

# The Mountain GAZETTE

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If you had to write a script for 'how to end a great summer season at Train Mountain' all you would really have to do is take good notes at this past meet! Here's some highlights: The weather was warm during the day and except for two nights was not too cold at night. The Art, Charlie and Dennis team had a couple of surprises for the arriving track crews, they had finished the redo of the grade from Crisp Bridge to Hairpin (all it needed was ballast), and a terrific start on the track expansion out at M&M Corner. The Idaho Mafia, along with a host of others, jumped into the ballasting of already laid track, the laying of more plastic sheeting and the extending of the mainline! The Train Mountain staff of Ross, Richard, Paul, Chris and Jerry were hard-pressed to keep ahead of the track gang. There was brush to be cleared, Jim and Sherry trimmed the trees and mulched the debris piles, and the rest prepared the ground for the plastic sheeting along the right-of-way. Bill and Lee were surveying about three miles ahead of the dirt crew. All of this and we still had time to play! What a great finish to a great season. The next meet is the Fall Colors Meet, but it has no work week associated with it. HOWEVER, if you would like to come a few days early I'm quite sure Ross can find something for you to do around here!

I would like to take just a short moment to say how really great it was to have Quentin, Carl and John back at the Mountain. Quentin is still a little weak but he was back and we all enjoyed having him here. John is back hard at work getting all those pesky things done down at the county offices. Just seeing them here and smiling and working made us all feel great about the future of Train Mountain.

Usually one would wait until the end of the year to do a review of what we have accomplished this year but I think that some of us may have lost sight of the really important things that got done and are getting done this year. I think what John has done with the county is amazing. I've lived here long enough to really appreciate how hard it is to get anything done at those offices and John has accomplished miracles. We have a comprehensive track expansion plan and that plan is starting to be implemented. We have re-started the Track Shop with all new supplies and survived all of those growing pains. We have clean, well maintained operational equipment to use. We have supplies for building the railroad such as ballast, plastic, ties, rail, etc.. Just as important is we also have YOU! There was concerns that given the ambitious plans that the members might not join in and help expand Train Mountain. Quite the reverse is true I'm happy to say. In spite of the gas prices, and very hard work, YOU folks have been showing up and getting

things done! Pat yourselves on the back (not to much we aren't done yet!). I'm so proud to say I'm a member of Train Mountain as I travel around to other tracks. I can tell from the questions I get asked by folks that the hobby regards what WE do here as important to the hobby. The surveying of right of way, the laying of track and the way we operate it are all a reflection of Quentin's vision and guidance and all of YOUR hard work. This has been another milestone year in the 21 year history of Train Mountain. The next 21 should be just as memorable!

First it was the IBLs 2000 Meet, then the first Triennial in 2003, followed by and even bigger Triennial in 2006. Now we are only a few months away from yet another major Train Mountain event - The 2009 Triennial. This will be a 'must attend' meet. Not only will this be the largest gathering of 7 1/2 inch gauge equipment, the largest gathering of 7 1/2 inch gauge vendors, it will also be the largest gathering of world class 7 1/2 inch gauge models. The caliber of models that showed up at the 2006 meet showed how important the hobby regards Train Mountain. Everyone brought their 'A' game equipment, 300 plus engines and all of them great models. I have the feeling that 2009 will see a continuation of the same type of display. I can't wait.

What's red, yellow, green, brown, blue, white and wonderful? Give up? Why it's the Fall Colors Meet, with all the leaves changing and the blue sky with white clouds as a background. If you have never been here to see the awesome spectacle of Mother Nature at her best you've really missed it. I've posted pictures in the past but as you all know a picture can only show so much. Taking a very slow ride around the Mountain and enjoying the view is certainly one of my favorite times of the year (almost as good as the Polar Bear) and I know how much Linda loves it too! If ya can sneak up here for the meet, please do, you won't be disappointed!

Thanks to Debra for keeping her Food To Go business open some extra hours for the crews to enjoy her great food and prices. Thanks Debra. BTW just call 1-541-783-FOOD if you need something to eat while on the Mountain.

