



The Mountain GAZETTE

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From the Editor - Russ Wood

pri·or·i·ty priority
a thing that is regarded as more important than another.

What a simple word that I used in the last issue of the Gazette regarding what I thought should be the 2014 priority for the membership volunteers. Boy that simple word created a maelstrom of comments and issues about what the priorities SHOULD be! So just for clarification, I am fully aware of the very critical infrastructure projects that are of the highest priority for the organization of Train Mountain, IE the new and improved septic system, etc,. However those are things that are being done and will be done by licensed contractors under contract to Train Mountain Institute. What I was referring to was those items that can and will be accomplished by you the visiting member volunteers. I still think OUR main priority is to get the track back in to reliable service EVERYWHERE, not just certain sections. Some of this will of course be accomplished by completing projects that were started last season. Namely the replacement of the track at Hairpin Curve and the completion of the brand new track up north from Beauchamp to Witcombe. My main concern is if we can't reliably get to the new track because the other track is in such a poor state then what good are the other projects. The railroad has to be considered as a whole, having 36 miles of track is fun but it is 36 miles BIG and some of it needs our help.

My nagging seems to be working, the membership renewals and lots of newbie memberships are coming in! So in case you forget what the nag was here it is again, memberships and renewals are now being accepted on line for 2014. Follow the link http://www.tmrmembers.org/Member_Portal.aspx and get signed up. The 2014 schedule is shown at the bottom of this page so get your schedules figured out so you can come and join in the fun.

Also remember our **2014 Special Deal**, if you haven't ever been a member of Train Mountain before, we have some good news for you in this issue. Check the special **FREE** offer towards the back of this issue.

From the President - Tom Watson

I was absent from Train Mountain for most of the month of December due to medical issues. Thus, Dennis, and Russ have been working extra hard to keep the office running. They have also had some assistance from other locals. I wish to give all the volunteers a great big thank you.



2014 Train Mountain Train Meet Schedule								
	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	8/30 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 10/12

Please Renew Now !!

Please Use the Online App to Renew. http://www.tmrmembers.org/Member_Portal.aspx

A conference call Board of Directors meeting was held on December 4. In sum, the main topics for the meeting dealt with the Central Station Septic System, funding, which projects we want to have completed prior to the 2015 Triennial, and a Boy Scout event to be held at TM next May. The details of which will be reported elsewhere in this Gazette. The next BOD meeting is tentatively scheduled for January 8, 2014, and will be a phone conference call.

I would like to encourage everyone to renew their Train Mountain memberships for 2014 as soon as possible. The volunteers who must process the renewals would like to get the paperwork done soon so they can go play trains when the weather improves rather than be stuck in the office all year. Also, since Train Mountain operates with funds from memberships and meet fees, early renewals provide us with the funds to make improvements prior to the running season instead of after the season.

Our website statistics show we had 2,677,806 Hits and 947,728 page views for November. We reached 35,833 unique visitors, and we had 122,347 total visits. This means that our visitors each returned an average of 3.41 times with an average of 7.74 page views per visit.

For this year's totals as of December 23, the website has received 204,511 unique visitors since January 1, 593,957 total visits, 15,186,020 Hits, and 4,792,097 pages viewed. By looking at the Hours data, there are no slow times, which indicates world wide website viewing.

Each month, the website stats get better. In November, we reached more people than any previous month. We still have eight days to go for December, 2013, but even with incomplete data it appears December will be very close to November, as December has already passed the October 2013 stats.

Following the airing of the edited 2012 Triennial video which was shown in a one hour slot on RFD-TV in October, the store sales for the video are doing very well. This has been a great opportunity for train enthusiasts to discover Train Mountain. We need to thank Aaron Bentsen (7 Idea Productions) for his great video and doing a special edit for the submission to RFD-TV.

From the Front Office - Dennis Ward (desk jockey)

The new Central Station septic system is going in as this issue of the *Mountain Gazette* goes to press. inclement weather and engineering *snafus have not stopped the installation which should be complete for our next train meet. Hooray more flush toilets.

Also, at Central Station, our housekeeper, Raven has taken down the wall paper and is in the process of painting the kitchen and dining area. Very bright and clean looking space. Brava Zulu** Raven.

