

# Friends of Train Mountain 2008 Annual Report

Friends of Train Mountain was created October 26<sup>th</sup>, 2007. That was the day FTM leased 1136 TM acres, bought a scenic easement to protect the view from the tracks, bought a track rights easement to guarantee long term access to the tracks, and agreed to build track and expand Train Mountain. It has been quite a first year. Together all us volunteers did this with help from Paul, Richard, Ross, and Chris :

- 37,340 feet of right of way surveyed
- 23,200 feet of track panels constructed
- 24,645 feet of right of way rough graded
- 9,180 feet of finished new grade including 2% Solution
- 4,660 feet of track replaced at TM
- 5,560 feet of new track laid
- 3,020 feet of finished grade ready to lay track this fall up to the road crossing just south of Schubert
- Signals for 6,000 feet of Bi-Directional Track ready to install
- 2,000 feet plus of track bonded
- A master Conditional Use Permit for Train Mountain approved
- An Application for a Comprehensive Plan Amendment
- A Lot Line Adjustment Application with TM & Timberlake Railroad
- Trees trimmed from Farmersville Circle to Hope
- More equipment made available : a Grader, a Water Truck, a 65' Genie Man Lift, a 85 hp Chipper
- New road north surveyed
- Roads relocated around Farmersville Circle
- CAD drawings of FTM/TM
- A start on FTM Park Plans
- 501c7 Non-Profit Tax Status granted to FTM

Everyone who contributed should feel proud.

Track is laid through Witcombe Wye including the Witcombe Siding and most of the Witcombe Mainline Meet track. We are on schedule to lay another 3020 feet of track up to the road crossing just short of Shubert before we stop for the winter. We are stopping there because we need to drive on the road to finish the grade north and when the track crosses the road, the road will close.

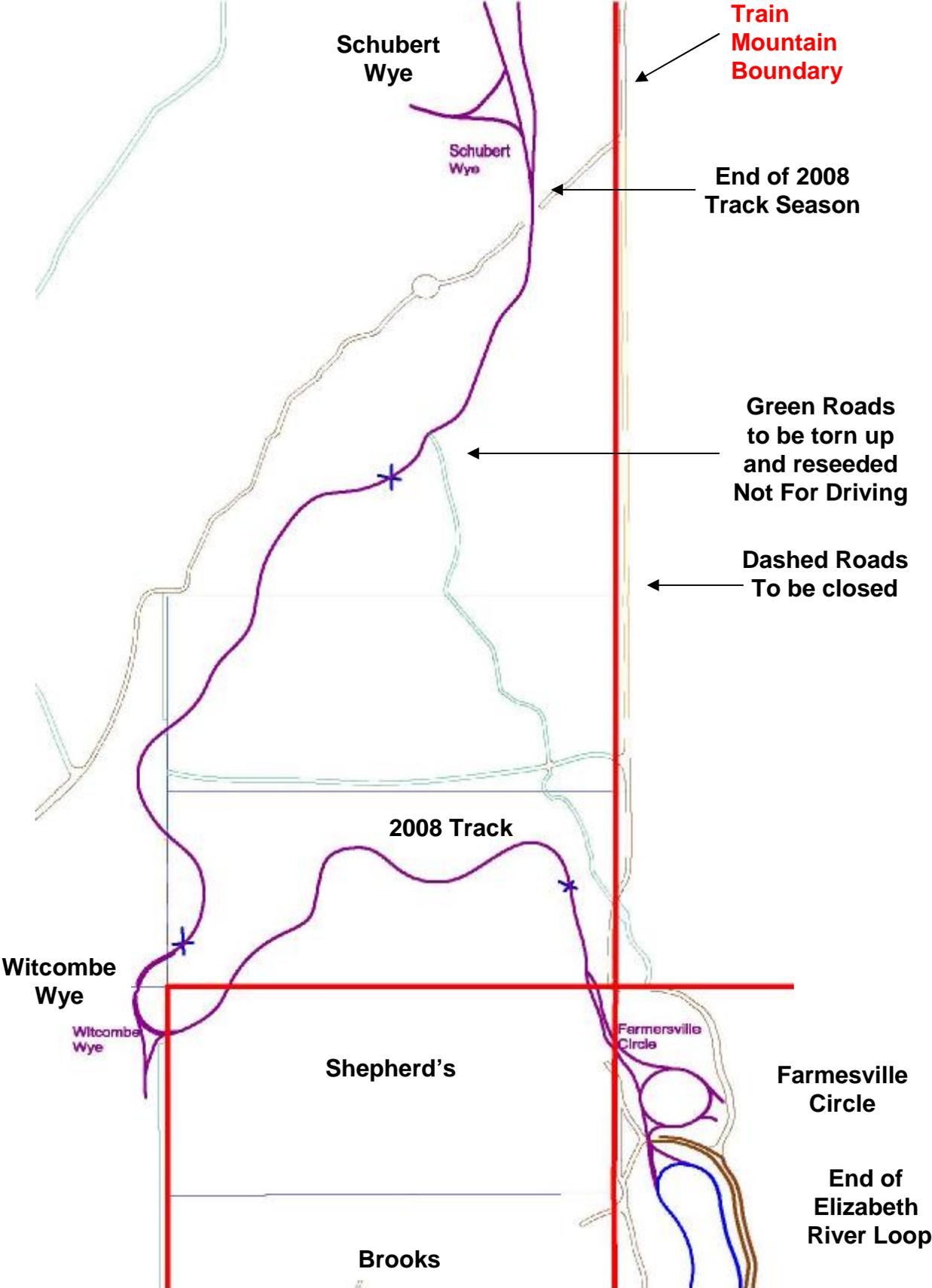
In 2009 FTM hopes to complete track Schubert to Hope, Hope to Schubert, and Hope to New England. This is an ambitious goal. It means preparing 28,700 feet of finished grade and laying 28,700 feet including 12,600 feet of bidirectional signaled track.

