



The Mountain GAZETTE

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FROM THE EDITOR



When we think about Train Mountain and we relive our last visit here, remembering those great train rides in the woods brings a smile to our faces. It is just magic what it does to ones soul while we are doing it; even thinking about it later is almost as good a feeling. There is magic here and that magic is what makes Train Mountain so special. Sure we have the most track, but if that track was in the middle of the Mojave Desert it would certainly loose some of its charm and magic as far as I'm concerned. The magic at Train Mountain is where the track takes you. It's the ride through the woods. It's the bridges, the tunnels, the facilities themselves. But the secret ingredient that makes the magic even better for me has always been the great miniature buildings. You are riding along in the woods and all of a sudden there in the distance is this great looking old sawmill, and as you get closer you see a log

cabin style Santa Fe station just like the one at the Grand Canyon. Everywhere these buildings are located becomes a great place to stop and really enjoy the magic: at Steuer Siding, Old McDonalds farm, at Dandelion Junction, and at Colton siding. But mostly they are located at Youngstown. Youngstown, of course, is named after its creators Ron Young and Caroline. In the last issue of the Gazette Ross informed us all of Ron's illness. I'm very saddened to tell you that Ron passed on January 21. He leaves a lasting legacy of Living the Dream and being one of those that really helped to shape that dream. The magician is gone but the magic remains. Ross has asked Larry DaBroi and Lee Breuer to step in and run the carpentry shop. I've heard Larry and Lee's stories and, while they're good, they don't hold a candle to some of Ron's great stories. They have been mentoring under Ron's guidance for many years so, while no one can really fill Ron's shoes, they've had a great teacher. I think Quentin must be having problems getting any help upstairs so he's recruited his master model builder to give him a hand. Godspeed to the magician.

In case you haven't heard, the Polar Bear meet was cancelled, no snow! We had snow for the Holiday Express but not for the Polar Bear. Even though we had no snow we still had some members show up just in case we got some. Instead they pitched right in and did a bunch of real necessary chores and gave Train Mountain a big jump start on the new season. There was lots of cleaning up and hauling away trash and lots of reorganizing and fixing up the Quentin Memorial Library which is being set up upstairs in the Hall of Flags. There are all kinds of reference materials, periodicals, other club newsletters and so much more. The new library should be another great asset to the members of Train Mountain. Anyhow, thanks to those that showed up for the meet and instead of whining about no snow, pitched right in and got a lot of really great things accomplished.

Since the Polar Bear meet, however, we've had snow and Lee Breuer has been taking on the task of trying to keep the railroad open for train use. We even had a chance to make a run with the spreader to widen the path and that was really a lot of fun.

The memberships continue to trickle in but we really need all of you to give us a hand at recruiting more members. If you've got members in your club that you 'assume' are Train Mountain members ask them if they've sent in their 2010 dues. If they haven't, please ask them to do so. If you've got new members, show them a couple of the Train Mountain videos and get them inspired enough to join you on your next visit. Once here the magic should be enough to do the rest. Please help us grow the Mountain.

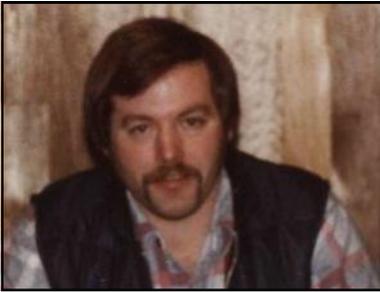
The snow is now mostly gone but now we have a nasty mix of frozen ground and mud. Therefore, not much is going on in the way of actual railroad maintenance so there are projects going on everywhere but outdoors.

Ross and Jerry Balf are getting the Backshop ready for the next onslaught of volunteers to visit this place. Jerry has made some really cool 'lockable' track skates to use on the steaming bays to keep trains where they should be. Lee and Larry are working on a new building to be added to Larry's steel mill at Saanich Sid-ing. Lot's going on in anticipation of the new season. We look forward to seeing you all back this season to enjoy Train Mountain and it's magic.

Russ Wood

Co-Editor, The Mountain Gazette

FROM THE MANAGER



It's Valentine's Day, did you guys remember?! I'm sure you did. Valentine's Day is special for me as it is my anniversary also. Ya, big trouble if I forget this one!

As always, time goes so fast and my thoughts just don't seem to keep up. We have so much in the works and are very busy, but I want to turn my thoughts this time to you, our volunteers.

There are many famous quotes about volunteers and volunteerism; I think the quote in Kay's article last month was as good as most and it is true that the time you invest with us is "Priceless". In the beginning, everyone hearing about us that stopped in signed a guest book and were the first folks to be invited back to a meet or work party. You see, the deal Quentin made before we had members was that he would provide the land and parts and the volunteers would lay the track and maintain it. When I came to Train Mountain we had more staff than volunteers. I am happy to say we have many more volunteers here than staff now and a lot of you are trained to install and maintain track. Added to the track maintenance, we now have a huge need for property maintenance to maintain the place since we no longer have the financial support we once enjoyed.

