



Chiloquin Varnish Train

The Mountain GAZETTE

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From the Editor - Russ Wood

It seems we have a difference of opinion on what to call the Fall Colors Meet for next year. This year it turns out that the 70 or so brave souls that came to enjoy the 2013 Fall Colors Meet, were met with really COLD, windy, drizzly, damp, rotten weather to get things started. We ended up having a dabble of sunshine for Sunday. But it may have been more appropriate to call it the Damp and Dank Fall Colors Meet! We ended up seeing lots of smiling faces regardless of the weather with lots and lots of trains, good friends, and of course the ladies stuffed us with all sorts of eatable goodies. According to the weather man we were 15 degrees below normal for October. Friday night the low was 22! Did I mention that for the Meet it was COLD! We almost had to get special heaters for the visiting Australians who were all ready to head home to enjoy some of their SUMMER weather! What a great bunch and what a fun meet it turned in spite of the weather! BTW it's 70 today! Please enjoy the Photo Gallery section for this issue there is some really neat pix!



By tradition the Falls Colors Meet has been a run only Meet, in that there was not a scheduled Work Week preceding the event. However this year many members came early and got a lot more things accomplished. For instance, they moved lots more of the old firewood fences into the burn pit. They rounded up all of the fire extinguishers and the fire water trains and returned them to Main Yard. They did lots of cleanup around Central Station and elsewhere. They repaired some broken items and some track work. They worked in the Backshop on some much needed work. For not having a scheduled Work Week, I'd say they did a really great job. Thank you to all for the help.

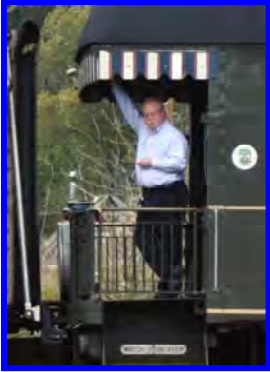
Speaking of really good work, I feel really bad about an item that requires my sincere apology. If you have ever done a news letter and you try and remember all the good things that went on and WHO did those really good things, you will of course on occasion FORGET someone. It is not because you don't value their work, or how important their work is. It is just you forgot. Well I need to apologize to three very hard working ladies that put in lots of hours in the hot sun refinishing Meiser Tower during the Big Build Work Week. Genie Meiser, Pat Wolf, and Joyce Kludt worked very hard on this task and it really looks good. I hope they will forgive my senior moments, I love what they do and how hard they work



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

at maintaining our precious buildings . As anyone that knows me can tell you I hate to paint, so God bless these hard working volunteers, and again I apologize.



Just before the Fall Colors Meet we were joined by a group of private rail car owners who were on their way to their Annual Convention in Napa California. Their special train of 28 private railcars gathered at Seattle for the trip on their journey STOPPED in Chiloquin for a visit to Train Mountain. And yes I said stopped in Chiloquin, pretty cool. Our member Marty Flogerzi got some great shots and are included in this issue. John Black took some of

them on a special tour and the rest were treated to regular Train Mountain hospitality by a group of the regular suspects. The comments ranged from 'absolutely unbelievable' to 'you've got to be kidding'! Another great group now knows about the Train Mountain magic.

I have been around Train Mountain for a while. I have camped here, I have RV'd here, and have spent a lot of time on campus when there were no meets. I have been a local since the summer of 2000 (IBLS Meet) and this year I have witnessed a major change for Train Mountain. In the past ,Train Mountain was a ghost town in between meets with the exception of the hard working staff and a few locals helping to clean up from the last meet, and getting ready for the next meet. 2013 has given rise to a different scenario, one in which there is almost always a visiting train / member on campus running and enjoying the park. This is a very big change and of course a great sign of the health of the organization. As a member of Train Mountain you are entitled to bring guests to visit the park. There is currently no limit to the number of guests that you may bring. To this end, Denny Ellis brought his entire RV group to be introduced to the Train Mountain Magic. All 34 of them. They stayed off campus and came for a tour of Train Mountain. They had a great time and we now have an additional 34 ambassadors to spread the word about Train Mountain. Thank you Denny and thank you to the volunteers that made their visit a memorable one. Please come and enjoy YOUR park (and bring a friend!)..

You may not know but your Train Mountain board has been working very hard on getting Train Mountain known around the internet and on social media since the assumption of the role of management of the facility. So how are they doing you might ask? Over a million monthly hits on the website, that's good. Lots of posts to the other media sites, that's good. And oh yeah, we made the FRONT PAGE of the Wall Street Journal! The article was about the hobby of live steaming, railfans, and foamers, but Train Mountain got the majority of the good words about the hobby. And yes the website had a big jump in hits after the article. I have also seen the article mentioned on many other forums. Good job to all concerned.

<http://online.wsj.com/news/articles/SB10001424052702304626104579121484021900804>

It is approaching that time of year again when we start our nagging about getting your 2014 dues paid. This year however Dale and the gang have it all automated for you. Please see the article in this issue about how to go about it.



From the President - Tom Watson

Another busy month at Train Mountain has passed. The Fall Colors Meet had great attendance, and the aspens perfectly timed their full color for the week of the meet. Aspen Loop was spectacular. Before and after the event, some members continued to enjoy Train Mountain.

The October Board of Directors meeting consisted mostly of discussing the Planning of improvements at Train Mountain and the Scenic, Rural and Urban area designations - all of which are reported elsewhere in this Gazette.

Bill and Rosemarie Dobbs continue to provide afterhours security for Train Mountain. Both Bill and Rose also help us greet visitors and promote Train Mountain.