We all have to pitch in and help lay track.... especially between the TM meets.

# Witcombe Wye

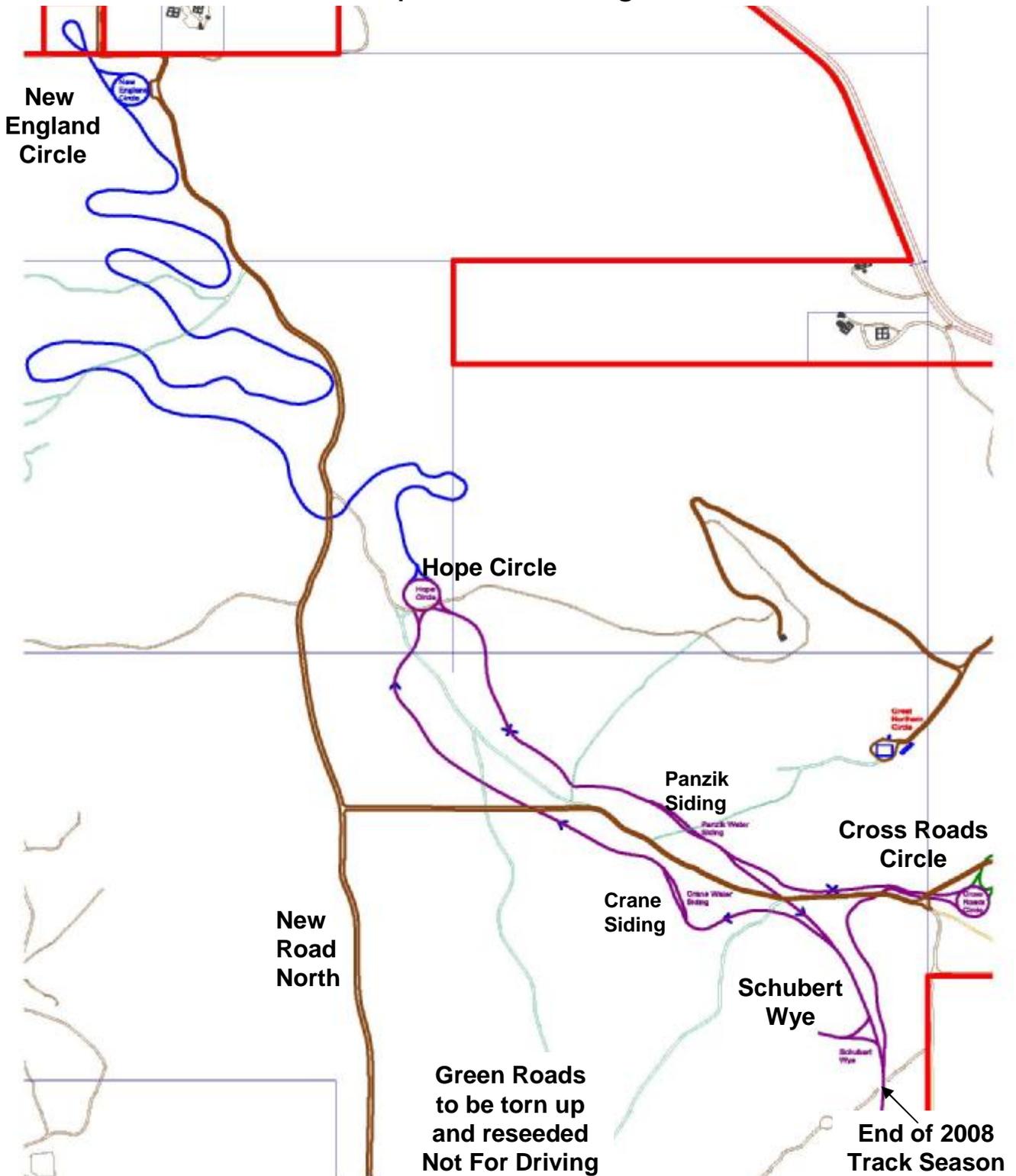


# 2008 New Track



# 2009 Track Construction

Shubert to Hope, Hope to Schubert & Cross Roads,  
and Hope to New England



# Roads & Parks

As FTM expands track into the north we are trying to maintain the pristine rural Oregon countryside. Accordingly we are closing a lot of roads near the track. The roads that appear in green are being ripped up by the cat and will be seeded in the spring when the snow melts. Over a 2 year period they will return to flat grassy areas. In an Emergency they can be driven on, but the intent is that they not be driven on. Track crossings will not be installed.

The roads that appear as gold or gold dashed are going to be completely closed. That leaves the brown roads available to drive on. They go everywhere and mostly they are far enough from the tracks so that they are out of sight and dust should be minimized.

Vehicles driving up north have proved to be a problem. We have had a few vehicles and people dangerously near the construction equipment. Gators and vehicles on the grade have torn 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 it. This has got to stop. We want people to have easy access and see what is going on, but not at the expense of safety, construction damage, and landscape degradation.

We have surveyed a new road north that is well west of the track. This should do a lot to get the traffic and dust away from the tracks.... enhance the train ride. It will be built soon. We will take measures to keep vehicles on the road system that appears in brown. A few gates may be installed and barricades or cones may limit how close vehicles can get to the construction or the track. FTM thanks you for your cooperation.

The ride from Farmersville Circle to New England will only involve 2 road crossings.

FTM's vision is that the countryside evolve as a park. We would like everyone to think of it as a park and treat it as a park. Do what you can to help make it a park. We are continuing to limb the trees and park out the forest floor. It is a huge job that will take us all many years, but the result will be breath taking. We ask that at least everyone use park etiquette.... No littering, No driving off the roads, and be sensitive to the fire danger of parking hot mufflers on dry grass. .

