



TRICK
OR
TREAT

The Mountain GAZETTE

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OK lets put this 'RAIN' rumor to rest once and for all! It rained the whole Fall Colors Meet weekend! Quentin had Sharon explain to the attendees at the Saturday banquet that Quentin said it was his fault! It seems he washed his car just before the meet and we all know what that means. Well the rest of the story goes like this: the folks at FTM (Friends of Train Mountain) have bought a much needed water truck. This will be used on the ongoing track expansion and other functions around the park. So what has this to do with the rain? Well the new truck needed to be tested on the dusty pumice dirt out on the north side. So Ross proceeds to completely fill up the new truck just before the meet! As he completes the filling and heads out the gate, it starts to rain and rain and rain. So you see Quentin, it wasn't your fault after all! BTW we still had fun running in da' rain! The colors were subdued in the gray light but were still spectacular!

As the regular season at train Mountain comes to an end, we all start to get ready for the winter time and get all those projects caught up we couldn't get done this summer. Time to do some repairs. Time to do some upgrades to lights, brakes, etc. It's also time to get our schedules in order so that when June 15th 2009 rolls around, we will all be on our way to the next Triennial! This summer, I have been listening to members' plans for their new equipment and rolling stock and if this summer's displays were any indicator of the quality of those models, the Triennial will be a great one! We should see lots of steamers, long trains, and of course all of our long time Train Mountain friends!

The staff at Train Mountain and some of the locals are still hard at work on many projects. The expansion is still being worked on, but just not in the field. Art and Charlie are working on building more switch parts for the many switches required for the expansion. They even designed and built a couple of curved switches. Track panels are being built and Paul and Chris are also doing other projects around the grounds before the snow falls. Kay is working hard to get the whole Company Store online in time for your holiday shipping. Speaking of holiday shopping, check out the store ad in the back of this issue and look at the new Train Mountain 3D Christmas ornament. It's only \$15. Ross and Richard are making headway on all the dirt moving projects with some new equipment purchased by FTM. Jerry is really busy with maintaining all the regular equipment and checking out the new equipment. And we need to welcome Alma Weber at her new job running the Train Mountain office. We need to give her a little help and show her a little patience as she gets up to speed. Welcome Alma!

The weather at the Fall Colors meet was bad and wet, but the operation by you, the members, was terrific. You all paid attention to the safety rules, and the conditions. Slow train running was the order of the day and everyone paid close attention to the others running. The rides were wet but safe. Even the equipment handling during loading and unloading was conducted with an eye towards safety. No reported safety issues or equipment failures either. Well done gang, let's keep up the good work!

Now I don't want to sound a warning bell here BUT! Please take a good look at next year's schedule. We have ONE work week before the start of the Triennial! The first work week of each year is usually spent just getting the railroad cleaned up from the winter debris. Yes there is a work week associated with the Triennial but that has been used in the past to do all those last minute things to get us ready for the Big Show! What that means is just this, we need ya! We need ya' to try and make both work weeks and we also need ya' if you can come a little early! I know it's asking a lot but if you've been to one of the past Triennials you know what a great show it is. We want to show Train Mountain in its best light. You have all stepped up and done a great job in the past and I'm hoping WE can do it again for this Triennial. Check your calendars and mark down the dates. We would love to have ya' here to give us a hand, thanks!

Included in this issue is a very special request from members Steve Panzik and myself regarding the rotary snow plow and the Jordan spreader that are on the stub track located in Chiloquin. Please take the time to read Steve's excellent article outlining the plans and the extreme sense of urgency to our special request!

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FROM THE MANAGER

The latest information - Ross Perrin

It is getting cold but we are still at it, despite the cold temperatures and some much needed rain that got just a little too wet. We are progressing on down the right of way. After some vandalism set us back, Paul and Chris, with the help of Art and Charlie, will get back to installing Witcombe Wye and continuing to Schubert Wye. We will stop there because of needed access for equipment on the next leg. Bill Shepherd and Lee Brooks have the path surveyed to the northwest corner of Train Mountain called New England and Richard is chomping at the bit to go at it. Did I mention Richard is pretty happy out there cause he has a new grader (new to us) and water truck to make his work easier and better? It's impossible to get him out of the woods anymore! Thanks to Carl Vanderspek, FTM was able to purchase the equipment needed to do this huge project.