Speaking of food here's the menu for the Fall Colors Meet Banquet: Stuffed Pork Loin or New York Steak, Baked Potato, Broccoli Salad, Steamed Veggies, French Bread and Dessert. You may as always bring your own beverage to add to your dining pleasure.

(Continued on page 2)

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Jerry Crane - Triennial Report  
Photos - Russ Wood  
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**FROM THE MANAGER**

**The latest information - Ross Perrin**

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"Welcome Back, Quentin" was the theme of our September Banquet. Yes, some months ago Quentin told us that he would be at dinner for the September Meet and he sure was. After months of cancer treatment the recovery begins and he is working hard to make that happen. It is great to have him around more and I, for one, am pleased that he is progressing well with a good outlook on the future.

During the festivities of the banquet Quentin made it clear that the Triennial will take place as planned and he will lead the parade. We knew this cancer thing wouldn't keep him down and he is proving it. Jerry Crane, who is the main man of the event, was busy getting things lined up and turned film producer during work week to produce a mandatory video for all you engineers and conductors to view prior to running during the Triennial. Thank you Jerry for working so hard to make this the best Triennial yet.

More exciting news — we have new FTM track very close to the first junction which is Witcombe Junction. We also have new steel rail from Little Falls to Crisp Bridge and back. Thank you to all those that laid track, ballasted and tuned it up. More track news, the grade for the 2% Solution is in and will set over the winter and be laid next spring.

This time of year I tend to look back over the year thinking about the fun we had, the people I met and all the work you put into Train Mountain and it is a bunch! There is no way I can thank you enough and like I said at the last banquet, "I would like to go down the rows and thank you one by one but there's just no time." I said that because you each contribute so much and deserve an individual thank you. You work hard to make Train Mountain the greatest place on earth and it shows.

Many times this year I have talked with you about your responsibility as members to watch out for and police each other when you see a safety issue. You have taken that and done just that, much more than usual. Your help in this matter has made a difference in many ways such as having a safer railroad but also by telling others that this is your railroad and your safety is involved and the rules protect

you, me and Train Mountain. By keeping me informed you give me the information I need to recommend changes and help solve your concerns. Thank you all for your efforts.

As always donations are a big part of how we progress, thank you everyone: Dean Willoughby for a USAF flag, a BNSF Safety plate and certificate from Dan Olah, Russ Wood for a case of tape measures and a bag of wire ties, Larry DaBroi for many, many parts and pieces, Mark Flitton and Rich Ledyard for some track tools, The Breuers for the video tapes, Tom Veltman for helping keep our janitor closet stocked, David Towle for helping out with paper for the office, Joe Simon for some Railroad Artifacts, Kip Peterson of the UP and his track crew for many maintenance of way tools from the big guys, Dennis Weaver for keeping our shops stocked in rags and many more I am sure I left out and I am sorry. We all appreciate it very much.

I have been wrestling with my "Good Guy Award" for this month; this is one of those things that tend to leave out some very important folks and focuses on the ones with most recent achievements. Quentin is always on the top of my list but I want to talk about the Meissers, Hugo and Jeanne. These folks have been coming and staying all summer to work on projects in many aspects of our operations. Now these two aren't the quietest people in the world but they are not the "squeaky wheel" types either. When these folks make noise it is just and deserves attention, action comes from this kind of noise and we accomplish so much more. (I am proud to say that I have some common ground with these folks. We have experienced being born and a little bit of growing up in the great state of Iowa very close to each other. I am afraid it's the water there that makes us this way, but it is a good thing!)