Our website statistics show we had 1,398,003 Hits and 741,459 page views for September. However the really important statistic is that we reached 33492 unique visitors, and that we had 103,674 total visits. This means that our visitors each returned an average of 3.09 times with an average of 7.15 page views per visit. The numbers had a large peak during the Fall Colors Meet. Image viewing represents 48.8% of the September traffic.

As of October 27, the website has received 137,812 unique visitors since January 1, 361,157 total visits, 10,398,422 Hits, and 3,079,060 pages viewed. By looking at the Hours data, there are no slow times, which indicates world wide website viewing.

Train Mountain is now working with the Oregon Institute of Technology ("OIT"). We are providing a place for students to do their Senior Projects, the first of which is for surveying students. They are going to determine the exact location of our track, and all the associated data. One important thing we hope to gain from this is exactly how many panels and of what radius track we will need to have to reinstall Hairpin. This is being done using the latest GPS surveying equipment. On Saturday, 10/19, I assisted our first student and we set seven new Benchmark points. A very simple description is that to get our track located, a Base Station GPS unit is set up at a Benchmark and a portable Rover unit is mounted on a rail car. As the rail car is pushed around the railroad track, the path is recorded by the GPS units and later converted to map points. The range over which the GPS units communicate at ground level is limited, thus we must have numerous Benchmark points.



The Base Station



The train mounted Rover



The Combo at work!

These are very accurate GPS units that set our Benchmarks to an accuracy of .001" (one thousandth of an inch) compared with what is available to consumers of plus or minus 30 feet. The moving Rover unit should give us accuracies of less than one centimeter or ¼ inch.

This is going to be very useful information for improving the accuracy of our maps and future planning. TM could not afford to have this information gathered if we were to hire it done, so when you see the OIT student and teacher surveyors, please cooperated with and help them complete this valuable work. Many thanks Charlie Bill Schubert and Art Crisp for helping modifying a TM single seat riding car so it can carry a Rover GPS unit. This car will eventually travel every inch of track at Train Mountain.

Boyd Butler, who is attempting to keep the Backshop organized has asked that I remind everyone that each of us need to do our part in keeping the Backshop clean, organized and secure. We are all volun-

teers – there are NO paid staff to clean up after us and to make sure the lights are off and the doors are closed when we leave. We each have a mutual responsibility to look out for all of the valuable Train Mountain and personal tools and equipment in the Backshop. So, please, if you are the last one there, or the only one there, when you leave the Backshop – secure it. Even if you expect someone else is coming to use the shop, if they are not there – secure it anyway. We have a huge electric bill – turn the lights off when leaving and only use the necessary banks of lights when present. [This is our Train Mountain, we must all do our part.](#)

Please Renew your membership now ! - John Black

We are being very aggressive in fixing up Train Mountain and we need your support by renewing for 2014.... NOW ! Also please consider making a tax deductible contribution to our 501c3... Train Mountain Institute (formerly Railroad Institute). You can join or donate online at the www.trainmountain.org.

Thanks to Jerry Crane's hard work, we now have the permits to fix the Central Station sewer system. The first step is to install 3 new septic tanks under the lawn at the SW corner of Central Station. This means we need to tear up much of the track west of Central Station. We want to tear this up this fall and get the tanks in before we get frozen out. If we can do this, the track can be back in place early next spring.

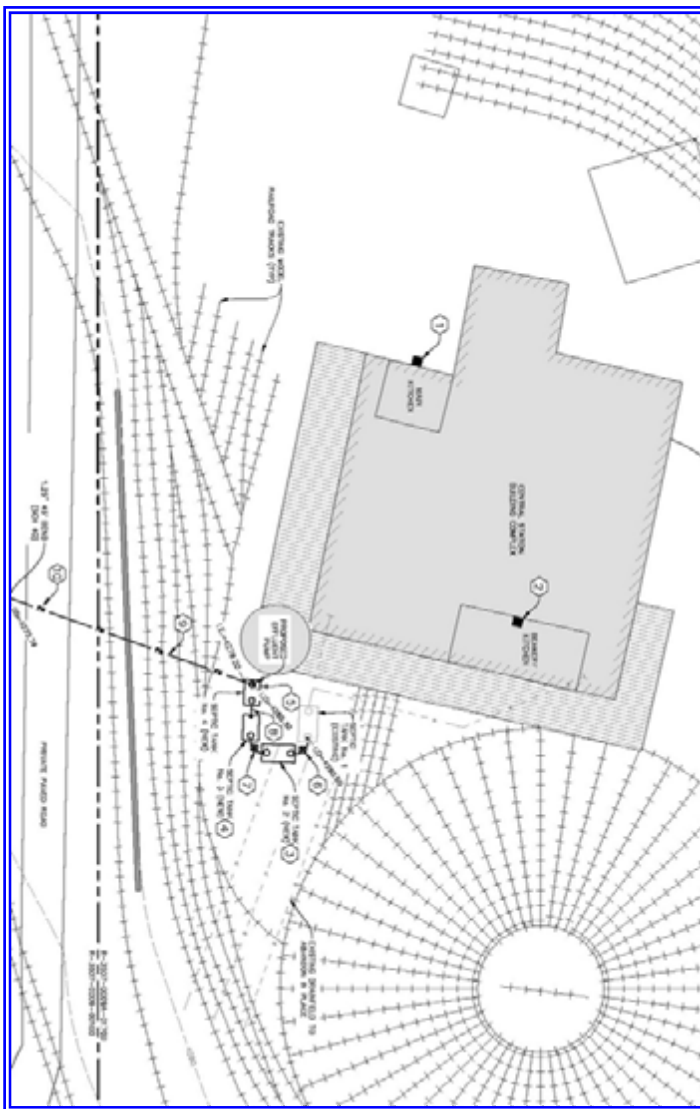
If we do not get the tanks in this fall, we will have this area torn up for a couple of months next summer. We want to do the work now if the weather lets us. We have a cash flow issue in getting this expensive work done at this time of year when we have little income. Joining or Renewing for 2014 will really help. **Please help by renewing your membership NOW !**

Scenic/Rural/Urban Areas & Train Mountain Issued Construction Permits - John Black

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.

