



The Mountain GAZETTE

© Copyright 2013, Train Mountain Railroad

An Official Members Only Publication of the Train Mountain Railroad Issue: Vol. #3 Issue #2 August 2013

From the President (past) - Jim Armstrong

For those of you who may not be aware, I stepped down as president of TMRR on July 31, 2013. Below is my letter to the Board explaining the circumstances behind my decision.

As I stated in my letter, I will remain a member of TM and look forward to working and playing trains with each of you at Train Mountain for many years to come.

I also want to thank you, the members, for your support and guidance during my time on the Board and I urge your continued commitment to the success of Train Mountain.

Letter to the board of Train Mountain Railroad and its members:

Dear TMRR Board of Directors:

July 31, 2013

It is out of necessity due to an increased frequency and unpredictable schedule of being the primary care giver to my mother that I must resign my position, effective today, as President of the TMRR Board of Directors. Time commitments required by both responsibilities have exceeded my ability to do justice to each duty.

You, the TMRR Board, have demonstrated an extreme commitment to Train Mountain and have expended the time and efforts necessary to deliver on those commitments. It has been a pleasure and an honor to be part of the Board and I have enjoyed working with each of you.

I am willing to remain on the Board for several months to help with any transitional efforts and details but would expect to step down from my board position by the end of October 2013.

I will remain a loyal and committed member of Train Mountain and will help you and the membership wherever possible in the future.

Respectfully Submitted, Jim Armstrong

From the President (new) - Tom Watson

A lot has happened in the past few weeks! After leading us through the transition period, during which the IRS liens were discharged; and prior to that, leading the Members' Association, Jim Armstrong has resigned as President in order to attend to family priorities.

Following Jim's resignation at the August 31, 2013, Board Meeting, I was elected as the new president. Jim has left a huge set of shoes to fill, and with everyone's help I will do my best to meet the challenge. Jim has agreed to remain on the Board through October. This will allow us to make a smooth transition, which should result in business as usual as we continue to make the operation of Train Mountain more efficient. There is no change in Board members, just a change in duties.

Even prior to Jim's stepping down as President, the Board had discussed expanding the number of Board members. This will be a priority at the next Board meeting, as we need a larger Board in order to spread the work around and bring additional skill sets to the Board.

Train Mountain also needs volunteers who are willing to step up and lead project committees. Remember, there is no longer an “us” and a “them,” Train Mountain is now being operated and maintained by “we” the members. There is no paid staff to run Train Mountain – we are all volunteers. As more and more members step up and volunteer to help us operate and improve Train Mountain, the more we spread the work around and the easier it is on each individual. This results in everyone having more fun.

The next Board meeting will be held in the Hall of Flags during The Big Build Work Week at 3:00 pm on September 4, 2013. Our Board meetings are open meetings. If you want to know what your Board is doing, come and listen. If you have items you wish to have the Board consider, please submit your ideas, in writing, to any Board member prior to the meeting. Preferably several days prior to the meeting or it may not get considered until a subsequent meeting.

In the meantime, we will all be extremely busy preparing for The Big Build Train Meet. I will be looking forward to seeing you there.

From the editor, here is your current board of directors. Please contact them for all issues relating to Train Mountain.

Tom Watson (pres), Dennis Ward (treas), Chuck Barnes (sect), Jerry Crane (facilities), Jim Armstrong

From the Editor - Russ Wood

Well that just goes to show ya’ that nothing changes but the changes! I wish to thank Jim for working so hard through the most difficult times in Train Mountain’s history. Keeping cooler heads during those times was not easy and Jim managed it very well. As he states in his letter he will still be an active member of Train Mountain and we will continue to call upon him for additional leadership and guidance, thank you Jim. Now Tom will need all of our help and patience as we have shown Jim, in changing from one president to another. Tom has been at the on sight helm in the front office since before the 2012 Triennial and was in on all of the planning and administration of the Triennial meet. There is a lot going on at the Mountain and we all need to back our board and our new president. We need to give them feedback and your suggestions on how to make the Train Mountain experience even better in the years to come.

