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Dear Train Mountain Family:

Greg and I wish to thank the folks who sent so much encouragement to Quentin while he was working at getting better. It meant a lot to Quentin.

It was also great for Quentin when he saw the Rotary Snow Plow finally moved on his last Sunday. He was quite excited.

We are now appreciating the many cards of caring expression we have and are receiving. I didn't know so many appropriate cards could possibly be out there! It means a great deal to have such support.

Please know that we are moving on with Train Mountain plans on our part, knowing more than ever, how great, how huge a part the members provide back to Train Mountain. We are looking forward to a good year of smiling, happy volunteer members.

May you cherish each moment with friends and family this season.

***Warmly,
Sharon and Greg***

Not so long ago I was living down in the Bay Area of California. I was a member of the Golden Gate Live Steamers and a frequent visitor to the Sacramento Live Steamers. At both of these tracks there was always frequent discussions about a gentleman who was living in a rural part of Southern Oregon and was building a live steam railroad in his backyard. OK that's cool, but then the conversations came around to the fact that the 'backyard' was a couple of thousand acres! Then the conversations were about the amount of track and that it was measured in 'real' miles and not feet! Well I just had to go and see this 'wonderland'. I went with two life long buddies and upon arrival we passed through those magical gates and WOW! All the stories were wrong! Well not exactly wrong, just not quite accurate! This place was really a wonderland. We drove over to what looked like the main building and were greeted by several 'locals' and one smiling, very tall gentleman. After a few pleasantries were exchanged, we were asked if we wanted to go on a train ride, and of course we did. And what a train ride, almost an hour and a half train ride! After the train ride we joined the folks in the kitchen area of the main building and there was the same smiling tall gentleman we had met earlier. We sat down and the conversation quickly came around to the topic of what we had just experienced. The always smiling tall gentleman then started telling of the how and why of his dream and how it was being built. The smiling tall gentleman was of

course Quentin Breen and the wonderland was Train Mountain. How compelling was his tale, well since that first encounter I quit my job, sold my house, and my wife and I (with the assistance and guidance of Quentin and his wife Sharon) bought a home in Chiloquin and of course became more active at Train Mountain.

Quentin's dream started from the time he was a small child and had an American Flyer train set. As his life provided him with the means to build a large railroad, his searches began. He was looking for an affordable place to build, a place where the landscape would provide suitable variety and that it might be able to attract some volunteers to help in the building of the dream. It was when he met Ed St. John and saw how Ed was getting volunteer help in building Ed's railroad in rural Chiloquin Oregon. He priced some adjacent land that fit the plan. The Train Mountain dream began. Quentin's dream and his ability to portray that dream to others was quite infectious and the volunteers started showing up, first a couple, then more, and more. The stories started to be told, first on the west coast and eventually elsewhere. LiveSteam Magazine did a photo essay on the 10th anniversary of Train Mountain and then the whole 7 1/2 inch gauge world knew. From that point on, the Train Mountain 'legend' grew and grew.

The dream was to build a major model railroad in 7 1/2 inch gauge for ALL to enjoy. Why 7 1/2 inch you ask, Quentin did lots of research and discovered the 7 1/2 inch scale was the most popular size and also that those locomotives would have sufficient power to negotiate a mountain railroad the size and scope of Train Mountain. He didn't want a railroad for just him, his dream was always to have lot's of folks come and enjoy the running of trains, lot's of trains, and to be a part of the fun. To get folks to come and help, Train Mountain started having combination Work Weeks and Train Meets combined. Over the years, Train Mountain experimented with all kinds of systems for laying track, grading, drainage, signals, whatever made the railroad more reliable and maintenance friendly. He never once touted that his was the only way, just the way that he did it. You see part of the dream was also that Train Mountain was more than one man's dream, it was an entity that would exist and continue on long after the original builders or designers were gone. To this end, the systems are now in place, thanks to Quentin's vision and guidance and are making sure the dream remains a reality.

As most of you know by now, Quentin Breen passed away November 21, 2008. He had been fighting cancer for

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This month's "Good Guy Award" goes to ----- (I need to learn how to type a drum roll) Steve and Pam Panzik. They have done a lot for us; from office help to backshop work they are always in there working. Lately their focus is history and the preservation of it; they display their own collection, acquire things for us and restore them. They took the bull by the horns and made the Rotary move work and they have many plans for the future of Train Mountain. These guys aren't novices either. This is the second museum they have put together. Thank you for all your hard work and never ending desire to help out.

Finally back to my main topic. A thank you goes to all of you that have sent in cards, emails, phone calls and notes in your newsletters. I am proud to have known Quentin and pleased that so many of you thought as I did.

Talk to you soon:

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

FOR THE LADIES

2009 Quilting Project - Linda Wood

With Sharon's permission we have a new quilt project for 2009. Here's the details. We want to do a memorial quilt "Keeping the Dream" for Train Mountain but instead of just pictures of Quentin we would like to have pictures of Quentin with folks! We want Quentin with you and your train, or you and your group, or at the Blue Caboose bash's or whatever. If you want to do a block, the unfinished size of each block will be 12 1/2 by 12 1/2 inches. If you do NOT want to do a block but have a photo or two to contribute just send it to:

russ@hobby-tronics.com

Thanks for your help. P.S. we need them soon so we can get it done by the Triennial.