This is all happening because the membership has stepped up by getting the 2014 dues in and some have made very generous donations. As I type this, December 19, we have had 100 new memberships accepted. When we add in all the family members we have 193 people who have already signed on for the 2014 season. Of these 193 people 56 are new members for 2014. That is over 29%.

So far for 2014 we have 30 individual memberships, 50 family memberships, 13 supporting memberships, 6 participating memberships, 7 yard boss memberships and 1 empire membership. Total revenues from memberships \$12,100. Members have also donated \$1,400 and event fees revenues are so far \$770.

So far a pretty good start. We still have a long way to go to get everything paid for. We still have to pay for the Central Station septic system when it is completed. We have to complete the track work around Hairpin and from Beauchamp siding (Aspen Loop) to Witcombe Wye. We need to get a least 19 more containers and get them set into position as well as getting the transfer table in.

In day to day operations; Charlie makes a daily mail run to post and pick-up the Train Mountain mail, Russ mans the phones and is in the process of developing an improved insulated rail joiner. Boyd stays very busy in the backshop maintaining equipment, both Train Mountain and personal. He also finds time to plow snow from the tracks. I idle away my time by keeping the statistics updated (see next paragraph) and insure that checks and cash presented to the office is deposited in the bank in a timely manner. I also spend a lot of time data mining to identify train enthusiasts as prospective Train Mountain members.

I would like to see the ballast hopper set and the ballast cars made functional in order that we can use them for maintenance of existing track and installation of new track. We should have enough people join us during our work weeks in 2014 to get this place ready for a spectacular Triennial in 2015.

A reminder—We have only **6 WORK WEEKS** before the **2015 Triennial**. Most of the track south of South Portal and some of that north does also need extensive tune up so please bring your track tuning tools when you come to the next work week. We have most of the tools available but not necessarily in quantities needed. Please bring your own battery powered screw guns and chargers, we do NOT supply those.

The Boy Scouts will be at Train Mountain in May and have offered to help with forest debris clean up. If you have an extra lawn rake or pitch fork that you can donate please do so. There are a lot of pine needles ready to fall from the trees.

- *SNAFU--Military acronym for (Situation Normal All Fouled Up) ** Bravo Zulu--Navy lingo for well done.*

Electric Trains Not Under The Tree - Russ Wood

Our hobby is undergoing constant changes and the latest trend these past few years is that of electric or battery powered trains. Currently the live steam hobby census shows about 1/3 rd of our trains are steam powered, 1/3 rd are gasoline powered, and the remaining 1/3 rd are electric powered. This poses some problems for us here at Train Mountain in that when one designs a 36 mile outdoor railroad one does not design in 100 wall outlets to go along with the railroad. If we get 300 trains to come to the 2015 Triennial we will need that many (100 = 1/3 rd) hookups for battery chargers for these trains. So those of you who have these trains please keep that in mind. The first come first served rules will apply for the big meets so the sooner you get your reservations in the sooner we can get you assigned to a powered track section. We will do everything in our power (pardon the pun) to get you where you can get hooked up. **Your** part is supplying **your** charger, **your** extension cords, etc.,. We have some ideas on how to get this done but it is a work in progress as to the final allocation of track space and power.

Helping With The Train Maintenance - Da' Crew

Regarding maintenance, there are many folks in the hobby that have methods and ideas on how to do track maintenance and we are no exception. If you come to Train Mountain and wish to help us get the track ready for our next big event please seek some guidance from the folks here that do the majority of the track work before you start. Our way is not the only way to do maintenance but it is our way. Our track system 'floats' the track sections on top of a sheet of plastic with no ballast under the ties, then we add the ballast. So the traditional way of simply coming along and 'picking up' the track to do leveling just doesn't work here. We end up with the track setting on top of the ballast not being held by anything.