Next up is going to be the Big Build meet. This was formerly called the September Meet, which by tradition usually ends up being one of the bigger meets of the year, with the Triennial being the exception. This year of course we have seen great participation from the members during the Narrow Gauge, Operations and August Meets. So far the sign ups for the Big Build are keeping that big meet tradition alive. Included in this issue is the very long list of tasks that need to be accomplished for the Big Build and quite a few of them are done by train! We all know what Carl and Marg have done for Train Mountain and this is our chance to say a partial thank you for that effort. A large portion of the Big Build concerns doing track work at what we lovingly call Canada (Carl and Marg’s house). This also includes removing most of the Train Mountain stuff that has been stored on their property and transporting it back over to Train Mountain. Details for all of this are in the included article.

My comments in this issue are directed to all of the happenings at Train Mountain in between meets. You would think with only 20 or so days in between meets we would get some time to relax a little but we keep getting these really neat groups that want to come and see the Worlds Biggest Hobby Railroad! Case in point is the 2013

<u>2013 Train Mountain Train Meet Schedule</u>		
	Big Build Meet	Fall Colors
Work Week	8/31 to 9/5	none
Meet	9/6 to 9/8	10/11 to 10/13

<u>2014 Train Mountain Train Meet Schedule</u>								
	Polar Bear Meet	Kitsap Week	Spring Awakening	Narrow Gauge	Operations Meet	August Meet	Big Build Meet	Fall Colors
Work Week	No Work Week	4/13 to 4/19	5/3 to 5/8	5/24 to 5/29	6/21 to 6/26	7/26 to 7/31	8/39 to 9/4	No Work Week
Meet	1/17 to 1/20	No Meet	5/9 to 5/11	5/30 to 6/1	6/27 to 6/29	8/1 8/3	9/5 to 9/7	10/10 to 10/13

Pacific Northwest Historical Aircraft Tour that had a mini fly-in into Chiloquin Airport this month. 20 plus planes, 30 plus folks came to Train Mountain and enjoyed lunch and a tour of the park. While here the local press and TV folks were very impressed with the their group and when the group told them they came here just to visit Train Mountain they were equally impressed. Well done to all of the local members who came and supported this extra curricular event. Check the Photo Gallery for some pix! Just a reminder that you as a member are always welcome, even in between meets, and there is always something special going on most weeks! Come and have some fun showing off the park!



The Big Build 2013 - Friends of Train Mountain

Friends of Train Mountain will host "The Big Build" as an expanded Work Week to the September Meet. Many people will work on projects Sunday morning to Thursday Noon. Some of us will just keep working until the work is done.... mostly because we think the work is fun. We intend to make this an annual event where we stage a lot of work the railroad needs. This is a great time to work at TM. The weather is usually cool and sunny.... not cold. All the dirt work is done and many years will have lots of track laying. In future years, this may expand to working Monday through Friday for 2 or 3 weeks.... with a Thursday Noon to Monday morning break to enjoy the September Meet.

This year we have 10 projects:

1. Starting Sunday am Expand Ballast from 8' to 12' wide from Hope to Ward
2. Re-Configure Cooper Siding
3. Ballast Witcombe
4. Lay track at Aspen
5. Replace Track between Containerville and Signal Shack
6. Starting Tuesday am Retaining wall repair at Rio Grande
Mix and pour about 2 yards of Concrete
7. Aspen Grove Clean-up... Gather up Firewood and move it by train to Central Station area
(please check in the office for exact locations)
8. Track Moving.... Move about 1.25 miles of track panels by train from Canada to behind the backshop.
9. Containerville.... Starting Wednesday am Install Vents in the Containers at Containerville
10. Switch Stands... Install 10 Switch Stands

For some of these projects we need Dustin and Richard to operate the heavy equipment. Ballasting and the Retaining Wall repair will need their help.

There will be a Volunteer morning meeting at 8:30 am daily (Sun-Thur). If you are in doubt on how to help.... go to that meeting.

Notices about the work will be posted on or near the Whiteboard in the Hall of Flags.

