



The Mountain GAZETTE

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Just what is Spring Awakening? Well, this year it was a bit of a battle convincing Mother Nature that we really should be having some nice Spring weather. The Spring Awakening Work Week and Train Meet was provided with every type of weather available in this area. All in one day Train Mountain enjoyed sunshine, wind, snow, sleet, hail, and rain. However, that did not slow down the Train Mountain Members and Guests, whom in the true spirit of railroading just kept on rolling. During the Work Week, there were plenty of both indoor and outdoor projects for everyone to stay productive. The ladies provided lunches and three dinners during the Work Week. We even had a video after dinner where we enjoyed, you guessed it, a train video.



When it came time to play, Train Mountain Members and Guests really know how to do that, and their favorite thing to play is "Trains!" Just look at the fun being had by the group from Burnaby, BC, Canada, all members of the British Columbia Society of Model Engineers.





Richard and Dustin did a great job on the retaining wall at Dog Walk (left), and the



Hairpin retaining wall is coming along nicely (right and below). There are still more layers of block to



be laid and filled with cement before the Hairpin retaining wall is complete.



Bill Kludt, Bert Newberry and Boyd Butler are hard at work replacing some bad rail (see below).



We discovered that Dennis Ediger does do windows. The evidence is shown above. Shhhh! Don't tell Mort or she might have him doing this more often.



Debra Cox is always moving so fast that it is difficult to get any pictures. Here she is on the left with a weed eater. Debra is doing a great job making the Train Mountain landscaping look great.

Below, Dennis Ward slaves away loading pine needles as Tom Watson takes pictures.



Many projects are being worked on during Spring Awakening. Below is Bill Kludt building three more picnic tables. Although we have no pictures, these tables were completed and taken to Hope and Crane. There are now two tables at each.



Some really cool locomotives and rolling stock showed-up recently. Above is Dick Peterson showing off his new paint job.



On the right is a new member's train. Gary Bos of Yakima, WA, just purchased in this train in California and stopped at TM on the way home to try it out. Gary and his wife Marcia ended up staying an extra day they had so much fun.



The Kitsap Krew, Jim Davenport, Jeff Mills, and Jerry Crane, installed the safety hand rails last month at Crisp Yard. They have since had primer applied and are awaiting their final coat of paint. Bob Bell of Portola Valley, CA, is working on the final coat of paint, but was hampered by the cold and wet weather during Spring Awakening - just not good painting weather.

In late April, Klamath & Western hosted a birthday party for some young train enthusiasts.



The rolling stock in that cake consist was constructed by Grandma. The core was constructed with Red Velvet cake finished off with a delicious icing paint job.

At the same time, Klamath & Western was busy erecting a portable building to be used as a gift shop in the front and storage in the back.





The almost completed Klamath & Western building is shown on the left. A “Store Front” door will be installed in the wall shown on the left side of the fence.

Below is an image of Daffodil Hill, showing the new Daffodils planted by Larry DaBroi now in bloom. It seems that the new Daffodils bloomed two to three weeks later than the established plants.



From the President – Tom Watson - May2014

There was no Board of Directors meeting during April, as no agenda items were submitted to the Board that could not be resolved via email. The volunteers at TM are now working on preparations for upcoming events, and raking and hauling pine needles.

The weather is getting better. If you are not doing anything we could use your help anytime you are free. To have a fun run season without a lot of derails, we need to clear the right of way of pine needles and other debris, to repair and tune track, and for the modelers out there we have painting and repair of the miniature buildings needing attention. We really need everyone’s help to get the railroad ready for the running season. The local volunteers cannot get it all done without help.

Weather permitting, we are already out there starting this work. Anyone with spare time is encouraged to come and help with the chores any time. It does not need to be during a work week or meet.

Our website statistics show we had 1,448,615 Hits and 158,800 page views for April 2014. We reached 8,822 unique visitors, and we had 29,879 total visits.

Don’t forget about our video contest.