Before any future improvements are constructed and installed the location and design of the improvement or structure will need to be approved by the boards. The Board will make every effort to make the decisions quickly, in a cooperative way, and with as little politics and bureaucracy as possible.

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... maybe with a drawing, indicate when the proposed improvement is to be constructed, discuss any required funding, and talk about how the improvement will be maintained.... who will do the maintenance.



This policy particularly affects future installation of model buildings. There are 2 camps at Train Mountain:
Those that want model world improvements along the right of way.
Those that want track through pristine pine forest free of all non-essential
(no matter how adorable, or scale accurate) human incursions.

We need both. Train Mountain has 2 unique assets.... the 108 model buildings with more coming... more than any other 7.5" railroad... and the long runs of track through pristine country... more than any other 7.5" railroad. We should foster both. People like Model Buildings... look at Disneyland. People like pristine countryside.... look at the National Parks.

Train Mountain has adopted a 3 zone system to give guidance and set expectations on where the pristine Scenic Areas will be and where the model world improvements will be.

Train Mountain will be divided into 3 zones:

The Urban Zone = Open for model world construction. Will require prior approval which will usually be given. The following areas will be Urban :

- Everything South of S Chiloquin Road above 4250' (includes top of hill & Central Station area... Little Falls, New Isom, Blue Caboose, Blue Mountain and areas above.)
- Serpentine
- Inside of Midway Circle (G'Ville)

The Rural Zone = Open for Model World Construction at Sidings and Yards only... requires prior approval which will usually be given for sidings and yards. The following areas will be Rural :

- All the areas south of S. Chiloquin Road that are not Urban.
- New England
- The West Side of Hope
- Crane Siding
- Track North of S. Chiloquin Road that is south of Farmersville Circle

Scenic Area Zone = Usually closed to model world construction... requires prior approval which may not be given... especially north of Farmersville Circle. The following will be the Scenic Area :

- Aspen Grove Loop
- Track north of Farmersville Circle with the exception of Crane, west side of Hope, and New England
- Other parts of TM not designated Urban or Rural

This zoning system is meant to give clear direction on where the model world will develop and where there will be runs through the pristine Oregon countryside. It is intended that there be a pristine run from Farmersville to New England... only seeing a development at Crane. The development on the west side of Hope Circle would not be visible to northbound traffic. When Witcombe to Aspen is finished, there would be a pristine run from New England to Steuer.... only seeing a development on the west side of Hope Circle.

Water sidings and other improvements needed to operate the railroad are not restricted by the zoning.

The zoning should preserve 2 of Train Mountain's unique features :

- the 108 model buildings... with more coming
- the long runs through the pristine Oregon Countryside

New Container Contracts - John Black

A new Containerville contract is close to being finalized. All existing Container owners will be asked to sign the new contract which clarifies several issues and documents their relationship with Train Mountain. It is not much different from the old contract. We will post a blank contract on the TMRR website.

Promotional Certificate - John Black

We all have had the experience of trying to explain Train Mountain to someone who has never been to

Train Mountain. They just don't get it until they see it. So we have designed a promotion to encourage new people... especially train owners... to visit Train Mountain.

ATTEND A TRAIN MOUNTAIN MEET FREE

Train Mountain organizes 7 meets a year.

This certificate allows bearer to attend one meet without paying any Meet or Membership Fees.. 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 Train Mountain's 35 miles of track without paying membership fees... for FREE. You can bring your equipment one time including during a meet. Your visit may last up to 10 days. Normally only Train Mountain members are allowed to run their equipment on Train Mountain Track.

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

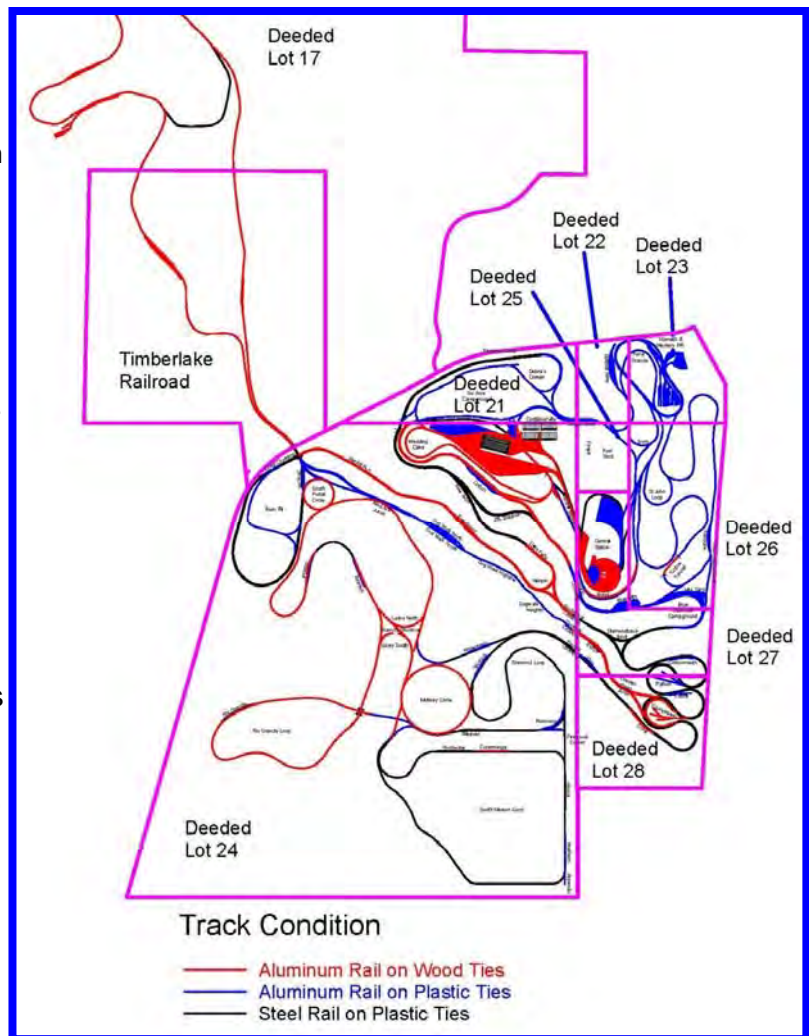
As soon as the graphic design is done we will put the certificate on the web, publish it in the Gazette, and print certificates that can be handed out.... especially at other 7.5" gauge railroad clubs. Stay tuned.