Hugo has spent much of his time perfecting the switch/turnout production that we now use. With Hugo's work we are close to a handbook that will make it much easier to build a good switch wherever you are building a railroad and understand why it works, not to mention when you need a replacement turnout on the track, it is a replacement, not something that has to be modified and custom fit. Jeanne, on the other hand, can't seem to hold a single job so she has many titles, such as "Sewer Queen" because she has coordinated the septic truck pumping and RV dumping over the years and is also working with me on the sewer situation at Blue Caboose Campground. She is also known as the "Weed Lady" because of her work with Toni Brooks ("The Weed Princess") on noxious weeds this summer, and many more titles (right Hugo?). She paints, weeds, does paperwork, works in the store, coordinates all types of things, repairs buildings and is our own hazardous materials specialist. Thank you so much for all your efforts, it would not be possible without you two!

Talk to you soon:

Ross Perrin, (GM)- [tmrrgm@trainmountain.org](mailto:tmrrgm@trainmountain.org)

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**STORE HOURS:** Friday, Oct 3—1:00—5:00 p.m.  
Saturday, Oct 4—1:00-4:00 p.m.  
And one hour after banquet

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## TRIENNIAL REPORT

### The latest information - Jerry Crane

Let it be very clear. During the banquet at the end of the September meet Quentin stated that there would definitely be a 2009 triennial. During this meet a lot of the members stepped up to the plate and volunteered to be committee chairpersons for this great event.

Committee	Chairperson
Arrival/Check-in:	Joyce Kludt & Jeanne Meisser
First Aid:	Ann Bruner-Welch & Veronica Taylor
Unloading:	Leo Reid
Safety Video Viewing:	Hugo Meisser
Boiler Test:	Lee Brooks & Cal Tinkham
Train Inspection:	Joel Stagg & Toni Brooks
Shuttle Vans:	Dave Towle & Larry DaBroi
Train Rides:	Russ Wood
Information Booth:	Pat Wolf
Fuel Yard:	Ed Ackerman
Communications:	Dennis Ward
Campground Host:	
Blue Caboose	Carol LeBerge
South Meadow	
Six Acre	
Track Repair:	Mark Flitton & Rich Ledyard
Yard Master:	
Passenger Station	Dale Taylor
Main Yard	
Trash Pickup:	Roger Rude
Back Shop Repairs:	Al Witcombe & Jerry Balf
Security:	
Seminars:	
Scenery Setup:	Sharon Breen
Garden Railroad	Dennis & Mort Ediger

Here is a list of the committees and their chairperson(s). Remember, if you would like to stay at the Blue Caboose Campground during the triennial you must be a committee chairperson. There are still five chairperson positions open. If you would like to be a chairperson during the triennial, let me know.

Volunteer Coordinator: Jerry Crane [jerald\\_crane@q.com](mailto:jerald_crane@q.com)

## SAFETY, SAFETY, SAFETY

### Making for a safe Train Mountain - Russ Wood

Well what a great meet. We had the normal instances of derailments and such, but what was really impressive was the number of times I heard fellow members reminding other members about the rules. It was not without safety issues, but the word is getting out and WE are ALL taking a hand at making Train Mountain safe. Here's one major issue that still has some confusion relating to it. ALL trains must have an engineer AND a conductor. The two exceptions are while running around the very top loop from the Backshop to Central Station and if you are able to reraill your SMALL engine/train by yourself quickly. The second

instance is in reference to small engines like a small Lil' Gasser, a motorcar, or a speeder. An engine, tender, two box cars, and a caboose does NOT qualify for the second instance! Not only is this a safety issue its also just a little common courtesy for fellow members following you around the track to not have to wait while you try and get YOUR stuff back on the track.

With all the new track and all of the terrific work going on these days there is a need to also pay attention to things other than trains. There are lots of folks moving dirt, ballast, track, and 'stuff' that may or may not see you so keep an eye out for them too! Also the new track is very, very slick and what you think you can move or more importantly what you think you can STOP may not be a fact! Just ask Dennis or Lee or John about trying to stop loaded track panels cars before running over Art and Charlie out at End Of Track.