Video Contest Page Link:

<http://www.tmrr.org/pages/videocontest/VideoContest.shtml>

Contest video link:

https://www.youtube.com/watch?feature=player_detailpage&v=7XsngnBGyN8

Tom Watson,
President, TMRR

Musings from Midway

We had a great work day at G-Ville during this work week. Dana, Barb, Joyce and Pam manned (girded?) rakes and cleared most of G-Ville of pine needles. While we raked Dennis hauled away. We got done in one day what would have taken weeks to accomplish by ourselves. A huge THANK YOU to the ladies.

Last work week Dennis built a ramp to the boxcar and this week he stained it. Much easier to get in and out with wheelbarrows and wagons. Dennis also wired all the switches in the newly completed train yard. I think he was glad to haul pine needles so he didn't have to be on his knees.

Our next major project is to clean the pond and get it ready to fill with water. This will be a major job but we hope we can get it done during the next work week. All in all G-Ville is progressing well. Come visit.

Mort n Denny



2014 Train Mountain Train Meet Schedule

		Narrow Gauge Train Meet	Operations Meet	August Train Meet	Big Build Train Meet	Fall Colors Train Meet
Work Week		5/24 to 5/29	6/21 to 6/26	7/26 to 7/31	8/30 to 9/4	none
Meet		5/30 to 6/1	6/27 to 6/29	8/1 to 8/3	9/5 to 9/7	10/10 to 10/13

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Train Storage at Train Mountain

By Dennis Ward

As you may or may not know. There are storage facilities at Train Mountain for those of you who wish to leave your trains and locomotives on site.

There are currently twenty 40 foot shipping containers with track access. These containers are leased long term for (currently \$5000) the lease is transferable when both the lessee and the lessor agree. There is also an annual maintenance fee (currently \$375) for electric and other cost associated with the container and track maintenance. All currently installed containers are occupied. There is a plan to install an additional 20 or 21 containers that can be accessed via a transfer table from the Train Mountain track. The plans have been approved. The transfer table has been acquired. We are awaiting the funds to purchase the containers and install them and the transfer table.

In addition to the containers there is track storage available in the Backshop. The current rate is 35¢ per foot per month on the floor level track. These rentals are normally paid for by the year. The first year will be prorated on the per month basis. Raised track (currently unavailable) will probably be 50¢ per foot per month.

If you are interested in storing your trains and/or locomotive at Train Mountain let the volunteer staff know with an email to info@tmrr.org. Subject: Train Storage. You must be a Train Mountain member to store equipment at Train Mountain.

In addition to storing your own equipment Train Mountain has riding cars, propane cars and other rolling stock available to rent at \$10 per day. Propane is extra.

Alcohol free gasoline (known as "Clear Gas") and diesel is also available for sale to members on site at Train Mountain.

Musings from the back office – by Dennis Ward a Train Mountain Volunteer

Train Mountain has been under new management since 1 November 2012. Since May 8th of 2013, the management team consists of three separate entities: Train Mountain Railroad (TMRR), Train Mountain Institute (TMI) – formerly Railroad Institute (RRI) and Friends of Train Mountain (Friends).

TMRR is the railroad social club that organizes the railroad meets for its members. TMRR keeps the office open and operating as efficiently as is possible with an all-volunteer labor force and performs other services in exchange for access to the facilities. The office duties include keeping track of fuel sales and purchases, room rentals, Hall of Flag rentals and the rents imposed for Containers and Backshop track storage.

TMI is the Educational Institution that keeps the railroad open for railroad educational events. They pay insurance, propane, electrical, waste management, property taxes, etc. They also collect the income from the cell towers on Stieger Butte. TMI volunteers maintain a library at Central Station and are developing a Railroad Museum. TMI sponsors the Operations Meet, Scouting events, and other

railroad educational events.

