

Friends of Train Mountain Welcomes You To the 2009 Triennial

At the 2009 Triennial Friends has these informational activities aimed at getting more people to share the fun of expanding and improving this railroad :

- **500 Free 24"x38" Maps**
- **New Track**
Opened Farmersville to Witcombe
- **Tours of 2009-2010 Build**
Mon-Thur, 9:00am & 10:30am
Sign up at office.
- **Signals Seminar**
Tuesday 23rd 1:00pm Central Station
- **Track Shop Open House**
Friday 26th 9:00am to 11:00am
- **Ask Friends Seminar**
Friday 26th 1:00pm Central Station
- **Informational Signage**
- **500 of this Information Sheet**, also
-- on www.FriendsTM.org
-- emailed to Friends Members &
FriendsTM@yahoogroups
- **Photography for Friends Website**

Enjoy the Triennial. THANK YOU Train Mountain for hosting it.

Friends First 20 Months

Friends celebrates its first 20 months of operation on Friday June 26th. Friends has partnered with their contributors and volunteers to accomplish the following during the first 20 months :

- 40,000+ feet of right of way surveyed
 - 33,410 feet of track panels constructed
 - 33,748 feet of right of way rough graded including to New England
 - 5,840 feet of new track laid
 - 4,660 feet of track replaced at TM
- Printed from www.FriendsTM.org

- 300' of road crossings built
- 100 Switch Stands built
- 45 Switches built
- 2.5 mile new Mayflower Road
- Several Roads Closed and reseeded
- Standardized Signal Electronics Designed, Built, and Programmed
- Bi-Directional Signals to Witcombe
- New Milling Machine in Switch Shop.
- New 65' Man Lift to Trim Trees on both sides of the roadbed.
- New 65hp Tree Chipper
- New Grader
- New Water Truck
- New Pickup
- New Excavator
- Tons of Equipment Maintenance
- All 7 Gators working
- Trees Trimmed Farmersville to Hope
- Master Conditional Use Permit approved by Klamath County
- Comprehensive Plan Amendment submitted to Klamath County
- TM/Timberlake Lot Line Adjustment Application
- Wildlife and Eagle Plan Approved by Feds/State/County
- Steep Slopes GeoTechnical Plan Approved by Klamath County
- 7 Road Access Permits Approved
- New Well Pump at Great Northern
- New Water pipe for Crane & Panzik
- CAD maps of TM
- Friends 501c7 Tax Status granted
- Signals Training Classes
- Signals Documentation
- Plans started for Wildlife, Fire, Roads Recreation/Trails, & Fences
- www.FriendsTM.org website
- FriendsTM group hosted by Yahoo
- TM back taxes and bills paid to 10/07

Friends Focus on New Track

Friends of Train Mountain is focusing on building more track. There are a lot of projects to do at TM. Look to Friends to build more track. That is Friends single purpose and focus. Friends build Track.

Friends Thanks Supporters

This is a volunteer built railroad. The following members of Friends of Train Mountain are among those who have contributed time, money, and/or effort to make our progress possible. THANK YOU :

Paul Aragon	Richard Jensen
Thomas Artzberger	Courtney Jones
Jerry & Louise Balf	Carol Laberge & Rodger Rude
Charles & Carol Barnes	Nelson Lanchester
Dustin Barnes	Richard Ledyard
Jim & Sherry Beauchamp	Woody Lewis
Robert Bell	John M. Lovely
Brian Benjamin	Ian McInnes
Singh Biln	Kevin McKinley
John Black & Jeanne Kleyn	Charles Meinershagen
Bob Brawn	Hugo & Jeanne Meisser
Quentin & Sharon Breen	Jim Miller
Lee & Joanne Breuer	Jeffrey Mills
Chris Brew	Bert Newberry
Michael Brewer	Russell Noe
Lee & Toni Brooks	Ken Olsen
Boyd Butler	Steve Panzik
John Cooper	Jeff Pape
John Corns	Dan Parks
Richard & Debra Cox	Pete Pedigo
Jerry Crane	Ross Perin
Art & Genevive Crisp	Greg Petersen
William T. Cunningham	Richard Peterson
Chris Curtis	Glenn Peterson
James Davenport	Allan Ratliff
Ed Dawson	John Ray
Larry Day	Goran Rosen
Larry & Nancy DeBroi	Charlie & Peg Schubert
C. Leslie Dent	Bill & Mary Shepherd
Bill Dobbs	Joel Slagg
Bill Dwyer	Ken & Patricia Stanfield
Bruce Eaton	Richard Stark
Dennis & Mort Ediger	Dale & Veronica Taylor
Mark & Debbie Flitton	Dennis Thompson
Bill Floyd	David Towle
Butch Floyd	Carl Vanderspek & Marg Hope
Byron & Melanie Folwell	Tom Veltman
Dennis Galer	Tom & Fred Vertel
Paul Garin	Dennis Ward
Dick Gemelnhardt	Jeff Ward
Doug Gentles	Dennis Weaver
Ralph & Rosie Gochnour	Ronald Wilkerson
Richard Gray	Doug Wilkinson
Larry Harper	Captain Dean Willoughby
Cheryl Hensley	Al Witcombe
Tod Hill	Russ & Linda Wood
George Hoke	David Workman
Robert Jacks	Ron Young & Caroline Jones
Kleth Jacks	

