



The Mountain GAZETTE

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From the Editor - Russ Wood

I have often used the story of Huckleberry Finn and Tom Sawyer to describe the magic or the lure of Train Mountain to others, you know the part of the story where we get invited to come and paint the fence! 😊 Well that ol' Train Mountain magic has been upheld once again! Seems that the Friends of Train Mountain had 'a few' projects they would like to get done, aka the 'Big Build'. With that request our great members came by the car load and pitched in to get them done! **Wow what a work week and what a meet!** Please reread the last issue of the Gazette and take a long look at the very long list of suggested projects! Well folks, they all got accomplished! As I Said: *Wow what a work week and what a meet!*

We had crews doing forest cleanup, loading, moving and unloading lots of track panels and track panel cars, loading, moving and unloading lots of firewood cars, refurbishing some of the many structures around the campus, garbage and other trash pickup, several different track surveys, finishing the re-do of the track at Canada, ballasting from to Hope to Ward, mixing and pouring cement to rebuild the tunnel portal at Rio Grande, laying new track at Aspen Grove, finishing the wye at Witcombe, fixing and replacing the worn out track between Containerville and Central Station (and all of those insulated joints!) plus lots more! WHEW! Check out the report in this issue of the Gazette.

During the whole week the ladies in the kitchen made sure that no one went hungry! Great food and lots of it. In the evenings the member sponsored dinners also fed the troops. The potluck on Saturday night is the only Train Mountain sponsored meal. Please feel free to use the tip jar to help defray the costs, thanks. All the other meals are funded by and put on by the members. We do appreciate their efforts and of course the great chow! Here again the members jumped right in and helped with the serving, clean up and helped to make the meals a lot of fun! As stated above you can help by using that good ol' tip jar to help cover the food costs, thank you for all of your help. Next, after all of the hard work there were trains running everywhere! Great fun, short rides, long rides, day rides, night rides, what a blast! Ya' shoulda' been here!

Speaking of being here, how about coming for the next event on our busy calendar, the Fall Colors Meet. The leaves are starting to change already so the colors should be spectacular by the start of the meet on Friday the 11th of October. The weather right now is very pleasant and evenings very mild. Come and enjoy your park, and bring a friend!

From the President - Tom Watson

It has been a busy and productive month. The September Big Build, sponsored by Friends of Train Mountain, was successful beyond expectations. Those of you who attended know how much fun was had by all.

As we move forward with the new Train Mountain, every month brings more new members, and the return of old members that have now come back to TM for the first time in many years. Also, we are seeing large numbers of members enjoy TM during non-meet times.

At the September Board of Directors' meeting, it was decided to keep the 2014 Membership fees the same. However to do so, we must make some changes. Mailing amenities to members turned out to be very expensive and time consuming, thus in the future we will only mail the year pins (and engraved badges for new members). All other amenities will be FOB TM, or may be picked up at TM. Laminated Badges for Family Members will only be made upon request when attending TM.

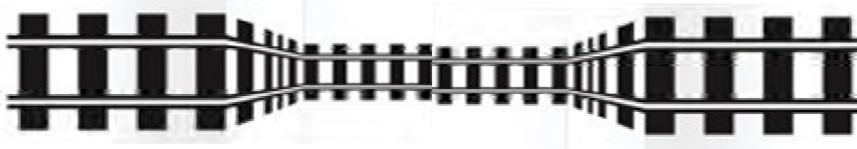
The Board also voted to keep the Meet Fees the same with one exception. The first adult Guest fee will be set at \$25. This solves an inequity problem between the second adult member and the adult guest fee for attending meets.

It was also decided at the September BOD meeting to eliminate the Subscription Member category and make the Gazette available to everyone. The consensus being that the best way to promote and expand TM is to reach beyond just the members with the Gazette.

Bill and Rosemarie Dobbs will be living in the loft apartment in Central Station this winter, and continuing, until their new home is completed. Bill will be providing after hours security for TM. Both Bill and Rose will also help us greet visitors and promote TM.