# Signals & Bi-Directional Track

The biggest change in the FTM expansion up north is Bi-Directional Track. The first 6000' feet of track north of Farmersville Circle is Bi-Directional. Trains will be traveling both north and south on the same track controlled by signals. There is a Mainline Meet Track at Witcombe that allows opposing trains to pass. All trains are controlled by signals thanks to the great work of John Cooper and Dale Taylor.

FTM really wants to make this work. If everyone will obey the signals.... If we can do Bi-Directional track, we can go a lot further a lot faster. Here is part of a handout that will be available just north of Farmersville Circle.

## Rules

- North of S. Chiloquin Rd. a Cell Phone is required. TM 541-783-3030  
Ross 541-892-6543
- Metal wheels and uninsulated metal axles are required north of Farmersville.
- A signal breaks you into 140' groups just north of Farmersville. No Trains over 140'
- When the Signal to enter Bidirectional track signals to proceed, 140' of trains may go.
- There are signals about every 600'.
- Trains may not back up on Bidirectional track except to back into a Wye at the Wye. You may turn around using the Wyes at Witcombe or Schubert.
- At Witcombe there is a "Mainline Meet Track" to allow opposing trains to pass. Do not use this Mainline Track to stop for lunch or to take a break, etc. Proceed when Signaled. Other trains may be waiting for you.
- The signal system is very reliable. "Mainline Meets" are as much as 3300' apart and it may take some time for an oncoming train to arrive.
- In the unusual event that the signal system fails, your conductor must flag ahead of your train. Please report the failure to the office so that the system can be fixed promptly.

|      | Aspect  | Meaning   |
|------|---|---|
| Stop | <br>Solid Red         | <b>Stop.</b><br>Stay stopped. Do not pass the signal. Do not collect \$200. And stay stopped!             |
| Go   | <br>Flashing Red    | <b>Proceed.</b><br>There is a train less than 600' ahead. The next signal is Red. Be prepared to stop.    |
|      | <br>Solid Yellow    | <b>Proceed.</b><br>There is a train 600-1200' ahead. The next signal is Flashing Red. Proceed cautiously. |
| Go   | <br>Flashing Yellow | <b>Proceed.</b><br>There is a train 1200-1800' ahead. The next signal is Solid Yellow.                    |
|      | <br>Green           | <b>Proceed.</b><br>The track ahead is clear.  |

# TM Replacement Track

FTM has committed to replacing up to a mile of track a year at Train Mountain until no more than 3 miles of track has been replaced. The old track will be mostly sold by TM.