Friends 2008 Build

In 2008 we set a goal of getting track to Hope in 2008. In the end, we got rough grade and trees trimmed to Hope. We also :

- built 18,640 ft of track panels
- built 23 switches
- Replaced 4660' of TM's old track
- Laid 5840' new track to Witcombe
- Surveyed to New England.
- Overcame several startup problems.

Friends 2009 Build

In 2009 Friends wants to build track to New England... The North boundary of TM. This is an ambitious goal, but achievable. Friends are setting ambitious goals because the old guys want to see Train Mountain built out before they die.

The 2009 build includes Bi-Directional Signaled Track from Farmersville to Hope via Panzik and from Hope to New England. Also one way north bound track Cooper Junction to Hope via Crane Water Siding.

M&M corner to New England will be about 29,375' (5.6 miles) of New Mainline Track.... and it is a really beautiful run. M&M corner to New England also includes about 4373' of sidings and yards. The total new trackage will be about 33,748' (6.43 miles) of which 87% is Mainline.

Already completed in 2009 :

- all the Rough Grade to New England
- 300' of road crossings built
- 100 Switch Stands built
- 22,910 feet of track panels ready
- 22 switches & many switch parts

2009 has 12 Work Units. Each work unit goes from road to road. In each Work Unit the entire grade must be completed before any track is laid because the equipment has to drive back and forth on the grade... from road to road... till the grade is finished.

Friends 12 Work Units in 2009

Finished Grade Schedule
 There are about 120 work days where the weather and the ground conditions allow us to create grade. To get to New England we need to complete Work Units on this schedule :

1-4 by Triennial	6/22
5-6 by Operations Meet	7/25
7-8 by September Meet	9/5
9-10 by Fall Colors Meet	10/2
11-12 by Mid October	

12. Friends 2.5 Acre Loop

11. New England Circle & Ledyard Yard

10. Brooks Meet Track Loop to/from Mayflower Road

9. Lark View Siding Loop to/from Mayflower Road

8. Balf Siding Loop to/from Mayflower Road

2009 Build

- Friends 2.5 Acre loop
- New England Circle
- Ledyard Yard
- Brooks Meet Track
- Lark View Siding
- Wood Meet Track
- Butler Junction
- Balf Siding
- Springer Meet Track
- Taylor Siding
- Peterson Junction
- Hope Circle & Flitton Yard

- Hope Circle
- Crane Water Siding
- Cooper Junction

- Hope Circle
- Panzik Water Siding
- Meisser Junction
- Bull Meet Track
- Cooper Junction

- Cooper Junction
- Schubert Siding
- Cougar Meet Track

2008 Build

- Witcombe Meet Track
- Witcombe Siding
- Witcombe Wye
- Farmersville Circle
- M&M Siding
- Pirtle Siding