Our website statistics show we had 1,410,778 Hits and 621,915 page views for August. However the really important statistic is that we reached 32,636 unique visitors, and that we had 85,458 total visits. This means that our visitors each returned an average of 2.61 times. Since settling the IRS leans in May, these statistics have had significant increases each month, and the partial September statistics indicate that our numbers continue to grow.

The Fall Colors Meet is shaping up to be another great meet. See you at the meet!



2013 Fall Colors Event Schedule			
Date	Time	Event	Location
Fri 10/11		Fall Colors Meet Start	
Fri 10/11	7:30pm	Town Hall Meeting	Hall of Flags
Sat 10/12		Fall Colors Meet	
Sat 10/12	6:00pm	Member Pot Luck	Central Station
Sun 10/13		Fall Colors Meet Ends	

2013 Train Mountain Train Meet Schedule	
	Fall Colors
Work Week	none
Meet	10/11 to 10/13

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

The Big Build - Friends of Train Mountain

Friends of Train Mountain organized the September Meet Work Week.... called the Big Build. Friends plans to organize the Big Build every year.

The September Meet is always well attended. Here are historic attendance figures :
2001 = 136, 2002 = 146, 2003 = 153, 2004 = 157, 2005 = 200, 2006 = 114, 2007 = 171, 2008-2012 = ??, and 2013 = 127.

Sunday - Ballast Day

Hope to Ward -- Starting at 7:30am, the main task was to expand the Ballast from 8' wide to 12' wide between Hope and Ward (about 3/4 of a mile). We had 2 teams... 4 Gators... 2 backhoes to load, and 3-5 people helping dump and rake out the Ballast. There were Gator loading areas at the Hopper, Track Dump and Ward Meet. Most of it was done by lunch. Some between Panzick and Hope got finished Monday Morning.



Cooper -- Another team (mostly the Idaho Mafia) added 2 switches at Cooper Siding and moved the tail track. All this track work was done by the end of the day... including the Ballasting. Bill Dobbs can now connect the yellow track as soon as he creates the grade.



Witcombe -- Earlier this summer Bill Shepherd had surveyed what we needed to do to connect to the new south-bound grade from Witcombe to Aspen. Richard and Dustin tore up about 500' of old track including the Southern part of the Witcombe wye.... then they re-graded the area, lowering the grade about 2' at the lowest point. Charlie Bill Schubert, Dennis Ward, Tom Watson, and Art Crisp re-laid the track. Art and Charlie built a new diamond. On Sunday a team led by Richard and Bill Dobbs ballasted Witcombe.

Monday - Firewood and Track

Aspen Firewood -- In April Richard, Dustin, and Raven worked on Aspen Grove. This is one of the most scenic areas at Train Mountain. They cut up many downed trees into firewood sized pieces and gathered years of debris to be burned. The Aspen grove will regenerate more easily if the pine trees



are cut down so they do not compete with the Aspen and if the forest debris is removed so the young Aspen get more sun.

About 30 members worked all morning hauling the firewood from the interior of the grove to the track.

Then several trains hauled the firewood to near Central Station where trucks could easily haul it away.



Here is the result :



New Track at Aspen --

A team led by the Idaho Mafia laid about 350' of track at Aspen. This is part of the Witcombe to Aspen track. They got it all laid and about 70% of it Ballasted on Monday.

Tuesday - Rio Grande, Track Replacement, Moving Track

Rio Grande -- The retaining walls that support the bridge at Rio Grande needed a better foundation and some other concrete work. A team led by Jerry Crane mixed and poured about 2 cubic yards of concrete. Jerry Balf loaned us his mixer so there were 2 mixers. A big job, but they got it all done in a day.