Some of my philosophy on volunteers includes but is not limited to: work on projects that do not jeopardize your safety and well-being; work within the law; don't jump into a project you are not *comfortable* with (we will try to train you); work with common sense and respect for your fellow workers; remember we cannot please everyone all of the time but we are all here for one common goal; continue the original deal; work on a project you enjoy with people you also enjoy.

Many of you are at the point that when you come to help you already know what you want to do and have checked out the needs and goals. So when you show up and see a fellow volunteer trying to get to that comfort level, help them along. Mentor the new folks. Your rewards will be great; not only will you be able to tell the world that you have helped to build Train Mountain and keep it running, but your fellow volunteers and, especially, the new folks will listen with admiration to your tales of working on the railroad. The experience you gain in a railroad that has been running for 23 years and the knowledge of the trials and tribulations of proving our concepts (remember the frying pans, "a pan for every idea that didn't pan out") will be carried with you to your home club and that expertise will be appreciated everywhere. Yes, some will want to re-invent the wheel, but the important thing is you will know how to make the wheel work. Oh ya, then when you're ready for a break you get to run the best railroad in the world because you made it that way! And then there is that camaraderie thing too. Just so many benefits! It is, at best, a shot in the dark to organize the efforts of all of you. To attempt a schedule is next to impossible. The cool thing with you guys, though, is that after a couple of work sessions you get comfortable and jump in (there is that comfort thing again, be comfortable with what you're working on). The normal order of business that was set up in the early days was you came to an event and worked 4 or 5 days and ran trains 2 or 3 days and this is still true today, but the evolution of Train Mountain now has events without work weeks (Polar Bear and Fall Colors) and work weeks without run days (such as Kitsap Week a private event for the Kitsap Live Streamers). Then we throw in the FTM project of adding track up north that needs volunteers to lay track and ballast. With this said, it does not mean you can only come and

volunteer during events; that's just the way it started. As we have evolved, we now have resident volunteers that work much of the year and folks (members and non-members) that stop in when they are close by and volunteer. With this kind of participation managing the jobs is a bit hectic.

How can I help with all the volunteer issues? As per many of your suggestions, I am trying to keep a list on the white board in the Hall of Flags; I am making notes as things pop up that need attention; I am even putting notes on some of the projects themselves in an attempt to keep up to speed with what needs to happen. In many cases you know things that need to be handled so please feel free to add them on the white board and/or pass me a note. I hope to be able to spend more time with you on your projects and to have you more involved in the procedure and procurement phase of projects. In turn, I need you to keep me apprised of projects, materials and progress; this is what will keep the ball rolling.

Unfortunately, to finish off I must report Ron Young's passing on Thursday, January 21st. Ron and Caroline have been a big part of Train Mountain and of my life, and while it is sad to have him gone, he will always be around in memory. Every time we see Youngstown, Colton, the HOB Camp at South Portal, the logging camp at Steuer Siding and the many other buildings along the rails we pass on our rail trips, we will see Ron in his handiwork. Caroline has taken an apartment in Klamath Falls and will remain a part of Train Mountain I am sure. We will miss you Ron. There will be a memorial on June 4th at Train Mountain for Ron. We will unveil his last building at that time.

Another sad moment in our lives was the passing of Russell James Barnes at birth. Dustin and Kylee lost their newborn son at birth on January 25th. What a tragic and heartbreaking time. Dustin is one of the Friends of Train Mountain staff and Kylee and Dustin are part of our Train Mountain family. While they seem to be doing pretty well, you can imagine what they must be going through and our hearts go out to them both.

Talk to you soon

Ross Perrin, General Manager

THE TENDER HALF



I can't believe I did this!!!!!! I forgot Bert Newberry, Cindy Wendt (part of Dennis Ward's extended family) and our new member David Herzog. They should all have been included in the Holiday Express thank you list in last month's newsletter. My sincerest apologies to these people. I know you were there and how much you helped. Each of you even weathered the gate. Thank you, Thank you, Thank you!!! From now on I will never make a list without having Peg Schubert review it. She's the one who brought it to my attention. Thank heavens for Peg.