7. Hope to Mayflower Road

6. Hope Circle & Flitton Yard

5. Bi-Directional track N of OC&E Road

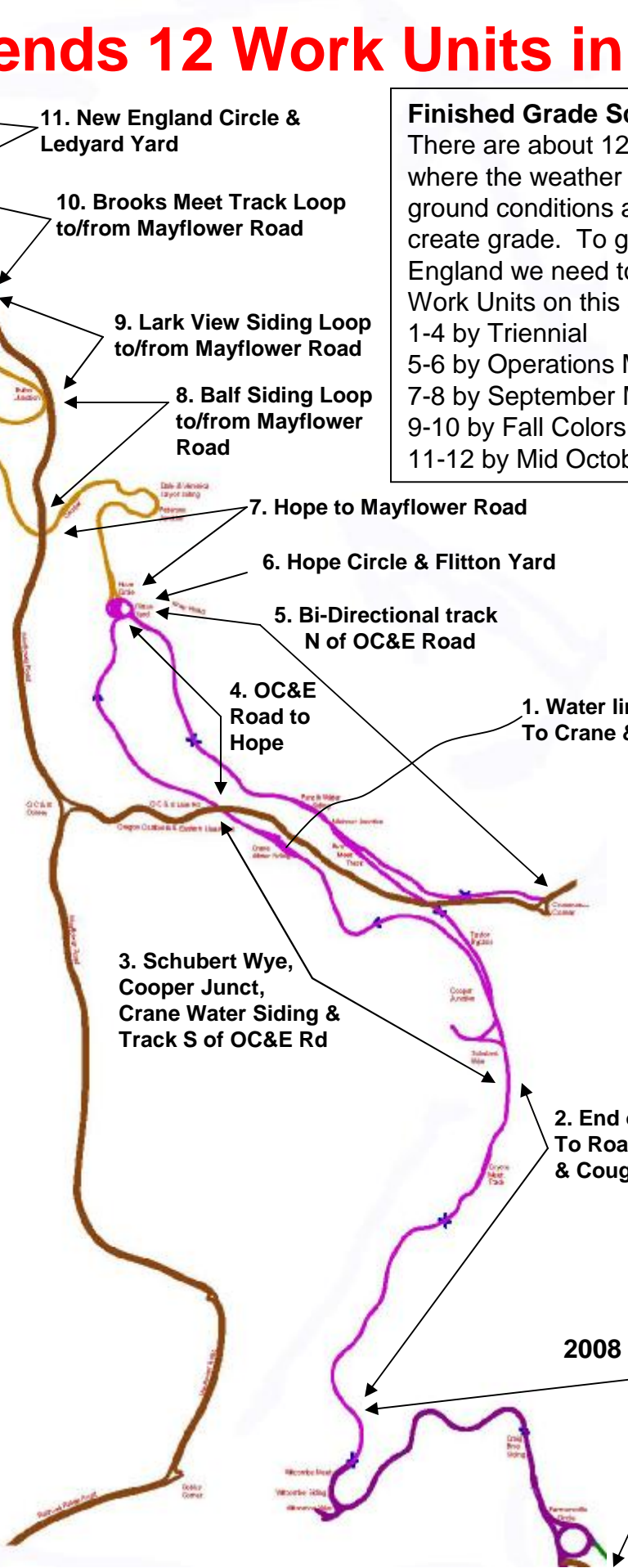
4. OC&E Road to Hope

1. Water line To Crane & Panzik

3. Schubert Wye, Cooper Junct, Crane Water Siding & Track S of OC&E Rd

2. End of Track To Road at Schubert & Cougar Meet Track

2008 Construction



Friends 2010 Build

In 2010 Friends hopes to build track up to South Caboose Ridge.... Get The View. Friends will start on this as soon as Track to New England is completed.

At Farmersville Circle you can see the beginning of the grade toward Caboose Ridge. You can also see the Cat Cut coming down the hill. That was put in as part of the surveying in 2007.

Getting to Caboose Ridge is a challenge. Nobody knows how it can be done until we survey it in the summer of 2009. It is steep slope (>30%) from Farmersville Circle up to the "Knob" at the top of Shepherd's Grade.

Klamath County requires that we have a GeoTechnical engineer approve our plans for track on steep slopes. In 2008 Friends got that consultation. Basically the Track needs to be entirely on the cut. The uphill bank needs to be sloped 1.75H to 1V. The grade will have to be cut from the top of the hill to the bottom of the hill.

Friends wants to thank Tom & Fred Vertel's Timberlake Railroad for their cooperation in adjusting the Lot Line Boundaries so that TM owns all of the Knob. Originally Timberlake owned the West side of the Knob.

Once the grade gets to the Knob, the original TM plan was to go around the Knob twice gaining altitude and then to go over a 250' long fill 18' high toward Caboose Ridge. A fill that long and high looks like about 900 more dump truck loads of fill. It is not going to happen. For one thing, there is no place to get the fill dirt. An alternate route has to be found. You can see the beginnings of the fill up there. Unfortunately much of it covers up rubble that provides no structural strength so wherever we need to to build a bridge support or other structure, the old fill

will need to be removed and the structure built on solid ground.