Track Replacement --

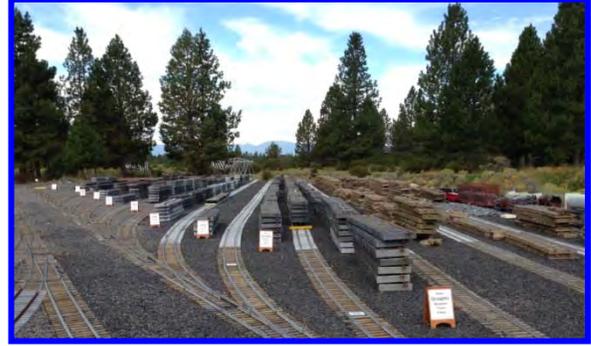
The Idaho Mafia replaced 2 tracks leading from Containerville and the main yard to the Signal Shack. These are 2 of the oldest and most traveled tracks at TM.

This job took 2 days. It was a great demonstration of how much harder it is to replace track as opposed to laying new track. The previous day the Idaho Mafia laid and Ballasted 350 feet of track in a single day. This 80' of track took 2 days. It is much harder to re-lay track..... especially out in the **hot sun** (and tons of insulated joints for the signals) Ed).



Moving Track

When the IRS placed liens on Train Mountain, Friends of Train Mountain had miles of track panels stacked up on TM land. Friends moved all the track to Carl & Marg's 20 acres adjoining Train Mountain.... Canada. Now that the IRS issues are resolved, it was time to bring the track back... all 130 loads.... 650 plus track panels. Every day several trains hauled track.... 3-5 carloads at a time. 2 of the trains were run by 14 Australians who flew up from Queensland to help. Here is a photo of the yard behind the Backshop part way through the move....



By Thursday night all the track had been moved.... the yard was completely full. No more space between tracks.... Many flat cars parked loaded. The track is sorted by radius. Note we only have 3 or 4 165s.

Wednesday -- Containerville, Firewood Fences, Drainage Ditches

Wednesday people were still moving track, moving Aspen Grove firewood, and doing several other tasks.... but new Tasks started :

Containerville --

Everyone (except Dale & Veronica) emptied their containers so Richard and Dustin could cut 12"x12" vent holes low in the North Doors and 12"x18" vent holes high in the walls near the SE corner of each container. These vents allow a cross flow of air which minimizes the chance that gas fumes can build up. All spare gas is stored now going to be stored in metal signal cabinets outside the containers.



Firewood Fences --

Train Mountain has several fences made from firewood. This rotting wood is a breeding ground for bugs that are bad for the surrounding trees. In a fire, they will act as a fuse to accelerate the spread of a fire. We want to haul them to the burn pit and burn them. They are rotten enough so they have little heat value and the locals do not want to take the bugs home or to burn the bad firewood. We will leave the firewood fence along Highway 97 in place until we have funds to re-fence that area. A significant amount of firewood got hauled to the burn pit, but there is a lot more to move. Its a great job for your train. Grab some firewood cars and go to work.

Drainage Ditches --

Train Mountain has serious drainage problems in several areas. The pine needles get raked or blown into the ditches at the edges of the Ballast. The pine needles then slow the muddy drainage water and the mud falls out... filling and clogging the drainage ditches. In some places the drainage was poorly done originally. In other areas vegetation has liked the water and clogged the ditches. The worst places are the Panama Canal and the big dig on the N side of the long tunnel under the Backshop parking lot. A team spent 2 days shoveling ditches and gathering pine needles and brush. The situation is much improved, but we are probably going to have to get the use of a tiny backhoe and re dig several ditches.... hauling many Gator loads of dirt away.



Thursday -- Track Tuning, Switch Stands, Dobbs Track, Wood Ties, and Maps

Track Tuning --

Several groups did track Maintenance. Charlie Bill Schubert and Dennis Ward did a big fix on a switch on Timberlake. The Idaho Mafia rode lots of track and tuned many problems.