Oregon Institute of Technology - John Black

We are developing a relationship with Oregon Institute of Technology (OIT) in Klamath Falls. You will see OIT students at Train Mountain. They will be working on 3 initial projects.

- 1. Making better Maps --** OIT is interested in helping Train Mountain develop improved maps. This might include an interactive online map, maps for the Ops meet, an emergency responders map, and maps that show significantly more information than the existing map. Maps also may help with self-guided museum tours and model building tours. There are lots of possibilities.
- 2. Tell us what track to build. --** Train Mountain needs to replace about 6 miles of aluminum rail on wood ties that has reached the end of its useful life. TM builds 10' track panels in radiuses of 75', 90', 105', 120', 135', 150', 165', and straights. We need a way to figure out how many panels of each flavor to build.

We need to replace all the Aluminum rail on wood ties. On curves all the curved aluminum outside rail may need replacement. The trains badly wear the outside rail on curves.



Tom Watson, Charlie Bill, and Art Crisp have been working with OIT students. They put a master unit at a

known location, Then a slave unit can run the track on a rail car or run the grade on a gator. The slave surveys with an accuracy of less than 1 centimeter. At this writing several master station locations have been established and they are ready to start running the slave. Software can read the slave's data and determine how many panels we should build of each radius.

3. Find a route to the top of Caboose Ridge. --

Train Mountain wants to lay track to the top of Caboose Ridge. Track must not exceed a 2% grade and mainline track needs to have curves no smaller than a 75' radius... larger better. We have not found a way to get from Shepherd's Junction at 4330' to the Lane Junction area at about 4430'. OIT may help us find a route.

OIT is also planning to work on other projects at Train Mountain which we will report on in future Gazettes.

Time To Renew / Join - Dale Furseth

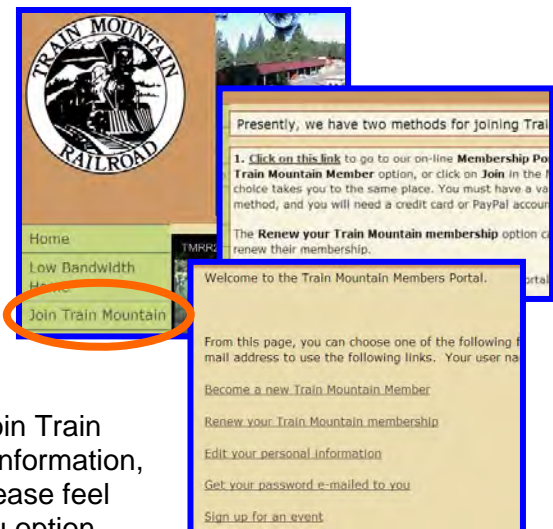
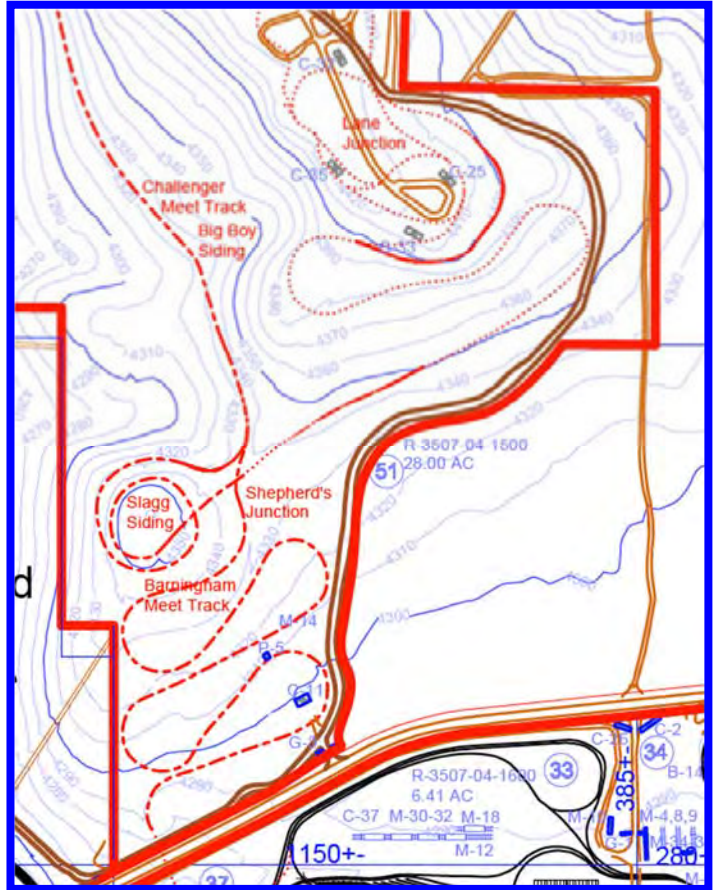
Use the new online application to renew your membership!