There are no promising routes for getting up on top. Thank you Bill Shepherd and Lee Brooks, our surveyors, for taking on this very tough problem.

One of the issues in going up to Caboose Ridge is maintaining an "Effective Grade". Our engines can all do a 2% grade which is our maximum standard, but when that 2% grade goes around tight corners, the curve adds resistance and the Effective Grade becomes something like 2.5% at 120' radius and 3% at 90' radius. With all the sloped land going up to Caboose Ridge tight serpentine corners are inevitable. Balancing all this is another challenge.

Getting to Caboose Ridge gets the view so it is a goal worth pursuing, but it is not going to be easy.

TM Track Replacement

Quentin and Friends decided not to do Track Replacement south of S. Chiloquin Road in 2009.... partly because nobody wanted to interrupt the Triennial and partly because it is inefficient to keep moving the equipment up north and back to Central Station.

In 2010 TM Track Replacement should resume. TM sets the priorities for Track Replacement. Quentin set these priorities for the remaining 11,180 feet that Friends has agreed to :

- Foothill/Midway Circle
- Eliz Loop/Aspen Grove Loop
- Long Tunnel/ Central Station
- Hilltop/Grand Junction
- Cox Bridge/Long Tunnel
- Burn Pit Circle
- Grand Junction/Crisp Bridge
- 1% Solution

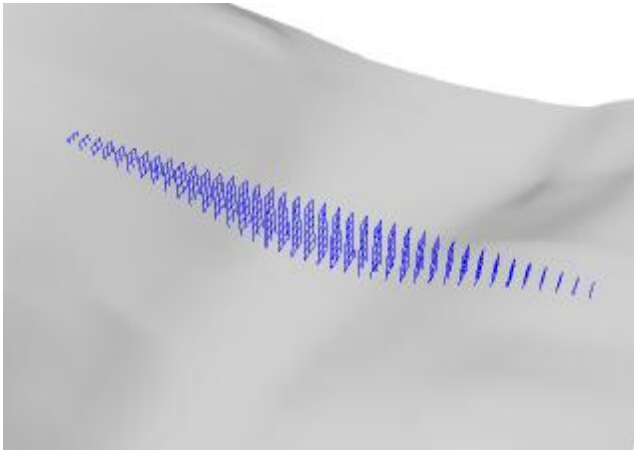
Bridge over S. Chiloquin Rd.

The Bridge over S. Chiloquin Road is TM's project. When TM builds the Bridge, Friends has committed to bringing track down Shepherd's Grade to meet the Bridge. In 2010 Friends plans to Grade in Shepherd's Junction where the track turns off to go down to the bridge. Friends may install a functioning Wye at Shepherd's Junction.

2011 and Beyond

After Caboose Ridge no decisions have been made. Mark Flitton, Carl Vanderspek, and John Black are all interested in hearing your ideas on what should come next. The most probable project would be to extend track into the area SE of Steiger Butte... what we call Horse Country. There are 2 big reasons to do this :

1. The 340' long, 37' high Rio Grande Trestle. Friends makes no commitment about building this Trestle, but getting track to both ends is a step in the right direction. There is a route to go across the bottom of the Canyon with the shorter Aragon bridge.



2. If Track is in Horse Country on the North side of the Forest Service land and on Caboose Ridge on the south side of the Forest Service, we have a good case for getting permission to run track across the Forest Service property. Stay Tuned.

Printed from www.FriendsTM.org

Safety Around Construction

Nothing ruins the fun like an accident.

A few vehicles and people were dangerously near the construction equipment in 2008. We have to control the construction sites enough to be safe.

In 2008 Gators and vehicles on the grade tore up the grade causing about 2 weeks to be lost to re-finishing the grade. People have even driven on the plastic and turned around on the plastic. This has got to stop. It is stupid to lose 2 weeks to grade damage.

Friends wants people to have easy access and see what is going on, but not at the expense of safety, construction damage, and landscape degradation.

Friends will close the Work Unit areas the day they start working on them. While Finished Grade is being done only construction equipment will be allowed on the grade. Gators will only be allowed on the closed grade during Ballasting.

Please obey the road closed signs, traffic cones, and other barriers. Please stay well away from the path of the construction equipment.