Switch Stands --

Joel Blankensop, Lee Brooks, and Jim Beauchamp installed 5 new Switch Stands at the Burn Pit, the switch that determines how you exit the Burn Pit, M&M Siding, Beauchamp Siding on Aspen Grove, and one other... (I'm confused) Douglas Siding perhaps.

Dobbs Track --

Bill and Rosemary Dobbs want to connect their home to Train Mountain track. They need about a mile of track. If we all helped them by re-building just 2 aluminum on wood track panels, then the Dobbs would have the track that they need. Bill has set up some tables in the middle bay of the backshop and has started rebuilding track panels. Several people helped him build panels. Please help him build his track.



Wood Ties --

Train Mountain had lots of wood ties and several wood & aluminum track panels that were located on a neighbor's land. The ties got put on pallets and got moved back onto TM land. Soon the ties will be put under cover and the track panels will be moved behind the back shop. Bill Dobbs may use some of this. Bill has about 187 steel on plastic ties track panels. He needs some of it for curves. TM is buying the rest from him... 4 wood/aluminum track panels for each good steel on plastic track panel.

Maps --

We are working toward a better map of Train Mountain. The following maps were made as part of that effort and to focus or budget needed maintenance.

The GPS locations of a sampling of mileposts was done. The plan is to use this data to get the mileposts on the maps.

The lengths of all the Sidings up north were measured and washers were installed marking the Foul points on the sidings.

The extents of each of the Divisions were mapped

The areas where there are Drainage problems were mapped

The Low Ballast areas where Ballast is an inch or more below the top of the ties.

Conclusion

The Big Build is a natural fit with the rhythm of work at TM. In October the weather drives us indoors... We get rained out or mudded out. In about May the ground dries enough so we can do dirt work. June and July we do dirt work. August is too hot to get much done, but Dustin and Richard can stage work for a big push in September when the weather is cool enough to work, but warm enough to be comfortable. All the grade is prepared. We are ready to lay track. We can stage a lot of work for the Big Build in September.



A Time For Ballast Cars - John Black

A lot of track has Ballast that is more than 1" below the top of the ties. The best way to top off the Ballast is to haul it in and spread it by rail car. There are many Ballast car designs. Some are working. Some need a few tweaks. This winter we want to get the Ballast cars working so we can begin re-ballasting the steel on plastic track next summer. Dennis Weaver's Bottom Dumping Ballast Car

A Dining Car - John Black

Maybe we should buy a Dining car and put it on the track by the Pullman car. This is a picture of a Diner built into a car in Pennsylvania.



Train Mountain Building Approvals - Train Mountain Institute

Before any future improvements are constructed and installed the location and structure should be approved. All future improvements at Train Mountain will require approval of the land owner, the Train Mountain Institute board. The Train Mountain Institute Board will work closely with TMRR board and Friends board in making decisions. Every effort will be made to make the decisions quickly, in a cooperative way, and with as little politics and bureaucracy as possible.

When Quentin ran Train Mountain, he had to approve everything. His guidance gave us a high quality train park. In the new era, the Boards of Train Mountain have to take responsibility for giving that guidance. They have to think about the design, development direction, and development standards at TM. They have to balance many competing issues and do the best they can to maintain and improve the quality of everyone's experience at Train Mountain. They are initiating long range planning to involve everyone in the debates about what TM should become.

Proponents of improvements should send their proposal to the TM office. At a minimum, they should identify the location of the proposed improvement, clearly describe the improvement. with a drawing showing size and location, indicate when the proposed improvement is to be constructed, give a follow-up maintenance plan, discuss any required funding, and provide a photograph or artist's rendering of the prototype artifact being modeled - if available. The proposals will be reviewed by the boards.