Friends is the social club whose members maintain and expand the infrastructure. Friends sponsors the Big Build Meet in September when everyone concentrates on expanding the railroad. Friends handles payroll for the employees. Dustin and Richard do the maintenance and improvements. For example – upgrade the rooms in Central Station, install the drain field for the new Central Station septic system, erect retaining walls along dog walk and Hairpin. Debra brings the flower gardens and lawns back to life every spring. Over the weekend of the Spring Awakening meet, Richard and Dustin revived the water system from the winter shut down in order that our members with live steam would have water stops available. Penny and Raven share the housekeeping duties.

When you join Train Mountain, you are joining all 3 entities. TM Institute gets the majority of the membership money. \$5 per individual membership and \$10 per family membership go to both TMRR and Friends. TMRR gets all the meet fees.

FTM is a 501(c)7 Mutual Benefit Non-Profit. TMI is a 501(c)3 Public Benefit Non-Profit so donations accepted by TMI may be tax deductible. TMRR is a Mutual Benefit Non-Profit that has applied for 501c7 tax status.

Walking Tour

This is a project we have been working on for over a year. A self-guided walking tour of the antique full size equipment. It seems that when you think that nothing is getting done, all of a sudden, it all comes together.

Last year, we started with a temporary wire supported foam board sign describing the Pullman Car. This inspired designing permanent metal signs, getting a budget, and having the signs made. Steve and Pam took care of producing the permanent signs. Then came winter, and it appeared that nothing more was being done.

Not so! Jim and Sabra roughed out a temporary brochure during the winter. This had a map of the area south of South Chiloquin Road on one side. The map had the locations for each of the pieces of equipment on the Walking Tour marked with a number on the map. The reverse side had a list of the numbers with a short description of the equipment at that location.

These temporary Walking Tour Guides flew out of the office faster than we could make them. Eventually we will need to have them commercially printed in quantity, but we are not quite ready yet, as this is a work in progress that is still changing.

Well, now we that have a Walking Tour Guide, what about the signs for the equipment? Since we did not have the material to make the permanent sign pedestals, nor the manpower to fabricate the pedestals, we decided to obtain some outdoor double sticky tape and attach the signs directly to the equipment until such time as we obtain the pedestals.



The signs were mounted on the equipment over the Spring Awakening Meet weekend by Steve and Pam. We are now ready to go with the self guided walking tour.

Southern Pacific Railroad, SPMW 206, Leslie Rotary Snow Plow

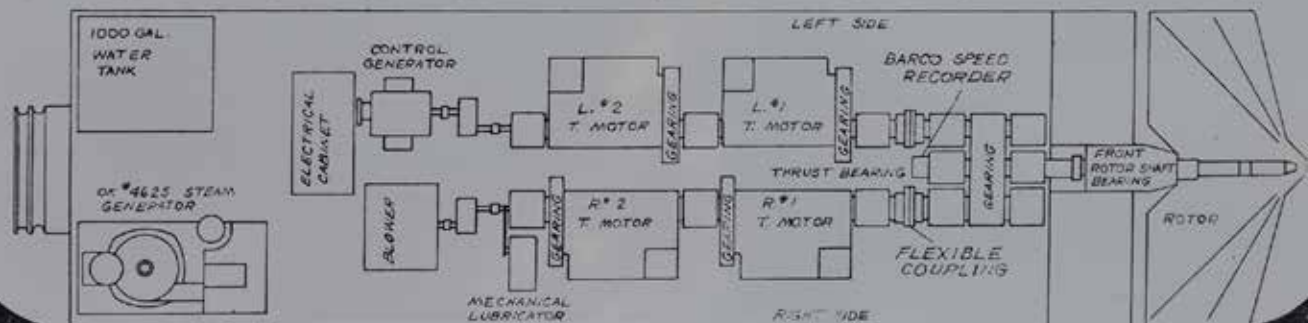
Built by the Cooke Works, American Locomotive Company, March 1925. Built as a coal fired steam Rotary, but converted to oil at the Sacramento, Ca. Shops before entering service in May 1925. This is a Leslie designed plow with the very successful revolving wheel. Assigned to Eugene, OR until retired and donated to Train Mountain by the Union Pacific in September 2001.