Good job gang, let's keep up the good work on safety and I look forward to seeing lots of you here for the Fall Colors

## September Meet Attendees

Last	First	City	ST	Equipment
Ackerman	Ed, Sara & Michael	Hillsboro	OR	
Balf	Jerry, Louise	Chiloquin	OR	
Beauchamp	Jim & Sherie	Sun City	AZ	
Blenkinsop	Joel, Beverly	Kaysville	UT	Hudson steam engine, SW 1500 Swicher, 3 cars
Blenkinsop	Roy	Salmon	ID	
Bowtus	Chuck, Bob Dixon	Nampa	ID	
Breen	Quentin, Sharon	Chiloquin	OR	
Breuer	Lee & Jeanne	Garibaldi	OR	engine
Brooks	Lee & Toni	Chiloquin	OR	
Bueil	Nick	Federal Way	WA	
Butler	Boyd & Twila	Kennewick	WA	
Cooper	John, Thomas, Daniel	Klamath Falls	OR	
Coram	Guy & Bonnie Williams	Corvallis	OR	
Crane	Jerry	Auburn	WA	Steam Train
Crisp	Art, Genevieve	Chiloquin	OR	
Dabroi	Larry	Mt. Shasta	CA	1 eng 3 cars
Davenport	Jim, Judy	Sammamish	WA	SW 1500 Plus 10 cars
Deflley	Don	Auburn	WA	2-8-2 Mikado, 5 cars and Fairmont speeder
Dent	Les	Dublin	CA	2 engs 3 cars
Dwyer	Bill	Alameda	CA	2 engs & 7 cars
Eaton	Bruce	Shingletown	CA	
Ediger	Dennis & Mort	Camas	WA	All of it
Flitton	Mark & Debbie & Linda Dixon	Caldwell	ID	CP 2860 & AC4400
Gochnour	Ralph & Rosie/ Huey, Rosanne, Hailey, Brady, Alex Hewitson	Salt Lake City	UT	2-8-2 steam engine, 5 cars - Diesel
Gregory	Lester & Tom Milam	Modesto	CA	CSP # 54 Electric, SP Gas/Mechanical and 4 cars
Haggard	Merle, Theresa, Ben, Gracie, Jake	Palo Cedro	CA	
Harold	Bob	Carson City	NV	
Hayes	Robert	Chiloquin	OR	
Jarvis	Bill	Kent	Wa	
Jones	Courtney, Amy	Hobart	WA	1 eng 10 cars
Keitel	David	Sebastopol	CA	2 GP-38's and 4 cars
Kincaid	Jim & Russell Hayden, Gil Cerruti	Chiloquin	Or	
Ledyard	Rich	Boise	ID	
Lewis	Woody	Colorado Springs	CO	2-6-0 Mogul and 1 gon
McLaughlin	Bill & Mary Lou	Corona	CA	4-6-0 30 ft train, 35 ton switches & Eng's car
Meinershagen	Charlie	Redding	CA	1925 Class-D Baldwin/ Westinghouse Steeple-Cab Electric Switcher