It is time to renew your membership for the New Year. By using the new online application to renew, you save time for yourself, charge the dues to your credit card or your PayPal account, and save the office volunteers a lot of work. It is good for you (the members) and good for Train Mountain by saving money.

Below are the easy steps to renew your membership online. Remember that you can still print out the renewal form, fill it out, write a check and mail it in. Then a Train Mountain Office volunteer has to process the mail, enter your information, process the check, etc. A lot of time is taken that could be spent in other ways around Train Mountain!

To renew (or join) online, you will need a valid e-mail account, and either a credit card or a PayPal account.

1. To start, go to the Train Mountain web site (<http://www.tmr.org>) (Step 1).
1. Choose the "Join Train Mountain" menu choice on the left (in the green bar)
2. Click the words "Click on this link" to go to the on-line Membership Portal
3. You will now be in the TM Members area where you can Join Train Mountain, renew your membership, Update your personal information, Sign up and pay for attending an event (coming soon!). Please feel free to also donate money to Train Mountain thru that menu option. The steps to sign up as a new member, or renew your membership follow the same steps.
4. Click the "Renew" menu option to start the renewal process.
5. You will now be required to enter your e-mail address and password. If you do not know your assigned password (one was automatically created for you when this application was created), you can request that your password be sent to your e-mail. Just enter your e-mail and then click the link



- to request your password. Once you get your password, return to this screen and continue.
6. (Screen title Step 2). You will now choose your desired membership category. Click one of the little dots. The filled in dot is the level you are signing up for. If you are renewing your membership, your current member level will be filled in. Click the "Next Page" when ready
 7. (Screen title Step 3). On this screen, enter or update information like name, address, emergency contact, etc. When finished, click Next Page.
 8. (Screen title Family Members) If you are entering a member type for family members, the next screen will be where you enter information about your family. Click Next Page when ready to continue.
 9. (Screen title Step 4). This is the participant release. Please review this release. Every member will need to sign this release the first time they are at Train Mountain each year. The release is here so you will have a chance to review it before signing up. If you do not agree to the release, do not continue. It must be signed when you arrive on site. Click the "Understand and Accept" when ready to continue.
 10. (Screen title Step 5). Review the information that you entered at the top of this page. Use the "Previous Screen" buttons to go back and make changes. If everything is correct, choose your payment method (either PayPal or a credit card) at the bottom of the form. When ready, click the "Pay" button.
 11. If you chose PayPal, you will go to a PayPal page where you enter your PayPal logon and info. You will be returned to our site for a final review. After your final OK, your PayPal account will be charged.
 12. If you chose a credit card, you will now need to enter your credit card information.
 13. After successful payment, you will be sent an e-mail welcome letter and the Train Mountain office will receive an e-mail telling them you have renewed your membership.

If you have suggestions or problems, there is a link at the bottom of every page that will send us an e-mail. If you have any ideas on how to make this process easier, let us hear from them.

New Door in the Hall of Flags - Jerry Crane

By state law all areas where a large group of people gather must have emergency exit doors that open out and have panic bars. The approved occupancy of an area is determined by the use of the area and the square footage of the area. The Hall of Flags can have an occupancy of up to 500 individuals. For an occupancy of this size you must have three doors that are three feet wide. The law allows two of these doors to be together but the third must be on the other side of the room. The Hall of Flags now complies with the law. There is a three foot door with panic hardware on the east side of the hall, and we just installed a double storefront door with panic hardware on the south side of the hall. This door, with two large adjoining windows, has been installed where the old sectional roll up door was facing the turntable. The old, unsightly rollup door is being removed. This new door now allows access to the hall of flags from the building's gazebos and deck. No more having to walk around the building and going through the kitchen. Interior and exterior siding still remains to be completed, but the door is operational.

Central Station Septic System - Jerry Crane

Many years ago the drain field for the septic tank at Central Station stopped working. This turned the septic tank into just a holding tank. Every time it fills up a contractor must be called to pump it out and it starts filling all over again. To lessen the amount that had to be pumped the Beanery and the handicapped accessible restroom on the east side of the building were shut down. I bet a lot of the members don't know that these restrooms even exist. Shortly after Train Mountain Institute acquired ownership of the property, a contract was awarded to Adkins Engineering for the design of a new septic system. On October 14, 2013 a permit for construction of this new system was awarded to Train Mountain by the Oregon Department of Environmental Quality (DEQ). This is the agency that approves our entire waste water system.

We are now out for bids to construct the first phase of this project, the installation of three new septic tanks. Our goal is to get these tanks installed before winter sets in. The second phase of construction

will be to install the new drain field. This part of the construction will be done using in house equipment and labor. The DEQ has approved Richard Cox as qualified to do this work. The new drain field will be located behind the vender barn.

Thank You from Kirk Thompson

Train Mountain Volunteers:

A very special thank you to all the volunteers who keep the fantastic 7 1/2" gauge railroad operating. We really enjoyed the September Meet, even though Lisa's (Kirk's wife ED.) illness kept us from attending the banquet.

We ran about 25 miles with no problems and zero derailments! Our Montana guests were most impressed, and hopefully will join TM. (they have ED).