As built, this plow was equipped with a steam boiler and two cylinder steam engine to power the wheel through a large bull gear. Oil and water was carried in a tender trailing the plow.

In 1958, the plow was converted to electric power with the car body being rebuilt to house the updated equipment. The wheel was turned by four electric motors housed within the car body. The electricity was provided by a former locomotive converted into a power plant coupled to the rear.

This plow's wheel could spin up to 150 rpm throwing snow a considerable distance from the track. Depending on which way the wheel was spinning determined which side the snow was thrown.

This outfit, as was the steam powered version, was pushed by a trailing locomotive. Forward speed for plowing varied depending on depth and density of the snow, generally a slow walk to 8 mph.



IN MEMORY OF *Joel Willis Blenkinsop* (1938-2014)



Our Dear Family & Friends:

We are writing to let you know that two years ago Joel was diagnosed with Stage 4 cancer. Respecting his wishes, we have kept this very private. After two years of treatment, on April 27, 2014, he lost his battle in the comfort of his home.

Bev and Joel were married 40 wonderful years. Over the years, we have enjoyed many trips together. Joel's greatest blessings call him "Dad" and "Pop." Again, keeping with his wishes, he did not want a funeral. Rather, his ashes will be placed with his son, Scott, in Utah and some places he loved: Our cabin in Wyoming, Train Mountain in Oregon and with his family who have passed in Long Beach. In lieu of flowers, if you would make a contribution to Train Mountain Railroad, please feel free to do so in memory of Joel to: Train Mountain Railroad, c/o Dennis Ward, P.O. Box 438, Chiloquin, OR 97624. We appreciate all your friendship and love.

Love, Bev and the families of Tiffany, Laura, Alysha & Roy





Photo by Jim Rickman

From The Stacks

Although the library is open at all times, our new Library Open banner indicates that staff will be there! Come visit.

New Acquisitions include an almost complete collection of Amtrak schedules (from the Panziks) and a new computer and VHS player from Bill Dwyer. Thank you!

May Social Media Report



The Train Mountain Facebook page is now over 1500 “likes” with a significant international following. We are getting lots of quality interactions with most posts; photos are by far the favorite. Occasionally, I will post non-TM items, such as reports on the Union Pacific Big Boy 4014. Those items also get a great response. Facebook went wild over a recent post of the log train video assembled by Tom Watson, shot by Jim Davenport and Jeff Mills. There is always a feeding frenzy of high-quality video, shot in HD with a little bit of editing; those videos produce handsome results. Therefore, I encourage everyone to participate in the Train Mountain Video Contest! All the details are on TM’s website. This is great way to have fun, share it with your friends, and win some cool prizes! The contest officially opened May 1st; submissions will be accepted until October 20, 2014.

GET THOSE CAMERAS ROLLING!

Chris Donhost





On May 16-18, 2014, the Klamath District Boy Scouts held a Camporee at Train Mountain.

The Scouts set up camp at Six-Acre Friday evening, and received a short train ride from Train Mountain Members.

Saturday morning, Train Mountain volunteers provided pine needle work trains, and the Scouts equipped with rakes and pitchforks boarded the work trains ready for action. The Event Coordinator, Jim Armstrong, was called home for a family emergency, but had set up a work train dispatch schedule that worked flawlessly. Since Murphy, of Murphy's Law fame is always trying to help, we had the normal minor derails common to pine needle cars, people unfamiliar with getting into the burn pit getting lost and minor equipment issues, but no real problems that could not be immediately cured. The Scouts and volunteers raked and hauled pine needles for three hours. That resulted many of loads of pine needles delivered to the burn pit.

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After three hours of fun with the forest debris, everyone broke for great lunch provided by the ladies of the kitchen. The Scouts had several competitive events planned for the afternoon, three of which were being put on by Train Mountain volunteers. Carl and Marg, and their fellow Canadians did wonderful job running the Rail Bike event and Acid Rain Shelter event. The Rickmans ran the Switching Puzzle.