I also want to thank those of you who have sent in ideas or comments for the store. I do read them. This is how we are going to handle the jacket issue. It is going to have to be a preorder **one time run**. There is an order form here in the newsletter for mail-in orders. You may also order on-line at

www.trainmountainstore.com and use your credit card. I think having 1 1/2 years under my belt has helped. I've tried to include options that I think you will like. The first perk is the price....I've kept it very reasonable. The second is all of the color choices and sizes (up to 6X). Now the really cool part is that you can personalize it by having your name put on it. The Train Mountain logo will be screen printed, but the names will be embroidered. It has been suggested that I have "Ross's Boss" put on mine....but I don't think it will fly. You can also choose to have yours shipped to you or pick it up when you come to Train Mountain during the spring and summer. I know some of you (particularly a few of us women) would prefer not to have the large logo across the back. There is even a place to check for that on the mail-in form and if you order on-line, please include

that information as a comment. I need to have all of the orders by April 1st (no fool'n), so I can get the order organized and have the jackets done and here by the first week in May.



**You asked for it.
Here it is!**

Tip: I have learned that if you are using the search bar on the website... you get more results if you use the singular form of the word. Example: use bear instead of bears, watch instead of watches. This is not only true of our website, but others as well. Less is more.

Although I had hoped to have lots of new things here...they are on their way. We have lots of mugs coming....many are specific to individual railroads...and the pink ones are just fun. #7 frogs are being produced and I'm waiting on information on some pretty classy suncatchers.



I do finally have the Chessie book I've been waiting to come back into print. This is a very cool book that tells the history of Chessie the Railroad and the development of her family over the years. It's a 64 page paperback that's a must have for every Chessie lover.

Please continue to send me your thoughts and ideas at store@trainmountain.org or you can leave a message at 541-783-3036 and I will get back to you.

TTFN,

Kay Perrin

A LETTER TO THE EDITOR

Won't you agree that the "resident members" of Train Mountain were able to pull off an amazing event in a relatively short amount of time? They put their hearts and souls (and muscles) into making this a profitable event. They did this as they all believe in Quentin's dream. They love Train Mountain and thoroughly enjoy being able to take their trains out for rides in the wonderful wilderness of Oregon. We're sure that many of us who are not "resident members" would have loved to have been able to help with and attend this event, but time and distance is sometimes difficult to overcome.

We're writing this letter as we were thoroughly dismayed at the absolute dismal response of "non-resident members" to Kay's plea for assistance in the way of donations. Only nine member families responded. If 100 families had each donated just \$10 that would have given Train Mountain \$1,000 to help offset the cost of this initial year's expense. We all enjoy what Train Mountain has to offer and we are quick with suggestions for improvements and upgrades. Why aren't we as quick to lend a helping hand -- literally or figuratively? Suggestions are great, but nothing comes without a price tag.

A huge debt of thanks is owed to every one of the volunteers that worked many many hours. A bigger debt of thanks is owed to the staff whom we're sure worked many more hours than the volunteers. They did this so that WE can continue to have someplace to go to "play trains." We're sure it's not too late to make a donation. Call or e-mail Alma, Kay, Ross or Sharon. We're sure they'll be glad to tell you how you can donate.

Sheri & Jim Beauchamp
aka Texas Bob & Billie

BITS & PIECES

What very strange winter weather we're having this year. As you've read, the Polar Bear meet was cancelled because we had no snow. Then we got a little bit, and now it's gone. Larry DaBroi told me Shasta City has been inundated this year with heavy, wet snow. He thinks they've gotten between 4 and 5 feet of the stuff, and he knows he has tree limbs that have broken off his trees to chop up and get rid of once the snow melts and he can find them. We've been getting rain the past couple of days—not our typical February weather!

Birthday wishes for this issue go out to Debra Cox and Kay Perrin; and, of course, to those of you who shall remain anonymous, but are still in our hearts.

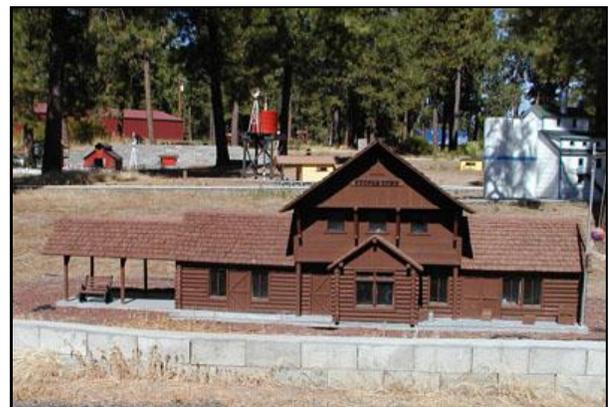
Caroline Jones has moved into Klamath Falls and I'm sure she'd love to hear from you. Her new address is 2175 N. Eldorado St., #111, Klamath Falls, OR 97601. Phone is 541-273-0860.

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

Carol

RON'S LEGACY TO TRAIN MOUNTAIN. . .

These photos represent only a portion of Ron's buildings; there are so many more!



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Train Mountain Railroad Museum Jacket

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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)