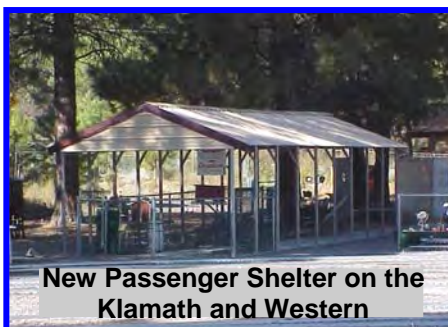
Keep up the good work, and we will be back next year. Use the enclosed donation (substantial ED.) where ever it will be of benefit.

Thanks again, Kirk Thompson

Progress Pictures of the Many Projects Underway



New Central Station Doors



New Passenger Shelter on the Klamath and Western



Containerville



Dog Walk Wall



Dog Walk from above



Dog Walk from above



Little Falls Wall



Little Falls Wall



New Hairpin Wye

PHOTO GALLERY

The Private Varnish Train visiting Chiloquin and Train Mountain



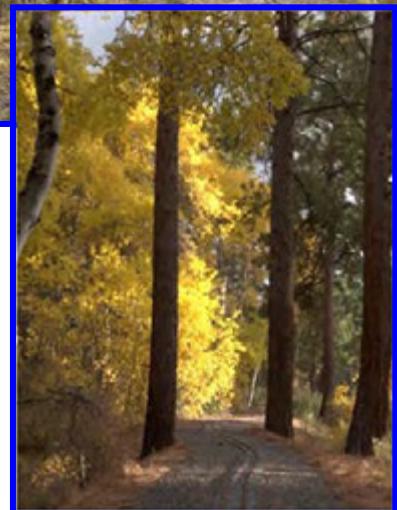
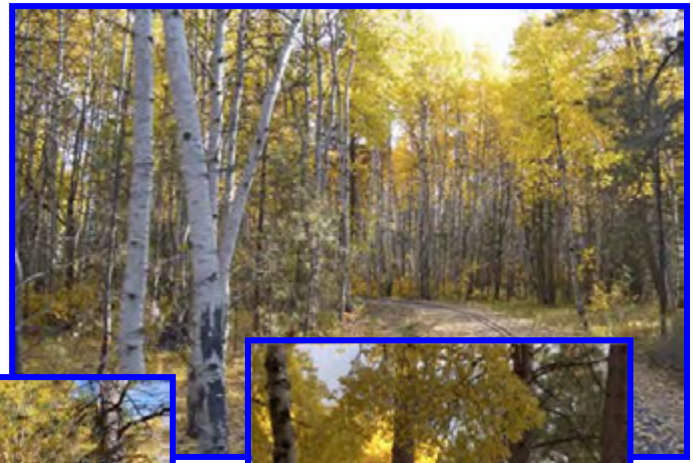
PHOTO GALLERY

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PHOTO GALLERY

(Continued)



The Fall Colors (when the sun finally did come out!)

PHOTO GALLERY

(Continued)