Preliminary Schedule

Saturday Aug 31 -- Many people are arriving. *We recommend that you bring work gloves.*

Sunday Sept 1

- **8:00am** -- The Big Build Starts at the Ballast Hopper South of Hope Circle. **Bring A Lunch.**

Task 1 -- Ballasting Hope to Ward

Between Hope and Panzik and again between Panzik and Ward the plastic is 12' wide and the Ballast is only 8' wide. Our job is to extend the Ballast to 12'

We will have pre-positioned equipment as follows :

At the Ballast Loading Hopper at Hope :

About 7 cubic yards of Ballast ,All the Ballast Gators, The Big Backhoe, Shovels, Rakes, and the Rotary Power Broom

At MP 33.04 at the top of a little road.... labeled "Track Dump" on the diagram :

About 6 Cubic Yards of Ballast , Carl's Kabota tractor with front end loader

At end of Track at Ward - About 6 cubic yards of Ballast

At Witcombe - About 6 cubic yards of Ballast

We will start by hauling Ballast from the Ballast Hopper at Hope to the grade at MP 32.84 (Hope) to about MP 32.94 (near top of hill). Richard and Dustin will keep the Hopper full. We need 6 Gator Drivers and 6 people to rake out the Ballast.

When this section is done we will move the Big Backhoe to the New England Ballast pile so it can reload the Green Flatbed truck which will bring more Ballast to the Track Dump and Ward if we need it.

At MP 33.04 at the top of a little road.... labeled "Track Dump" on the diagram.... we will dump Ballast beside the grade and load Gators with the front end loader. From this site we will Ballast from MP 33.10 to Panzik. Then we will clean up the excess Ballast at 33.04. Finally we will Ballast between Panzik and Ward Meet... loading the Ballast by front end loader at end of Track by Ward.

After the track is reinstalled, any Extra Track will be hauled to Cooper Siding.

If we have extra people, Mark Flitton or John Black may go to Cooper Siding. At Cooper we need to add 2 new switches and relocate the tail track.

Task 2 -- Reconfigure and Ballast Cooper.

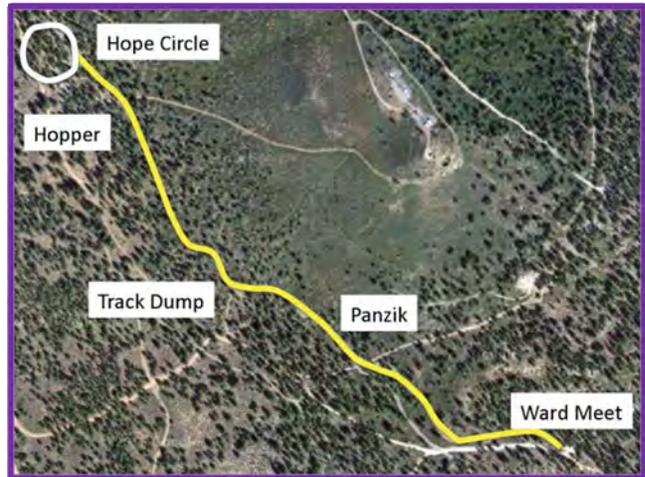
2 of the Gators, the Green truck full of Ballast, and the front end loader will go to Cooper. The other Gators will go to Witcombe or be returned to Central Station.

After Cooper is finished and ballasted.... Any Extra track will be hauled to Aspen... The gators will go to Witcombe.

Task 3 -- Ballast Witcombe.

2 of the Gators, and the front end loader will go to Cooper. The 2 new Switch stands will have been installed.... but neither will have a handle. Until the Witcombe to Aspen track is opened the switches will be screwed in the correct position. The Boxes for the Switch Stand Handles will be capped. About 6 cubic yards of Ballast is at Witcombe and needs to be spread.

After Witcombe is Ballasted, the Gators will go to Central Station.



Task 4 -- Lay 390' of Track at Aspen

Prior to the Big Build we expect to have laid the plastic on the grade and installed a road crossing. The needed track will be on Beauchamp Siding. The task is to lay track from the switch at Beauchamp siding to the road crossing.

Ballasting will be done by hauling Ballast in with the Green Flatbed Dump Truck and spreading it with the truck.

Any extra track will be hauled to the yard behind the Backshop.

Task 5 -- Replace about 35 aluminum on wood track panels and 3 switches between Containerville and Central Station.

We are short on 75' switches so we will need to use 100' switches.

The switches and track will be pre-positioned in the yard south of the Backshop.

