now for "The Grandma Report". For those of you that were not at the summer meeting where I blurted out in my excitement to Ross that we were going to be grandparents...we are expecting our first on April 7th. I was able to go up to Tacoma, Washington (many of you also know how I savor those trips) and go to her baby shower. I took with me my first crochet attempt... thanks to the help and patience of Mort Ediger. Thanks Mort...the blanket was a hit.

On the train trip home there was a delightful little 4 year old named Kody (our grandson's name) that rode from Albany to Salem. It was what he wanted for his birthday and he took in every moment....another train enthusiast in the making.

TTFN,

Kay Perrin

Projects: Just a few to start with!

Anytime:

- Clean up at Steuer Siding and Logging Camp, set up canopy.
- Check Wheel Benches and paint as needed. Semi-gloss black Rustoleum needed.
- Mount and install lights in Six Acre Campground.
- Refinish Suggestion Box.
- Repair dishwashers.
- Repair concrete crossing. Concrete repair products needed.
- Work with Steve and Pam Panzik on Museum displays.
- First track project: Realign and level upper loop through yard areas, some rail replacement and tie replacement.
- First track repair: replace switch going to the long tunnel.
- Work on placement of Mill by Grand Junction. Concrete needed.
- Service the fire water buckets.
- Service the water type fire extinguishers.
- Work on the old Ford track maintenance truck.
- Build frame for building over a propane tank or 2.
- Rake, Rake, Rake and haul.



Backshop Projects:

- Switch machine parts.
- Rail insulator parts.
- Battery repair.

May:

Duane and Pat Kaasa will need help repainting the SF caboose at the main entrance

FROM THE EDITOR



I'm melting, I'm melting! No, no wait; I'm not melting, the snow is melting. Sorry for the confusion. Yes the snow is melting and the ground is thawing out. We are starting to see the first signs of the track settling back down to its normal placement. That's the good news. The bad news is we are also starting to see where it is NOT settling back down! The area on the top loop where we were having all kinds of grief during the Holiday Express event is the main trouble area and is going to need a lot of work this summer. At least we won't have far to run to get to where the track work is!

As the snow disappears we are also beginning to see our usual springtime friends, the pine needles and the pine cones. I know it's just my imagination but seems like they get **deeper** every year! If you happen to be in the area and would like to do a little raking, Train Mountain is ready for you! Perhaps this is a good chance to give a little raking etiquette and how we like to have it done. Please when you are raking, rake the needles and the cones, not the ballast. If you are getting rocks in with the needles and such, then you are raking way too hard. Just a light drag over the ballast will pile up the 'stuff'. Rake them so that they stay on the edge of the ballast and not into the dirt. Rake them so we have smaller, easier to pick up piles. We have Bert's great needle cars and we just cruise along, stop, and pick up the piles. We haul them down to the grade crossing at the end of the service road and unload them there. Later on we come and haul off the larger piles to the burn pit. We DO NOT haul pine cones and pine needles off the track using Gators anymore, we now only use Bert's cars. The larger areas such as Six Acre can still be done using the Gators. Using any of the specialty MOW (Maintenance of Way) equipment requires extra care when running. ALL MOW equipment is by its very nature SPECIALTY equipment and should ONLY be operated with permission and at 3 miles per hour max. This includes the loaded flat cars with rail and switches. It does us no good to spend time making track panels and or fixing up the mainline to only go out and fly around the track destroying it as we go. A little common sense can go along way towards preventing any major problems. Take your time and have fun.



Remember when you came to check in at the office and then you'd go into the Hall of Flags to check the latest work list posted on the White Board? That's where the listing of things Ross wishes to have the volunteers accomplish is. There are some jobs needed to be done at Train Mountain that require permits, licenses, etc. that should NOT be done by volunteers, so please check the board.

Jerry and Ross have been working very hard to get the BackShop organized and cleaned up. PLEASE treat the BackShop with respect and cleanup as you go. Also don't just cruise in there and grab a bunch of stuff to take out to do some work. While we appreciate the effort, please check with either Ross or Jerry before removing any tools from the BackShop. This also applies to the Carpentry Shop and the Motor Pool. The facilities at Train Mountain are to help maintain Train Mountain. They are not intended for you to bring projects from home and complete them here. If you do have a break down while here (*equipment not nervous*) please feel free to get some help and use the facility, but please don't abuse the privilege. We are all here to have fun and run our trains.

Sharon is smiling more these days now that she has brought on an accounting firm to help get all of Quentin's affairs taken care of. She has been working so hard on these projects and now it looks like she can see the light at the end of the tunnel! Thank you Sharon for all that you do to let us come and play, we really do appreciate it!

If your buddies are complaining about not getting their Gazette, gently remind them that if they didn't pay their dues they won't get a Gazette. I also want to remind all of you that Train Mountain needs more members. Please try and recruit those of your fellow hobbyists you know would love this place as much as we do. All we need to do is get them here to see what you have built.

Last issue I gave credit to Lee for helping Larry with his new building for the steel plant. I was informed that

he did not do all that much to help Larry. Now I'm not going to get in the middle of those two, but let me say that Ron Young's Carpentry Shop is in good hands with those two! Next time you are here just go into the shop, grab a chair, sit back and let the fun begin! It's like watching Saturday morning cartoons with the kids! Such fun. In spite of all that they really are getting some nice stuff built.