FOR THE LADIES (Part Two)

The "Tender" Half - Kay Perrin

It has been known for centuries that behind every good man, there is a *GREAT woman*. Sharon and I have been thinking that these "tender halves" (we women being the *GREAT* tenders behind our good rail men) should have a place in our newsletter. Knowing the kind of people you are, we know that you ARE doing things, finding things and creating things....we want you to share them. Please drop me an email at store@trainmountain.org and let us know what you have to contribute. This could be an excellent way to keep track of what other clubs are doing, sharing ideas and experiences (maybe even some that you don't suggest others try).

I'm truly looking forward to hearing from you voluntarily....although I am capable of dragging it out of you, if I'm forced to. Don't be shy. Pat your own back or that of a friend...at least put a bug in my ear. I know what talent lies in our midst.

Although she hasn't done it this year, Cynthia Lovely from Flagstaff, Arizona has, in the past, put on her Santa's helper outfit to serve hot Chocolate on the Polar Express. The train itself is part of the Grand Canyon Railway and

the North Pole set is at milepost 17. They operate their Pullman built, Harriman style, cars built in the 1920's for commuter service on the Southern Pacific's peninsular runs. Max Beigert refurbished these cars to restart the service to Grand Canyon in 1989. They are still used in summer service and are very popular with photographers, since the windows do not open.

Cynthia's part as a volunteer elf was to help families (often wearing matching sets of pajamas) to their seats, pass out songbooks and copies of the "Polar Times." While the story was being read over the PA system, she walked the aisle showing pictures from Chris Van Allsburg's book *The Polar Express* and helped serve hot chocolate and cookies. When they pulled into the North Pole, she made sure that all of the smaller children got close to the window to see the village sets and Santa and his sleigh. Santa then boards the train and hands each child a bell. How fun is that????

Linda Wood of Chiloquin, Oregon has been baking train shaped cakes with a new pan she found at Walmart, no less. It is nonstick, cast aluminum and made in the USA. Harvest is the brand, but Nordic Ware makes it.

We all know Trudy Platzer is busy as can be creating a railroad of her own to share with Nevada families. She even has her own web-site (www.lasvegasrailroadsociety.org). You should take a look. It's pretty impressive.

Looking forward to hearing from you,
Kay Perrin

P.S. The following are some ideas (but are not limited to) for what you might send me for next month: Great Christmas gifts, Party recipes that were a real hit.... Need help with ideas? We have a space, but if we don't use it... we loose it.

SAVING THE ROTARY SNOWPLOW

Progress Report - Russ Wood

Well, those pledges are being met and we thank you. Steve and Pam did a mailing out to all the early pledge providers and those are coming back in with the accompanying checks. We are still very short of our goal but the Rotary is on Train Mountain property with the spreader to follow as soon as the mover gets the next round of permits completed. I know times are tough right now, but the mover has allotted 12 months to pay the remaining balance off for the move. If you can spare an extra \$5 or \$10 per month for the next few months that would really help. We have received some large donations and those really go a long way, but those little donations all add up too! For all those that have followed through with your pledges we thank you. For the rest, please see if you can give us a hand on this very worthwhile project. Please **DON'T CALL** Train Mountain and **DON'T SEND** them anything regarding this project. This project is a members project and is being funded by you the members. Please address all correspondence to:
Save the Rotary Fund, % Russ Wood, P.O.
927,Chiloquin, OR 97624 Thanks!

Photo Gallery



The move gets underway at 7:00 am as a diesel big rig pulls the Rotary out of the parking area and onto the blacktop. Top speed 1 to 2 mph max!

The bend at the church was made without even slowing down. Just cruisin' down the road on a brisk Sunday morning.



There was also a pusher tractor on the back and he was working hard.

Speaking of roads, here she is crossing Highway 97 and with Sunday morning light traffic, there were only a few people waiting to get by.



Here's the Rotary crossing the UP mainline during our 40 minute movement window of time. Started at 7 am and a freight train rolled though at 7:45 sharp!

Once across Highway 97 it was just a leisurely drive up the hill towards Train Mountain.



The diesel trucks have been disconnected as the Rotary was WINCHED across the bridge!

The next bend was the one right by Richard's house and almost the final destination.



The Rotary crossed the bridge without a single problem. With the diesel trucks reconnected on the other side she made her way up the hill and to the big bend.

Once they got to Train Mountain the staff had made a new driveway for the Rotary and it's moving equipment to enter Train Mountain.



Photo Gallery (cont.)



Then of course it was just a matter of pulling into the grounds and spotting the equipment.



In addition to the regular camera crew and spectators there were folks watching from every angle.



Of course to make things dramatic for the film crew they had to overshoot the turn into the parking lot and drop a wheel or two off into the dirt!



It was a quick fix and she made it around the turn and down the new added driveway.



Once the rotary was turned a little more it was smooth sailing into the final spot.

That funny looking pipe on the roof was for the telephone and power wires to glide over the Rotary as it made its way down the highway.



The final shove into place and the Rotary was home at last.



Remember, this is being funded by you the members and to see this project completed, and maybe more to come, please send us your pledges and your donations. Thanks!



Event	Work Week	Train Meet
Polar Bear Meet 2009	No Work Week	Fri, Jan 16- Sun, Jan 18
Narrow Gauge Meet 2009	No Work Week	Fri, May 1- Sun May 3
May Meet 2009	Sat, May 23 Thu, May 28	Fri, May 29- Sun, May 31
Triennial 2009	Mon, 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- Sun, Oct 4

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
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