Task 6 -- Tuesday 8:00am -- Pour Concrete at the Rio Grande Crossing Retaining Wall

We need several people to help us mix and pour about 2 cubic yards of concrete to fix the foundations of the retaining walls at Rio Grande Crossing. We will have the concrete and cement mixer there on Tuesday morning and we want to pour it first thing in the morning.

Task 7 -- Move the Firewood in Aspen Grove to Central Station area..... By Train.

There are a lot of trees in Aspen Grove that have been cut into firewood. The Firewood cars will be pre-positioned at Beauchamp Siding on Aspen Grove. Trains will block the mainline around Aspen Grove as they load. We only have about 12 Firewood cars so empty Firewood cars should be returned to Aspen until all the wood is removed. ***Before moving the firewood to the Central Station area, please check in at the front office as to the exact locations where to stack the wood in the Central Station area.***

There are several large burn piles in the Aspen Grove area. We are NOT asking you to move these burn piles. We will burn them if weather allows this winter.

Task 8 -- Move Track by Train from Canada to behind the Backshop.

There is about 1.25 miles of track stacked up at Canada.... about 130 Carloads of Track. We will pre-position flatcars of track at Steuer. We want to load this track onto Flatcars and move it to behind the Backshop where we want to unload most of it and set it on the ground beside the track. The areas for each type of track are marked using the plan on the next 2 pages.

We will NOT move the switches from their storage position north of Farmersville.

At the End of the Big Build we would like to see only the following Carloads of track on flatcars ... 5 or less panels on each car :

- Carload(s) of partial track panels
- A Carload of the long ties used for knitting switches into connecting track
- 4 Carloads of Straights
- 2 Carloads of 165s (if we have any left)
- 2 Carloads of 150s
- 1 Carload of 135s



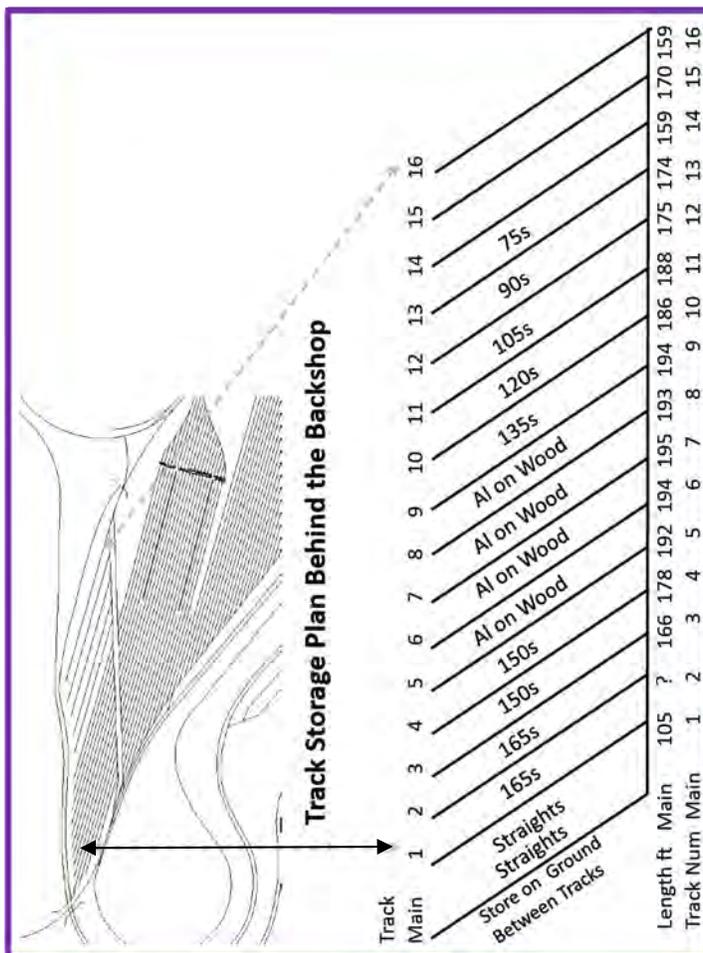
- 1 Carload of 120s
- 1 Carload of 105s
- 1 Carload of 90s
- 1 Carload of 75s

Place all the remaining track panels on the ground in the designated areas.