Russ Wood, Co-editor



BITS & PIECES

By the time this issue is out, I'll be in Seoul, South Korea, with a trip to Beijing, China just a few days away. My wonderful son is treating my daughter and I to a trip over to visit him, so Kathryn and I will be touring Seoul and then when Geoffrey is on spring break, the three of us will tour Beijing and surrounding areas. Exciting! I'll be blogging about my trip—if you're interested, I'll be at www.mysiteontheweb.us. I may even think about y'all once or twice!

Birthday wishes for this issue go out to Sharon Breen, Steve Panzik and to all our other members and friends who will be celebrating another year of life during the next 30 days.

I heard from a little bird that Bill & Rose Dobbs have found a unique way of donating to Train Mountain. They find things they think will sell in the store, like the chocks, bring them and donate them—then they won't tell where they got them. An example of creative ways to help out!

In keeping with Kay's comments about the *Gazette* going to the "guys" (it's always sent to the primary member as shown on your membership form), I've arbitrarily added three of you ladies to the email list—call it an experiment. If you'd prefer not to get your own copy emailed to you, please let us know (either Kay at store@TrainMountain.org or me at cpl@lanctot.us). If you know of others who would like their own copy emailed to them, let us know that. The only criteria is that they must be a member, of course.

We're being blessed with an occasional sign of spring now and then. We know it's a ways off yet, but we're enjoying the tiny little tastes we're getting. And really appreciating our occasional sunny day!

Enjoy your lives; it's the only one you get.

Carol Lanctot

Mary Jane Zobel would like to remind you that she is having a Train Mountain Special on her embellishments. For a limited time only, from March 1 to April 5, you can benefit from the Uppercase Living Buy Two - Get One FREE incentive. Browse through the catalogs on line. If you see something you like, just give us a call BEFORE April 5th, we'll order it and give the credit to Train Mountain, our wonderful Spring Hostess!

Mary Jane Zobel - 719-635-0150

Sally Zobel - 719-492-8022

Check out our websites for more information:

<http://sallyzobel.uppercaseliving.net>

<http://mjzobel.uppercaseliving.net>



Published by Train Mountain Railroad Museum
36941 South Chiloquin Road
Chiloquin, OR 97624
Email: info@TrainMountain.org
Phone: 541-783-3030 Fax : 541-783-2013

Co-Editors:

Russ Wood —Russ@Hobby-Tronics.com

Carol Lanctot —cpl@lanctot.us

Contributors:

Photos - Kay Perrin, Russ Wood

Production - Alma Weber & Peg Schubert

Train Mountain Railroad Museum Jacket

PreOrder by April 1st for arrival The first week of May



Colors Available

- Royal
- Red
- Maroon
- Forest Green
- Navy
- Black



Regularly \$100
Your price only \$70

Sporty styling, the nylon shell repels water while the sweatshirt fleece lining in the hood and body provides comfort and warmth. TM logo on front left and large TM logo on back

- 100% Tekton® nylon shell
- Sweatshirt fabric body and hood lining, 100% nylon sleeve lining
- Drawcord hood
- Locker loop
- Slash pockets
- Elastic cuffs with adjustable hook and loop closures
- Interior pocket with hook and loop closure
- Open hem with drawcord and toggle

Have yours personalized for an additional \$5.00

Order online :

Or
Fill out form and mail check to
Train Mountain Company Store
Jacket Order
36941 South Chiloquin Rd
Chiloquin, Oregon 97624

Calculate Cost	
\$70 Jacket	_____
Addition cost for larger sizes	
2X \$4	_____
3X \$6	_____
4X \$8	_____
5X \$10	_____
6X \$12	_____
Personalization \$5	_____
Shipping \$11.95 \$14.95 for 2	_____
Total	_____

Train Mountain Jacket Preorder	
Name	_____
Address	_____ _____
Phone	_____
Email	_____
Quantity	_____ Color _____ Size _____
Personalized?	_____ (please print clearly what you would like to appear on jacket)
Quantity	_____ Color _____ Size _____
Personalized?	_____ (please print clearly what you would like to appear on jacket)
Hold for In Store Pick Up	_____ (please give approximate date for pick up)
Amount enclosed	_____
If you would prefer not to have the large logo on the back please check here	<input type="checkbox"/>

2010 WORK WEEK AND TRAIN MEET SCHEDULE

Polar Bear Train Meet

Friday, January 15—Sunday, January 17, 2010
(Banquet is 6:00 Saturday Evening)

****NARROW GAUGE WORK WEEK****

Monday May 10—Thursday, May 13, 2010

Narrow Gauge Train Meet

Friday, May 14—Sunday, May 16, 2010
(Banquet is 6:00 Saturday Evening)

June Work Week

Saturday, May 29—Thursday, June 3, 2010

June Train Meet

Friday, June 4—Sunday, June 6, 2010
(Banquet is 6:00 Saturday Evening)

Operations Meet Work Week (formerly July Meet)

Saturday, June 26—Thursday, July 1, 2010

Operations Meet

Friday, July 2—Sunday July 4, 2010
(Banquet is 6:00 Saturday Evening)

August Meet Work Week

Saturday, August 7—Thursday, August 12, 2010

August Meet

Friday, August 13—Sunday, August 15, 2010
(Banquet is 6:00 Saturday Evening)

September Work Week

Saturday, Sept. 4—Thursday, Sept. 9, 2010

September Train Meet

Friday, Sept 10—Sunday, Sept 12, 2010
(Banquet is 6:00 Saturday Evening)

Fall Colors Train Meet

Friday, October 8—Sunday, October 10, 2010
(Banquet is 6:00 Saturday Evening)