Train Mountain identified the following Track Replacement Projects listed in order of priority :

- Crisp Bridge / Little Falls
- Little Falls / Ellingson Bridge
- 2% Solution
- 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

This summer FTM replaced 4,660 feet of track at TM. The replacement locations were :

- Crisp Bridge to Little Falls
- Foothill Crossing to Midway Circle (Williamson & Sprague)
- New Aspen Loop Siding

In addition the 2% solution was graded in preparation for laying track.

TM may defer track replacement during 2009 so the Triennial will not be interrupted and so that FTM can go further north.

# Thank You Train Mountain

FTM wants to thank Quentin Breen and Train Mountain for so much that it is hard to know where to start.

Quentin had an amazing vision.... to assemble all the land and build the world's largest model railroad. And he got it done. Over 25 miles of 7.5" track. Over 2200 acres. And he did it with such openness -- letting everyone help -- a huge community project that we can all be part of building. A railroad built by the membership. Built with real quality and attention to detail.... setting the standard for every other track. And until last year completely funded by Quentin.

FTM hopes that FTM can continue his vision, operational model, and commitment to quality as we expand Train Mountain into the north. Big boots to fill.

We want to especially thank Quentin for his personal courage in reaching inside himself and growing over the last 2 years. It had to be hard to give up absolute sole control of the project and let FTM help. Quentin stepped right up to find a way to keep Train Mountain going even if it meant giving up some control. A huge step that required a high quality man.

Friends of Train Mountain maintains an arms length relationship with Train Mountain for legal reasons, We worried that this relationship might be strained in some way which would diminish everyone's enjoyment. We are happy to report that the working relationship between FTM and Train Mountain has been just great. Quentin has been consistently helpful... giving great advice and helping us solve the problems. Even during his recent illness, Quentin has been fully engaged, helping us make sure that everything gets done right. It is a pleasure to work with him. We are having fun.

We want to thank Ross Perrin for making this relationship work. FTM and TM share Ross's time. It can't be easy to work for 2 masters, but Ross has done a masterful job of keeping everything on track and balancing the priorities.

Thank you Quentin Breen. Thank you Train Mountain.

# Thank You Timberlake

FTM wants to thank Fred & Tom Vertel and their Timberlake Railroad for their contributions that facilitated the formation of FTM.

By way of background, For several years Fred and Tom leased their home on 42 acres in the middle of Train Mountain. At a crucial moment when Train Mountain was going broke, Fred and Tom stepped up to buy the 42 acres and keep Train Mountain alive. The decision was made quickly and not all the issues were thought out. Soon their attorneys and insurance advisors made it clear that there were potential liabilities from allowing everyone to use the track through their property. The decision was reluctantly taken to close the tracks.

In spite of the resulting adverse reaction to the closure, Fred and Tom stepped up to help find a way forward. They incorporated Timberlake Railroad LLC and transferred the 42 acres into Timberlake. This shielded their other assets from liability. They then cooperated in licensing the mainline track through their property to TM. The license is renewable each year. To further show their good will, they gave all the decision making regarding the license over to a committee of Carl Vanderspek, Paul Garin (formerly of RMI), and Justin Throne (attorney for Tom, Timberlake and FTM). This committee makes the annual decision to renew the license and strongly favors finding a way to keep the track open. The license looks like a solution that will work for years to come.

In their sincere desire to support our Hobby, Fred & Tom gave FTM the Track Rights Easement Agreement that they had spent over a year negotiating with Quentin Breen and Train Mountain. This was a big deal. It represented over \$60,000 of legal advise and was a ground breaking idea. Here was a clever use of easement law to guarantee the hobby permanent access to all of Train Mountain track forever... even if Train Mountain failed or if the land was sold to others. This solution to guaranteeing long term access to the track was a key piece in figuring out how FTM might be structured. FTM went on to conclude the Track Rights Easement Agreement with Train Mountain. It was that guarantee of long term access that makes the investment to expand Train Mountain possible.

We look forward to many years of cooperation with Timberlake. Tom and Fred's considerable contributions to the Hobby have been little understood and as a result are under valued. It will be great to see how they develop the Timberlake Railroad. Fred says they want to develop it "as a jewel in TM's beautiful necklace of connecting and participating railroads".

Thank you Fred & Tom.