Empty Flatcars should be returned to Canada or Steuer until we have all of the track moved. At the end all the empty flatcars should be on track behind the Backshop.

Task 9 -- Containerville Vents

There is a serious concern about gas fumes accumulating in a container and being a hazard. We prohibit keeping spare gas in the containers. we also want to be sure there is ventilation in each container. We want to install 12"x12" vents in one door on the back (North Side) of each container. About half the containers have these vents so you can see what is needed. We also want to install a vent high up on the side of each container near the front door. The containers need to be open to install these vents. On Wednesday am Dustin & Richard will start cutting the holes for the vents. If your container is not open Wednesday, We will need to find a time that we can get the vents installed. We would like help installing these vents.



Task 10 -- Switch Stands

We want to install Switch Stands in these 10 locations :

- | | |
|-------------------------------------|---------------------------|
| NE end of Douglas Siding | E End of M&M Siding |
| S end of Elizabeth Siding | E End of Beauchamp Siding |
| N end of Pine Needle Disposal Track | N End of Pyrtle Siding |
| S end of Pine Needle Disposal Track | N End of Helena Siding |
| W end of Dam 4 Siding | Brooks Track in M&M area |

To view a quick tutorial on the installation of these switch stands please refer to the following file located on the Train Mountain website:

http://www.tmrr.org/documents/Switch_Stand_Tutorial.pdf

Installing the Green & Yellow Disks requires special tools so we will install the disks as a 2nd step after the Switch Stands are installed and working.

We will create 10 Switch Stand Kits which we will deliver to the above 10 locations. There is a brief tutorial on the Train Mountain website on installing the Switch Stands. We will assemble a Switch Stand Tool Kit for a team to use.

Additional Tasks we can do :

Re-Stack the wood behind the Marketplace Building so it will not Rot.

Replace the Kick Switch mechanisms in the main yard. Many of them have 1" tongues and need a wider tongue so they will work properly. We have the wider tongues.

Move the Ballasting Chute by Containerville and install new Ballasting Track so we can get 3 tracks to the transfer table. We cannot install the last 50 feet of the 2 additional tracks until we see the transfer table.

Life Membership Policy - Board

After careful and very difficult deliberations which included input from several current members, the TMRR Board of Directors has adopted the following position on Life Memberships.

Past:

During the time that Quentin and Sharon ran Train Mountain they awarded several life memberships. These memberships fell into two categories. They awarded life memberships to friends and family members who helped found and run Train Mountain. This is a very common practice in our type of organization. For example, the founding members of Kitsap Live Steamers were made life members of that organization by its board.

The second type of life memberships were awarded for outstanding volunteer service to Train Mountain. If you read the list of the members that have this type of membership, we think you would agree that most are well deserved. There is a problem in that only one individual was making the choice of who got this award, not a board. There were several other volunteers who were probably just as deserving but they did not receive the same honor.

Present:

The TMRR Board of Directors has decided to recognize all the life memberships that were previously awarded. Once given, we do not think this honor should be taken away. Although we will recognize these memberships, we will limit the benefits of these memberships to the waiving of dues and regular meet fees only. All other fees or charges (including any and all Triennial fees) will apply the same as any other type of membership.

Future:

The TMRR Board of Directors will not be giving out any life memberships to the founders of the new Train Mountain and presently do not plan on awarding life memberships for outstanding volunteer service. We will not attempt to correct what others may feel are past wrongs. We feel that there are more appropriate ways of recognizing outstanding volunteer service. We do not plan on abolishing the practice of awarding of life memberships but we do not plan to award any in the foreseeable future.