## September Meet Attendees (cont.)

Last	First	City	ST	Equipment
Meisser	Jeanne & Hugo	Sun City	AZ	
Mills	Jeff	Puyallup	WA	Skagit River Construction RR # 3
Miranda	Fred	Coburg	Or	
Newberry	Bert	Chiloquin	OR	2 engs, 3 cars
Olsen	Kenneth, Donna, Aaron Hance	Seattle	WA	0-4-0 steam engine and riding car
Panzik	Steve & Pam	Chiloquin	OR	
Petersen	Bob	Santa Rosa	CA	
Pirtle	Lee	Chiloquin	OR	2 engs 3 cars
Placek	John M.	Boise	Id	
Raypholtz	Michael	Prather	CA	SD-45, riding slug & 3 cars
Rehberg	Ed & Bev	Boise	ID	1.5 & 2.5 train sets
Reid	Lewis & Dan Dodge	Stanwood	WA	
Rense	Jeff	Ashland	Or	
Rickman	Jim & Sabra	Chiloquin	OR	
Rude	Roger, Carol Le-Berg, Jerry & Bronwin Wilson, Harvey Hendrickson	Mt. Vernon	WA	
Rufenacht	Bob	Pleasant Hill	CA	
Schubert	Charlie Bill & Peg	Chiloquin	OR	
Shepherd	Bill & Mary	Ft. Bragg	CA	Lil Gasser & 2 cars
Shilling	Robert & Pam	Willits	CA	2-8-2 Mikado & 2 cars
Shuler	Kevin & Bonnie	West Jordan	UT	2-8-0 steam eng, 2 cars and caboose
Shupe	Toby, Corie, Max, Julia	Springfield	Or	
Simon	Joe	White Salmon	WA	
Slagg	Joel	Boise	ID	
Slobodzian	Gregory & Joy	Logan	UT	SW-7 & 5 cars
Slobodzian	Jonathan, Lisa, Sarah & Matthew Benjamin, Emily, Jared & Anna Stiffler	Lynnwood	WA	
Smaus	Robert	Hamilton	MT	
Steuer	Carolyn	Lebanon	OR	
Stevens	Roy, Kristine, Dalian, Nathaniel, Sarah	West Valley City	UT	2 mini motor cars 1 Thomas the Tank ride on
Tate	Stephen	Olympia	Wa	
Taylor	Dale & Veronica	Oroville	CA	
Templin	Steve, Luke, Kaci, Rebecca	Springfield	Or	2-4-0 Little Lima Hydrostatic
Thompson	Kirk & Lisa	Stevensville	MT	3 riding cars
Towle	David	San Jose	CA	
Van Sickle	David	Hamilton	MT	SW1500, 3 cars and caboose
Veltman	Tom, Heidi & Rebecca	Springfield	OR	SW1500 & 6 cars
Vertel	Tom & Fred	Chiloquin	OR	
Wade	Robert	Victor	MT	
Ward	Dennis	Springfield	OR	SW1500 w/slug, GP50, Boxcar, Log car, Gon, Flat 2 cabooses
Watne	Conrad	Seattle	Wa	Hunslet 0-4-0
Wilkerson	Ronald & Betty Bouris	Hemet	CA	4-6-0 Steam Eng & 2 cars
Willoughby	Dean, Randy Chase	Corona	CA	4-8-4 and 15 cars
Witcombe	Allan	Sidney	BC	
Wolf	Bob & Pat	Salem	OR	SP Switcher & 3 cars
Wood	Russ, Linda, Alexis, & Mathew	Chiloquin	OR	
Worsfold	Neil & Bernie	Prince George	BC	
Young	Ron, Caroline Jones	Chiloquin	OR	
Young	Curt	Snohomish	WA	
Zimmerman	Charles	Lucerne Valley	CA	

Event	Work Week	Train Meet
Fall Colors Meet 2008	No Work Week	Fri, Oct 3- Sun, Oct 5
Polar Bear Meet 2009	No Work Week	Fri, Jan 16- Mon, Jan 19
Narrow Gauge Meet 2009	No Work Week	Fri, May 1- Sun May 3
June Meet 2009	Sat, May 23 Thu, May 28	Fri, May 29- Sun, May 31
Triennial 2009	Wed, Jun 15 Sun, Jun 21	Mon, Jun 22- Sun, Jun 28
Operations Meet 2009	Sat, Jul 25 Thu, Jul 30	Fri, Jul 31- Sun, Aug 2
September Meet 2009	Sat, Sep 5 Thu, Sep 10	Fri, Sep 11- Sun, Sep 13
Fall Colors Meet 2009	No Work Week	Fri, Oct 2- Mon, Oct 5

## Photo Gallery

Heading uphill from Hairpin on the new track and ballast.



The replacement of the oldest track on the Mountain is certainly a welcome upgrade.