On the old wooden tie track we have lots of large gap issues that need to be addressed. These gaps can sometimes be worked by tapping the end of the rails to drive the pieces back together. This causes a larger gap to appear further up the track that needs to be filled. These gaps have sometimes been filled with very short little pieces of rail sometimes called 'Dutchman'! PLEASE don't try and fix a gap that way. It is much better to drive the rails closer together and then cut out a section of rail a couple of feet long and replace that cutout piece with a correct fitting piece. All this and making sure that the new gaps rest on the top of a tie for support. Our rail-joiners do an excellent of alignment but are not structural members capable of supporting a locomotive or loaded rail car. Having a 'Dutchman' stuck in the middle of a rail-joiner weakens it structurally even more. Also when driving the rails PLEASE use a soft block so as to not peen or hammer over the end of the rail, Under NO circumstances try driving the rails in a turnout as this will destroy the geometry of the turnout and many of the parts are screwed into the ties. Many times the gaps occur on our curves and the solution there is to rake the ballast back on the inside edge of the curve and gently drive the track sections back towards the center of the curve. This usually brings the gaps together.

Elsewhere on the railroad we are under constant attack from vegetation roots! There is no simple solution here, just one way to get it done, remove a section of track and dig out the root. I am a firm believer that our roots have a devious mind driving them as they seem to grow right to the center of the track, make a 90 degree corner and then grow right down the entire track section!

Many of the tools of the trade we use for track maintenance are available here for your use (track mirrors, pry bars, hammers, etc.). Some others are in short supply. Items such as battery powered screw guns and the like are on that short supply list. Please remember to bring yours and your charger for your personal use and to check with one of the Train Mountain track regulars to find out what needs to be done and where. We will get you up to speed and may even join in the fun! We will be trying to do a much better job this year having an up-to-date to-do list available both on the white board and in hard copy form. It will be very similar to what we have done in the past but more complete, much like the list John Black provided for the Big Build last year. Think about your plans for 2014 and add us to your list please, we need your help. Thanks.

PHOTO GALLERY



Yes Virginia there really is a Santa Claus and yes the new septic system is really being installed!



The locals decided that there were many of us that were not going away for Christmas so they had a no host Christmas Day dinner. 30 folks showed up for some great food and fun (*and some killer desserts!*)



Here's 3/5's of the cooking staff, Pam, Rose, and Dana. Steve and Barb are outside manning the cookers!



Did ya' notice how bright these pix are, Raven's new kitchen paint job really helps!



If you have never been a member of Train Mountain
 You Are invited to
VISIT TRAIN MOUNTAIN
For FREE!

RUN YOUR EQUIPMENT FOR FREE This Certificate gives bearer a one-time opportunity to bring their 7.5" gauge equipment to run on any of Train Mountain's 35 miles of track. Your visit may last up to 10 days, including any of the Meets. Normally only Train Mountain members are allowed to run their equipment on Train Mountain Track. Safety chains and current boiler certificates required.

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Certificate expires **Dec 31, 2014**. Certificate has no Cash Value. Participants must sign a standard Train Mountain Liability Release. **Not valid for anyone who has been a member previously.** Train Mountain Membership is only \$50 a year individuals, or just \$75 a year for families. Train Mountain wants more people to see Train Mountain and become members.

Worlds Largest Ride-on Model Railroad
over 35 miles of track

Train Mountain, PO Box 438, 36941 South Chiloquin Road, Chiloquin, OR 97624-0438
www.TrainMountain.org 541-783-3030

PHOTO GALLERY
(continued)



Good food, good friends, great time to be at Train Mountain.



Showed Art Crisp my design for an insulated rail-joiner, (he was very kind!)

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.

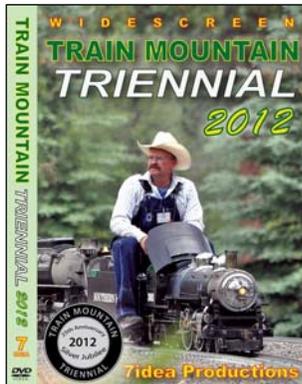
Cash or short term contract.

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

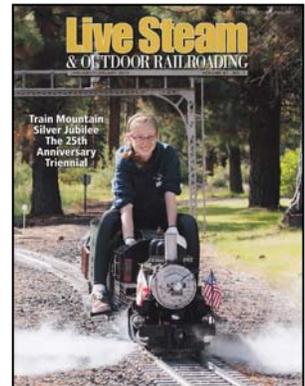
Call owner at 360-673-2277 or 360-703-7063.

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.



Did you see the great article and front cover story from the January /February 2013 issue of Live Steam and Outdoor Rail-roading? 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

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

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