Thursday's Trains Falls Colors Meet



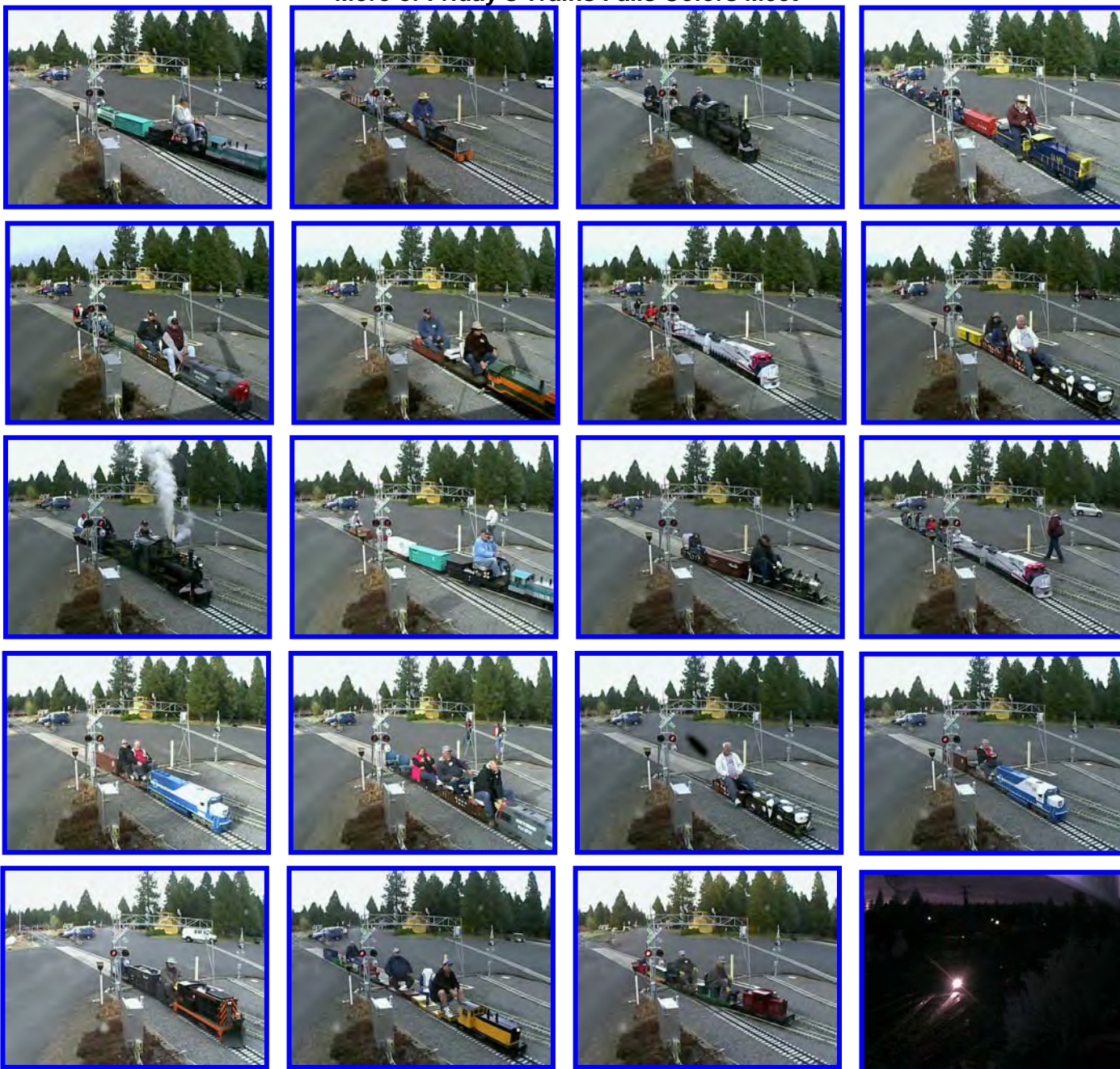
Friday's Trains Falls Colors Meet



PHOTO GALLERY

(Continued)

More of Friday's Trains Falls Colors Meet



In spite of the cold, yes they did some night running as well!



PHOTO GALLERY

(Continued)

Saturday's Trains Falls Colors Meet

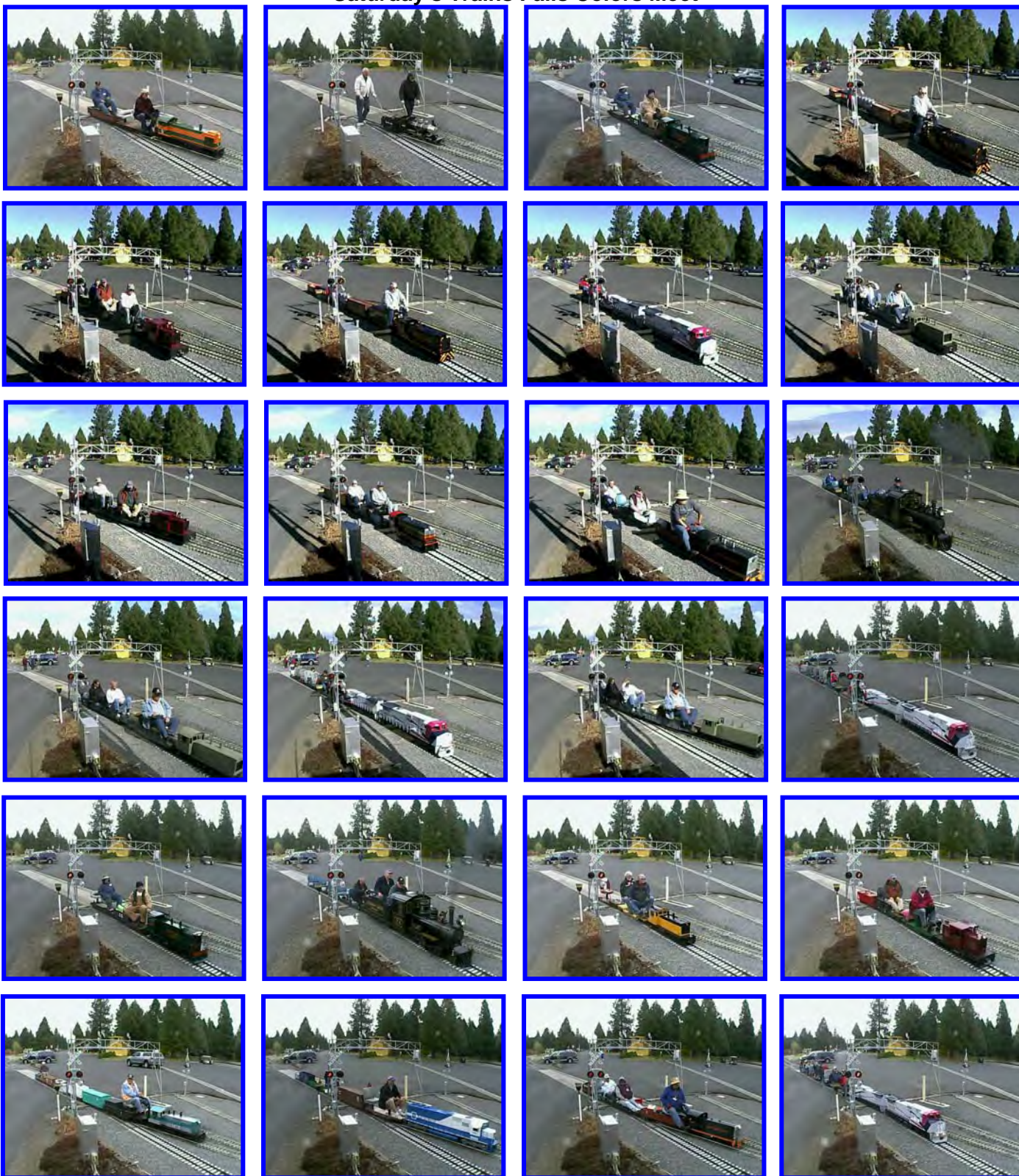
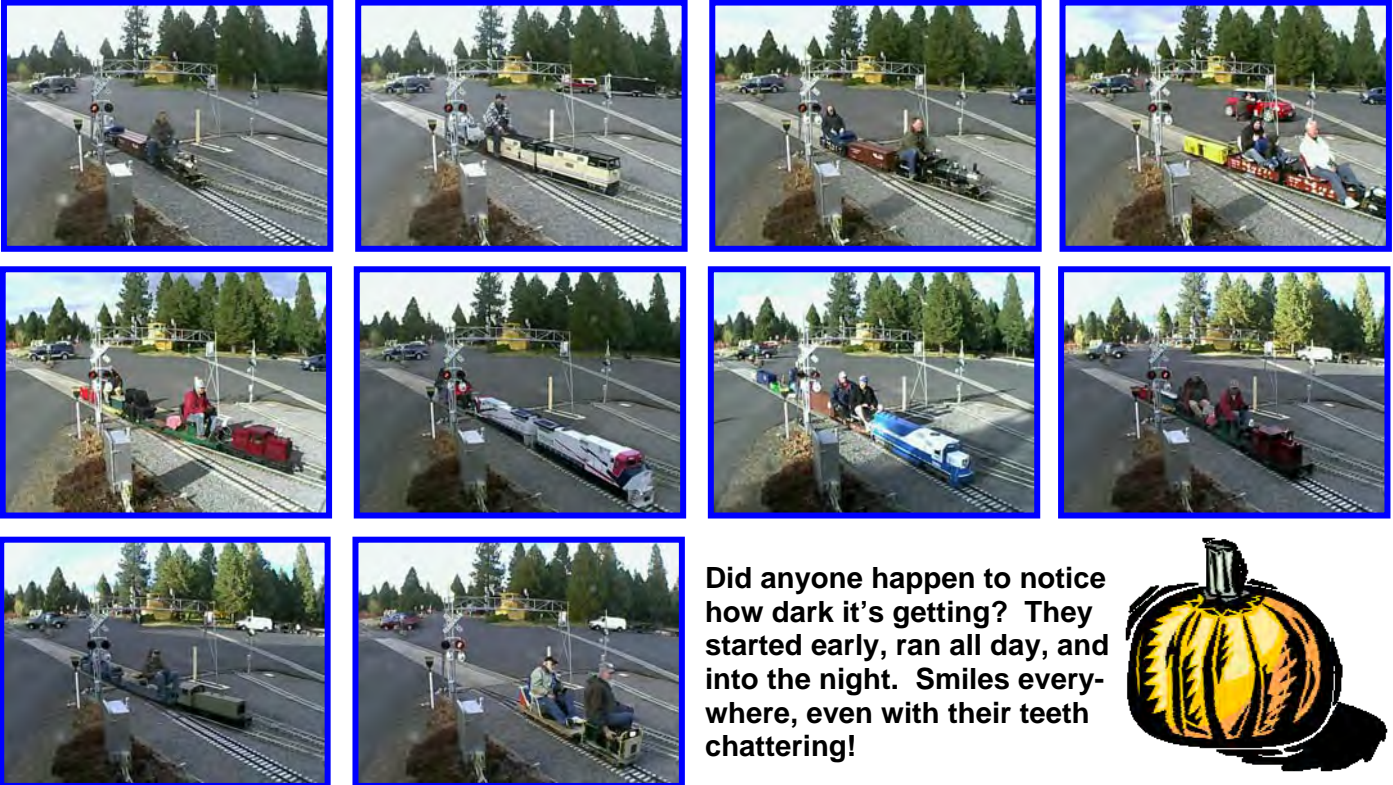