Back at Train Mountain proper, we have had folks working toward winterizing and preparing for next year. Bill and Rose Dobbs spent a couple weeks here, Lee and Joanne Breuer are here working (at least Lee is here while Joanne is gone on business. I hope she doesn't forget him here!) Art Crisp and Charlie Schubert have been putting together some special switches for Witcombe Wye. The Panziks and Peg Schubert have been helping out in the office and John Wheelock has been providing rides to visitors. Thank you all for all your help.

You will see some interesting things in this issue about the moving of the rotary snowplow from Chiloquin to the display area here at Train Mountain and I want to thank Steve Panzik and Russ Wood for taking on that project. This is a first in major funding support for TM and a worthy task for sure.

Many comments/rumors on the fees and dues have been flying around and after reading and listening to many of them, I read a post to the Friends site that I think tells it like it is. With the permission of the author, I offer it here:

"I've tried to keep out of this dialog regarding memberships and levels of service but I feel I should step in and share my feelings. On the Train Mountain Web Site, under helpful links, related to memberships and cost, covers the questions regarding cost as Train Mountain has determined. I'm sure extra amounts or the higher types of memberships are welcome income to help keep TM going as we all would like it to do.

The fact that the Triennial costs will be different and higher than the typical meet should be

understandable as the costs involved are much greater and it is a very special time for all who attend. Those who have attended these wonderful events I believe certainly understand this. The Triennial is an every third year event so I would hope that everyone would understand and support the higher registration costs so that attendees will cover the event and not expect those higher costs to be absorbed by anyone else.

Regarding longer term issues, I feel we are approaching the time that TM operational costs for all meets must be covered by registration costs. I also feel the time is nearly here that TM must operate to a budget (and I trust that it is) which is covered by income and not simply disregarded as not important which only digs a deeper hole in the total financial picture. We all are a part of TM and must step up to our support responsibilities. Sure it will be difficult for some but the alternative of not operating in the positive side of the ledger will eventually mean only one thing and none of us want that alternative."

Well said!

Donations this month so far include a few kitchen items such as a hand mixer and crock pot from Marie Weaver, good shop rags for the shops from Dennis Weaver, A check valve for well repair from Al Taylor and many other items that I have not heard about yet I'm sure. Thank you one and all.

This month's "Good Guy Award" is going to Carl Vanderspek and Margaret Hope (I know she isn't a guy!) As you know these are the folks that are making the expansion possible and have provided the replacement track for the old track we took out of service this year. There are many reasons to make these people the "Good Guys." They are inspirational, positive, fun and adventurous visionaries and I still can't get over the similar path we are going down in comparison to the one I started down with Quentin many years ago. Our future looks very bright and railroading in 71/2 gauge will never be the same. Whoever imagined we would be able to take a day trip on Train Mountain? And I mean travel for a day just to get to the end of the track and back! Thank you Carl and Margaret for your vision and including us in it.

Talk to you soon:

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

SAVING THE ROTARY SNOWPLOW

Comments from the General Manager - Ross Perrin

Some years ago I worked closely with a few members to create a Maintenance of Way display area for Train Mountain Railroad Museum. During this time, with great efforts from these members and myself, we were able to facilitate

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the donation of a flanger, spreader and a wonderful rotary snowplow. The donation was completed by Union Pacific and we paid to have this equipment delivered to Chiloquin and to move the flanger on site. Then, we ran out of funds. Since then UP has been more than accommodating and stored the spreader and plow in Chiloquin. This is now in jeopardy and the local folks would like to see this equipment out of town. The options are to scrap the spreader and snowplow or move them. Of course we don't want to scrap these historically important items.

Because of this and a unique opportunity with Chris Arsonault, a structural mover in Bend, Oregon and Lee Reading in the UK, producer of the "Mega Moves" show for the Discovery Channel. I have asked Steve Panzik and Russ Wood to be the first committee of this kind and become the "Save the Rotary Committee". They have accepted this duty, will explain the plan in detail and carry out this commitment throughout the process of moving this equipment and saving a big piece of railroading history. I hope you will join with me and support this cause, showing your devotion to Train Mountain and to saving important railroading history. Thank you in advance for your support.