PLEASE NEVER DRIVE ON FINISHED GRADE OR GRADE THAT IS BEING FINISHED.

Friends Seeks Train Photos

Friends wants photographs of your engines and rolling stock. We need a website that shows the size, scope, and depth of the hobby to convince others to help us. Please email the photos to john@jbblack.com. Tell John who owns the equipment, what club(s) they are active in, and who made the equipment. A start is viewable on www.FriendsTM.org. We need a lot more photos. .

Friends Extends TM Standards

Friends maintains its own Standards. They started as TM's Standards, but they have begun to change.... mostly adding Signals and Grading standards. Check out the new standards on www.FriendsTM.org.

New Operating Rules

If you go north of M&M corner, pick up a Signals Information Sheet. It explains the new operating rules needed for Bi-Directional track.

Friends Plans

Klamath County has suggested that Friends and TM develop a series of "Plans" to address issues in the development code. These plans may include :

- Wildlife Plan
- Fire Plan
- Road Plan
- Trails & Recreation Plan
- Fences Plan

Ross Perrin and John Black are working on the Fire Plan. Toni Brooks is starting on the Trails and recreation plan. Gordon and Ann Felber are inventorying the fences and identifying areas where we need to create barriers to access.

Friends Wildlife Plan

The two major wildlife resources are the Roosevelt Elk herd and the Bald Eagle.

The Bald Eagle has federally mandated protections that Friends has agreed to implement. Friends will keep track and roads 660' away from the Eagle's nest. New signage and operating rules will enforce a quiet running zone... no whistles, bells, or horns within 1320' of the Eagle's Nest. No construction will be done within 1000' of the

Eagle's nest in the breeding season January through August.

Friends Road Plan

The existing road system up north was in the lowest areas of a drainage so they got muddy first and dried out last. They were impassable for months every year. Worse yet, they threw dust toward the track and crossed the proposed track too many times.

The road Plan has these objectives :

- As few road crossings as possible
- Roads as far away from the track. Dust ruins the train ride.
- Roads dry and passable all year
- As few roads as possible.
- Decent Emergency Access

To get from Farmersville to New England there are only 2 road crossings. To get to Caboose Ridge there are no road crossings.

Light double Green Lines indicate roads that we are going to rip up with the Cat and reseed. Over a 2 year period they will return to flat grassy areas. In a medical emergency they can be driven on, but they are closed. The closure includes Gators.

Near the Eagles Nest and Witcombe Wye there are gold colored roads that are being permanently destroyed. They will disappear will not even be available for Emergencies.

Visit

www.FriendsTM.org

Follow Friends progress.
Join the email forum and help guide what Friends does.
Get involved in expanding and improving Train Mountain.

About Friends

In 2007 Train Mountain property was listed on the Klamath County foreclosure list for non-payment of real estate taxes. Friends of Train Mountain was started to do something about it. Friends worked with Quentin Breen to construct an arms length transaction that would get all the 2007 bills paid and would create new long runs of track adjoining TM. On October 26th, 2007, Friends and TM closed a deal.

- Friends paid all TM back taxes, bills, and assumed certain expenses.
- Friends leased 1136 of TM's 2000 acres – all up north – for 40 years.
- Friends committed to build 10 miles of track by 2019 and hopes for more.
- Friends will provide TM up to 3 miles of track for track replacement.



- All Friends Track open to all TM members and guests.
- Friends leased the track shop and part of the Motor Pool.
- Friends associates bought TM's construction equipment and make it available to Friends and TM.
- Friends bought a Track Rights Easement that guarantees the hobby

permanent access to TM track, present and future.

- Friends bought a Scenic Easement that stops development within sight of the track.

Friends Board of Directors is Mark Flitton, Carl Vanderspek, and John Black.

On his death bed, Quentin extended Friends Lease and Scenic Easement to allow track to go up to Caboose Ridge.



If Friends ever dissolves, its assets go to the Hobby – 8 rail clubs – K&W, Kitsap, Burnaby, Maricopa, Joshua Tree, LALS, Golden Gate, and Indiana Live Steamers.

Friends communicates with its Friends, members and volunteers through its website www.FriendsTM.org and the FriendsTM email forum hosted by YahooGroups. Both are open and free to anyone that is interested.

Friends is a 501c7 organization. Friends is exempt from most income taxes. Your contributions to Friends are NOT tax deductible. Join Train Mountain so that you can run at TM before you join Friends. How to join is on the website.