PHOTO GALLERY

(Continued)

More of Saturday's Trains Falls Colors Meet



Did anyone happen to notice how dark it's getting? They started early, ran all day, and into the night. Smiles everywhere, even with their teeth chattering!



Sunday's Trains Falls Colors Meet



PHOTO GALLERY

(Continued)

More of Sunday's Trains Falls Colors Meet



All of the train shots are simply taken from the club website TMMR.ORG and clicking on the Live Picture page. The website pictures also show the time of day for these trains and you will notice that there is several hours between some of these repeat images. I think Hope Circle had a lot of visitors during the event.

The Klamath and Western had a great showing for their annual Pumpkin Express. The kids (of all ages) enjoyed riding the train to the Pumpkin Patch to get their pumpkins. Great fun!



The major projects just keep rolling along

HAPPY HALLOWEEN

Upcoming Events - Elsewhere

Oct 31 - Nov 3 Maricopa Live Steamers Fall 2013

<http://www.maricopalivesteamers.com/>

Railroad Show
November 30-December 1, 2013
Saturday 10 AM - 5 PM Sunday 10 AM - 4 PM



Medford Armory
1701 S. Pacific Highway, Medford, Oregon

Model Railroad Displays, Exhibits, Swap Meet,
Door Prizes, Raffles

PROCEEDS BENEFIT THE MEDFORD RAILROAD PARK

FOR INFORMATION MAIL:
Rogue Valley Railroad Show, P. O. Box 8065
Medford, OR 97501-0965

OR CALL:
Bruce McGarvey 541-890-8145
Bill Meyer - 541-821-5547

ADULT - \$5 ♦ SENIOR - \$4
12 AND UNDER FREE W/ADULT!

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.

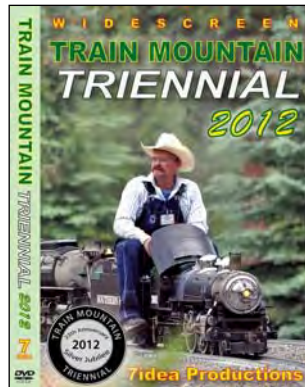
Cash or short term contract.

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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