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

SPECIAL PROJECT

A Special Request - L. Steve Panzik

First a little history to spice up the story! In September 2001, Union Pacific Railroad graciously donated ex-Southern Pacific Rotary Snow Plow # 206, Flanger # 322 and Jordan Spreader #4047 to Train Mountain Railroad Museum, Inc. The flanger was moved to Train Mountain shortly after arrival. The other two pieces of equipment have been sitting in the house track in Chiloquin, OR since then. They arrived in Chiloquin by special train on Sept. 10th, 2001.

SPMW 206 was built by Cooke Locomotive Works, a division of American Locomotive Company, builder # 65440, in 1925 as SP 7206 and assigned to Eugene, OR. This plow was used over the Cascade Mountains from Oakridge, OR south over Cascade Summit. The plow was converted from steam to electric power in 1958. It was paired up with a converted F7B diesel locomotive to provide electrical power for the four traction motors turning the wheel. The "B" unit did not provide any traction for moving the plow, the traction was provided by another locomotive. The plow has controls in its cab to control the locomotive pushing it through jumper cables and air connections. This Rotary was at Eugene most of its service life until donated to Train Mountain.

SPMW 4047 was out-shopped by Jordan Spreader Company on June 6th, 1929 and entered service on the SP at Ogden, UT on July 10th, 1929. It was used out of Oakridge, OR until its retirement and donation to Train Mountain. A spreader was used also for snow removal along with cleaning ditches along side the railroad right of way.

The Union Pacific has pressured Train Mountain several times to get this equipment moved or they would cut them up in place. The UP has not carried out their threat yet, but it is a matter of the wrong high ranking UP official seeing it

and demanding removal. Local Division management has not been as pressing.

I have gotten bids to move both pieces to the museum and the mover has received permission from Oregon Department of Transportation to cross the Williamson River bridge in Chiloquin. The rotary will take ten days to prepare and move with a special cradle being built to distribute the 100 ton load. The spreader is another 65 tons and needs to move at the same time to allow the economy of only once having to deal with overhead lines.

The Contractor and Train Mountain have been contacted by the Discovery Channel to document the move for their "Mega-Moves" series. The Contractor has offered to discount the move from the original \$57,000 to \$47,000, since he will benefit from the publicity, and Train Mountain will also get great exposure. **This has to come together in a matter of weeks.** We can achieve this objective if 24 members each write a check for \$2000. Of course, greater and lesser amounts are always welcome.

Train Mountain made a commitment to the Union Pacific to save the pieces by accepting them and at the time Train Mountain had full intentions to do that. Train Mountain needs to try and fulfill this obligation and it is possibly now or never to save these pieces from the scrapper's torch. It is doubtful if the equipment could be given to another museum, since the railroad will not move them on their own wheels without the expense of updating the air brake system and requiring a special train, if even then. Both items have deep roots in Oregon's railroad history and deserve saving. The rotary is one of only a few left in existence.

With the needed infrastructure improvements at Train Mountain pressing, there are no extra funds for this move. Some folks will question the wisdom in helping with this move when TM has other needs. My argument would be once these are gone, they are gone. Train Mountain will accomplish the other improvements in due time. I hope you will be a friend of Preservation and help with this one time request. These pieces of our Railroad Legacy need to be added to the Train Mountain Collection to increase the enjoyment we all experience.

What we need from you is a pledge of funding. We do not need the money right now, just a pledge of payment should we be able to pull this movement together. The monies would need to be paid in just a couple of weeks and would be paid into a separate funding account for just this single purpose. Please complete the enclosed form and return to the P.O. Box shown as quickly as possible. We need to see the level of commitment from the members on this project ASAP. Thanks. For more information or to ask any questions please contact: **L.Steve Panzik ln844south@msn.com 1-541-783-1234 or Russ Wood russ@hobbytronics.com 1-541-281-7102**

The Snow Train arriving in Chiloquin September 10th 2001. It was quite a special moment and also a very special train!



Rotary #206 is currently located on the spur track in Chiloquin. It has been there since 2001 when it was donated by the UP to Train Mountain.



The Flanger #322 is now located just to the east of the Main Gate at Train Mountain.



The Spreader #4047 is also still located on the spur track in Chiloquin.