Acid Rain Shelter

The scenario is: the boys have been injured by acid rain. All the boys, except one, have been blinded (here they have blindfolds). One boy (with the blue shirt) is the only one that can see, but he cannot move his arms or legs. Another acid rain storm is arriving in nine minutes. They must erect a shelter to protect themselves before it arrives. The boy in blue must direct the others. The team with the most points wins. Points are given for shortest time, teamwork and respect.



Rail Bike

The Rail Bike event required carrying a cup of water around Midway Circle for in a relay for a specific amount of time. The water is collected at the end of



each lap, the rider changes, and do it again until the time is up. The event is scored by the total amount of team water collected, teamwork and respect. This event was very popular!



It's a Switching Puzzle figure it out!



The Scouts had several of their own events. Here is the tomahawk throw.

Note the tomahawk caught in mid-air in the images.



OIT Compass Exercise

One of the Scout leaders, Mitch, is a professor at OIT, and teaches surveying. He had a course set up to teach the boys how to find orientation and elevation. Mitch is also one of the OIT staff working with Train Mountain on track surveying.

The Campfire

Nap Attack!

The first casualty of the Nap Attack was a scout leader, but he certainly wasn't the last.



At the end of the day everyone was tired but happy. The talk from both the scout leaders and the TM volunteers changed from just "Camporee" to "First Annual Camporee." A campfire was held at the TM Fire Pit, where the scouts performed skits and were judged for best performance. Awards were given for the skits and also the events from earlier in the day.

During the Campfire, one of the scout leaders asked, "How many want to buy a rail bike?" Almost every hand went up along with a hail of cheers.

Near the end, the Train Mountain volunteers that were present at the Campfire were called up and presented with awards (special wooden train whistles that the scouts had made) and a framed plaque thanking us for the event.

There is a lot more to report, but it is just too much. If you want all the details, you will need to come to Train Mountain and experience all the fun we have for yourselves.

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Ops Meet is Just Around the Bend

Final planning is underway for the 2014 Train Mountain Institute's Ops Work Week and Meet from June 21st through June 29th. Have you marked your calendar and made plans for attending?

As usual, we are looking for rolling stock that the members are willing to share in this year's mix of cars. We try to make it easy to include yours; simply send me an email (armstrong.jandg@gmail.com) by Tuesday, June 10th indicating the car(s) identification marks, road name, and car type – that's all that is needed to have your unit(s) part of this year's fun.

John Lovely has developed a new handbook for this meet and we are down to the last revisions before going to press. Passenger trains, virtual passengers, mail, way freights, and dispatching will all be part of the fun. We may even have a unit train take cars to North Portal and then a local spot the cars at their final destinations, if anyone is interested in this type of movement.

Hope to see you at the Ops Meet for a week of fun, great food, and swapping of tall tales with friends and family.

Jim Armstrong

Web-Cam



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PHOTO GALLERY

Photos by: Tom Watson, Dennis Ward, the Web-Cam



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CLASSIFIEDS

Building Lots For Sale!

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

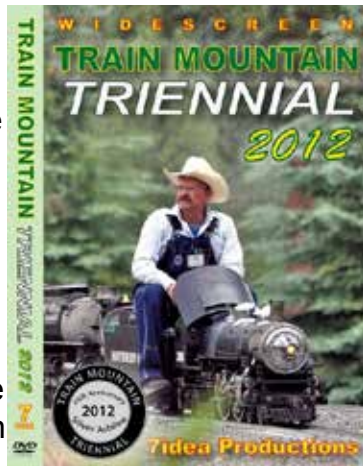
Prices reduced! Lots are located in an established subdivision just a few minutes from Train Mountain. Home owners association provides free water and well maintained all-weather roads. Lots range in size from .7 acre to .25 acre, all lots have phone and water to the lot, 1 has power to the lot, power 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 ads 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



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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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