### 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

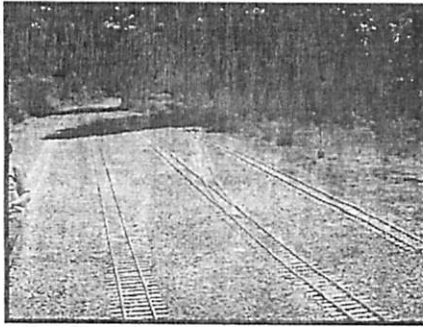
Train Mountain Railroad Museum  
36941 So. Chiloquin Road  
Chiloquin, OR 97624  
Info@TrainMountain.org





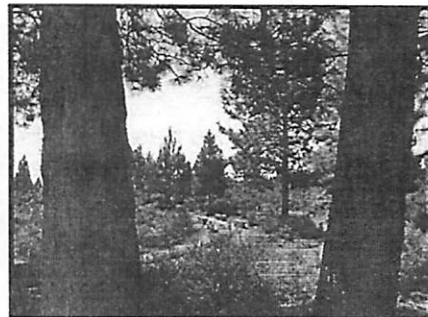
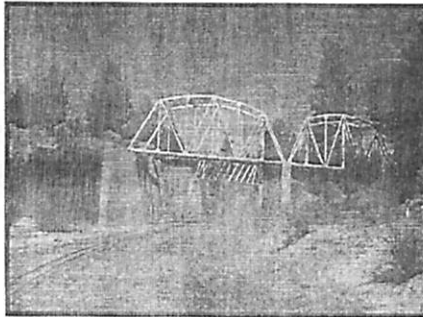
# Photo Gallery (cont.)

And for the Ops meet they even added a little switching puzzle at New Isom. Pretty cool!



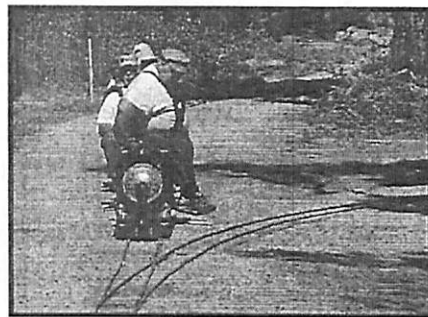
Looking back downhill you can see the ridge without any cabooses. We are beyond Caboose Ridge at this point!

They even cleaned up the track work under Crisp Bridge and further up into the Panama Canal area. Nice work gang.



Everywhere you look is another Kodak Moment! What a great addition to Train Mountain.

As you round the corner out at M&M Corner a new scene awaits ya! To the left is the siding at Lee and Toni's house and to the right is the entrance to the new track!



Now wait a minute, were did they come from? Oh I know, but I promised I wouldn't tell!

Next comes Farmersville Circle and lots of switches that head off in all kinds of directions! Cool!



Oh by the way, we had some 50 plus trains here too! Lots of grins, lots of great rides, and of course lots of great friends to enjoy it with!

If you sneak out where you are NOT supposed to go you come to End Of Track and the ballast. Still lots of piles of track!



Now if you recognize any of these guys one can only imagine what has captured their attention!

## See you all at the Fall Colors Meet!





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](mailto: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!.

## FOR SALE



Contact Ross Perrin  
for more information

Voice: 541-783-3778 or 541-783-3030

Email: [tmrrgm@TrainMountain.org](mailto:tmrrgm@TrainMountain.org) or  
[Info@TrainMountain.org](mailto:Info@TrainMountain.org)

FOB Train Mountain / As-Is Condition



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.

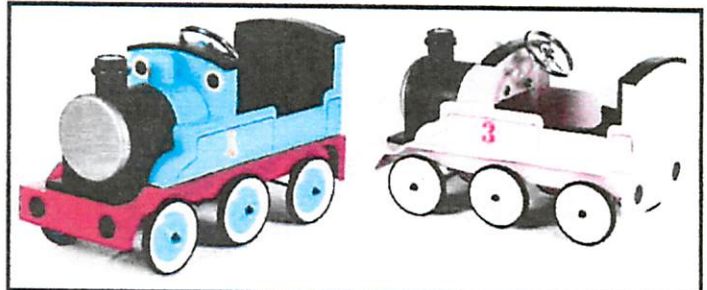
Includes sound, smoke, **batteries**, charger, and more

**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](mailto: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.

**Russ Wood @ 541-783-3879**



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