Last	First	City	St	Equipment
Meinershagen	Charlie	Redding	CA	1925 Class-D Baldwin/Westinghouse Steeple-Cab Electric Switcher with gondola riding car.
Misenhimer	Rich & Judith	Placerville	CA	
Panzik	Steve, Pam	Chiloquin	OR	
Schubert	Charlie Bill, Peggy	Chiloquin	OR	
Stanfield	Ken	Battleground	WA	
Stark	Richard	Dublin	CA	
Steuer	Carolyn	Lebanon	OR	
Stowell	Scott, Claude, Dotti	Clinton	UT	
Thompson	Dennis	Battleground	WA	BLW S-12, riding car, 2 flats & Cab
Tune	Steve & Pat Schumacher	Beavercreek	OR	F-7 Diesel 6 cars
Veltman	Tom, Heidi & Rebecca	Springfield	OR	SW1500 & 6 cars
Wagner	Chris, Lei & XinXin Yao	Cottage Grove	OR	
Ward	Dennis	Springfield	OR	SW1500 w/slug, GP50, Box-car, Log car, Gon, Flat, 2 cabooses
Weaver	Dennis & Marie	Retsil	WA	Shay & Goose
Welch	Glenn	Santa Rosa	CA	
Wood	Russ, Linda	Chiloquin	OR	2-6-0 Battery powered Mogul
Young	Ron, Caroline Jones	Chiloquin	OR	



The Snow Train as she looked when set on the team track at Chiloquin. September 10th 2001. In this picture the Flanger is still part of the grouping.

Fall Colors Meet Attendees

Last	First	City	St	Equipment
Allinger	Tom	Bend	OR	GE 25 ton Santa Fe, 6 ft flatcar
Allred	Alor, Zina, Justin, Ammasie, Andalyn	Provo	UT	
Balf	Jerry, Louise	Chiloquin	OR	
Barnes	Chuck	Modesto	CA	
Barr	Dale, Diane & Mathew	Klamath Falls	OR	
Barter	Art	Costa Mesa	CA	3 trk Shay & 1 Flatcar
Barter	John	Flagstaff	AZ	4-6-0 "tenwheeler" & 5 cars
Breen	Sharon and Sharmoni	Chiloquin	OR	
Breuer	Lee, Joanne	Anacortes	WA	
Bruner-Welch	Ann, Kyle, Ellie	Santa Rosa	CA	RMI 0-6-0 & 2 cars Micl-Cal shay & 3 cars
Coram	Guy	Corvallis	OR	
Crisp	Art, Genevieve	Chiloquin	OR	
Dent	Les	Dublin	CA	
Dobbs	Bill, Rose Marie	Villanova	PA	483 & 15 Cars
Dominguez	Gil & Janet	Fair Oaks	CA	
Dwyer	Bill	Alameda	CA	2 engs 5 cars
Eaton	Bruce	Shingletown	CA	
Ediger	Dennis & Mort	Camas	WA	
Hayden	George	Renton	WA	
Jones	Al & Marty	Dexter	OR	
Kelso	John & Gene Flanders	Newburg	OR	Steam engine & 5 cars
Lavrich	Michael	Bend	OR	
Maddock	John, Brandon Hatland	Graham	WA	4-6-0 Ten Wheeler and 2 riding cars

Event	Work Week	Train Meet
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

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

Because of the inclimate weather the Crisp Yard accessories were cut off so just the diesels were stored there.



So without any sun to light them up the Fall Colors looked a little drab, but were still pretty special.

We all sought shelter were we could find it. Looks like they found a safe haven while still watching the steamers.



The timing was right for the meet as far as the trees cooperating, it was just the weather that did not help!

Yes there were steamers and with the cold damp air they really looked great and got a good work out on the slippery track.



Quite a view as we rolled along though the woods over on the North Side.

The folks over at Containerville also came to play and do a little switching.



A Kodak moment out at end of track. There were pictures being taken of people taking pictures. . . .

It looks like only a couple of brave souls stayed in the Blue Caboose Campground during this meet.



My favorite part of Aspen Loop regardless of time of year or weather, just a real special place!





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Email: tmrrgm@TrainMountain.org or Info@TrainMountain.org
FOB Train Mountain / As-Is Condition



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