<u>2013 Big Build Event Schedule</u>			
Date	Time	Event	Location
Sat 8/31		Big Build Week Start	
Sat 8/31	10-3:00	K&W Public Run Day	K&W
Sun 9/01	8:30am	Volunteer Meeting	Hall of Flags
Sun 9/01	10-3:00	K&W Public Run Day	K&W
Sun 9/01	6:00pm	Welcome Dinner	Central Station
Mon 9/02	8:30am	Volunteer Meeting	Hall of Flags
Mon 9/02	6:00pm	Member Dinner	Central Station
Tue 9/03	8:30am	Volunteer Meeting	Hall of Flags
Tue 9/03	6:00pm	Member Dinner	Central Station
Wed 9/04	8:30am	Volunteer Meeting	Hall of Flags
Wed 9/04	3:00pm	TMRR Board Meeting	Hall of Flags
Wed 9/04	6:00pm	Pizza Night	Hall of Flags
Thu 9/05	8:30am	Volunteer Meeting	Hall of Flags
Thu 9/05	10:30-3:00	Ladies Day	Hall of Flags
Fri 9/06		September Meet Start	
Fri 9/06	7:30pm	Town Hall Meeting	Hall of Flags
Sat 9/07		September Meet	
Sat 9/07	6:00pm	Member Pot Luck	Central Station
Sun 9/08		September Meet Ends	

PHOTO GALLERY



PHOTO GALLERY

CONTINUED



Taken from 'Da Plane, Da Plane! (pretty cool ehh!)



We had to remove a dead tree that was right up against the Central Station building. It was very exciting to watch and was done without too much damage being done to any structures including the track. Only one switch was destroyed and some other minor rail damage, that was quickly repaired by those attending the August Meet. Thanks to the lumberjacks and the track crews for getting er' done!

PHOTO GALLERY

CONTINUED



Oops!



Oh look some logs for the log train!



The youth movement is alive and well at Train Mountain!



PHOTO GALLERY

CONTINUED



Frank making several trips with the Pine Needle Express. Sometimes empty sometime full!



Lots and lots of trains! Some new ones, some redone ones, some with fresh paint on them, but lots and lots of trains! Oh yeah, and lots and lots of smiles too!

CLASSIFIEDS

Building Lots For Sale!

Train Mountain member has 4 nice home / vacation building lots for sale.

Prices reduced! Lots are located in an established subdivision just a few minutes from Train Mountain. Home owners association provides free water and well maintained all-weather roads.

Lots range in size from .7 acre to .25 acre, all lots have phone and water to the lot, 1 has power to the lot, power close by the other 3 lots.

Cash or short term contract.

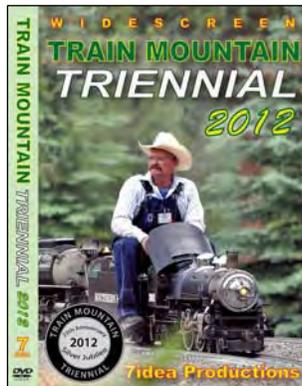
Priced from \$7,000 to \$8,500
(below tax value).

Call owner at 360-673-2277 or 360-703-7063.

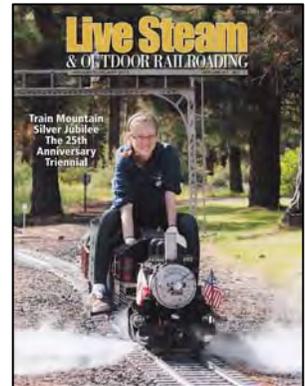
The terrific video that Aaron Bentsen from 7Idea Productions shot at the 2012 Triennial is available through the main office at Train Mountain. Give them a call at 541-783-3030 and get your on the way to your place. It's \$30 for the video and \$3 shipping and handling lower 48, \$4 S&H for all others. A most enjoyable video shot by a true video artist and of course our favorite subject, Train Mountain!

Our good friend Jim over at **Discover Live Steam** has also placed an ad for us on his terrific website, thanks Jim.

www.discoverlivesteam.com



Did you see the great article and front cover story from the January /February 2013 issue of Live Steam and Outdoor Railroading? It is a most complimentary article about the facility and the great gang of folks that hang around the place and put on terrific live steam train meets. Pretty cool!



www.livesteam.net/home

Editor:

Russ Wood - russ@hobby-tronics.com

Contributors:

TMRR BOD, Friends

Photos:

Tom Watson

HAVE SOMETHING YOU WANT TO SELL?

Place an ad in the Gazette!

1/8 Page: \$25/month or \$250/year

1/4 Page: \$40/month or \$400/year

1/2 Page: \$70/month or \$700/year

Full Page: \$125/month or \$1250/year

Published by **Train Mountain Railroad**
P.O. Box 438
Chiloquin, OR 97624
Email: info@tmrr.org Phone: 541-783-3030