Capital Program Progress - Train Mountain Institute

In May the following 2013 Capital Campaign was approved. Below is a status report :

Estimated

<u>Actual</u>	<u>Budgeted</u>
\$ 1,565	\$ 3,000 Fix the Water System Deficiencies -- Done
\$15,000	\$10,000 Engineering and Permits for Sewage Fixes -- Engineering is estimated at \$15,000, but they have reduced the cost of the project and made it possible for Dustin & Richard to do a lot of the work which will save a lot of money. Permits are expected in days.
\$ 500	\$ 3,000 Retaining Wall Repairs... We have done what is needed for a few years.
\$14,700	\$ 7,200 Containerville re-grade, Drainage, Vents, Lift, Electrical, Water, Gas Storage, Foundations. We have done all but the foundations which is an expensive part...\$7,500.
\$ 1,386	\$ 1,300 Fix Backshop Doors -- Done
\$ 8,000	\$ 8,000 Replace Roll Up Doors in Hall of Flags with an energy efficient solution. We have the permits and are out buying materials
\$ 3,000	\$ 5,000 Handrails... we have the curved pieces and need the pipe, steel, bolts, welding and grinding supplies. Dustin and Richard plan to weld and grind this winter, but they need help.
\$ 2,500	\$ 2,500 Ceiling Fans are in, Museum Signage has started, Other small projects still in progress.

\$46,651	\$40,000 Total

So we are a little over budget, but we have deferred the \$7,500 Containerville foundations until next year. So by spending the \$25,202 that we raised in the last Triennial, we can meet this year's bills.

But we are falling short of our goals. Our highest priority is fixing the Central Station sewage system in time for the Triennial. To finish the sewer system and get the new container foundations in, we need \$35,000.

WE NEED HELP. We have raised less than \$6,000 toward paying for these expenses. **PLEASE DIG DEEP AND HELP US GET THIS WORK DONE.** Your contributions to Train Mountain Institute (PO Box 438, Chiloquin, OR 97624) are tax deductible.

Visiting other Clubs - Russ Wood

I had the good fortune to be able to visit the Molalla Train Park, Molalla Oregon, home of the Pacific Northwest Live Steamers this past weekend, on the occasion of their Founders Day Meet. What a very nice facility and a great bunch to visit. They also know how to feed the troops well and we had a great spaghetti feed Saturday night. Their latest endeavor is a new roundhouse which Bill Sheppard is leading the charge on. Check out their website for details. <http://www.pnls.org/roundhouse.html>. The next visit will be up to Bend Oregon for their open house and all Meet. Visit their website for details. <http://www.ecmrr.org/>. Boyd Butler and I also go over to Medford Oregon and help out when we can. They have a great facility with multiple clubs enjoying the same park. Check them out at <http://www.southernoregonlivesteamers.com/> Overall I would say that in the live steam hobby, Oregon is certainly well represented! Visit and support your local club(s) regardless of where you live, they will appreciate your support the same as Train Mountain appreciates your support.



Interesting Visitors to the Park - Russ Wood

Some of our members qualify as being 'interesting' but several of our visitors also fall into that category. Case in point, we had a couple stop by the park for a look. One of our members graciously agreed to take them on a ride. When they returned all full of smiles they asked if we would like to see their hobby? We agreed and well did we get a treat! Imagine blowing these horns at 4300 feet! What a terrific sound they made.



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.

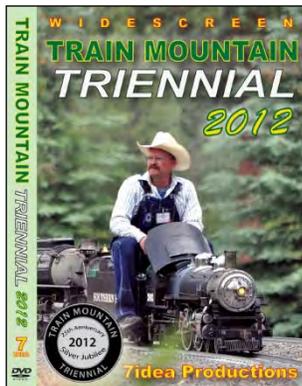
Cash or short term contract.

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

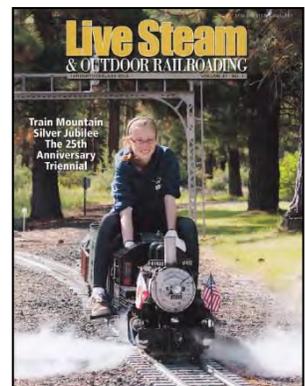
Call owner at 360-673-2277 or 360-703-7063.

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 yours on the way to you. 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

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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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