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An Official Publication of the Train Mountain Railroad - Issue: Vol. #3 Issue #25 - Aug 2015

Great Operations Meet by Dennis Ward

Because of previous commitments the only parts of the Operations Meet I was able to participate in was the Sunday car retrieval and the Saturday night banquet which had sixty one people in attendance where I heard nothing but positive feedback from those who participated. I want to take advantage of this venue to offer thanks to those coordinators who made this year's Operations Meet such a great success. I want, also to thank those members who made their rolling stock available for switching.

John Cooper, with assistance from Bill Dwyer, had the Centralized Traffic Control (CTC) well in hand and well-coordinated with Dispatch. John Lovely, ably assisted by his wife Cynthia took charge and created a realistic passenger schedule which included virtual passenger and mail at various 'stations' along the railroad.

Jim Armstrong, the overall Operations Meet coordinator and specifically freight scheduler and consigner ensured that all freight cars were mechanically ready, including those from the Train Mountain pool and those which were made available by various members. He coordinate the original set out of the cars to various sidings. The data base management he created provided switch list based on input from train crews. On Sunday, after switching was completed, he ensured that all cars were picked up and returned to their owners.

Notice to all Members

Due to security concerns, the Gate Code for the Train Mountain Main Gate was changed after the Triennial. Any Member planning to arrive at Train Mountain when the Office is closed will need to contact the Office prior to arrival to arrange to get the new Gate Code.

2015 Ops Meet Report

From John Lovely and Jim Armstrong

From all the comments and observations of this year's Operations Meet, it seems as though the meet was considered another success. The number of participants and trains taking part were down from prior years but that was expected given the Triennial was held less than 30 days previous to the Ops Meet.

A special "Thank You" goes out to the **G**rand **C**anyon **R**ailroad for donating two prize packages each containing passes and other goodies to the GCR. One was awarded to the Freight Haulers and one to the People Haulers of the meet.

Here is a summary of the numbers for Operations 2015:

Freight

111 cars available for the event

94 total car movements made on Friday and Saturday

12 Freight trains made numerous trips each

3 Excursion trains were active during the weekend

Fiddle Town and Crooked Creek crew, Richard Croll, John Croll, and Walt Oellerich moved 18 cars to win the prize for most freight productivity.

Passenger

5 crews attempted passenger runs

The most productive crew was the Cooper Family, making 6 runs and transporting a total of 252 passengers. The Coopers were awarded the passenger prize.

The electronic Train Dispatch Board was again updated this year by John Cooper to include all station locations and automated train routes for much easier tracking of the active trains on the railroad. John Cooper and Bill Dwyer indicated they may have additional capabilities ready for next year; can hardly wait to see what they might be!

We want to thank: the Dispatch Board and Switch Tower crews for their long hours of volunteering, all the members that graciously allowed their rolling stock to be used during the meet, all the volunteers that helped with preparing and wrangling the rolling stock, the staff and volunteers in the office for their work with badges, reservations, and answers to the many questions being asked, all the ladies that worked so hard to provide the beautiful decorations and delicious banquet meal on Saturday evening, and Train Mountain Institute, Friends of Train Mountain, and Train Mountain Railroad for providing us the most wonderful hobby railroad in the world. Without the time and efforts of all these people and organizations, Train Mountain would not be possible. Thanks to each and every one of you!

Happy rails to you until we meet again.

Editor's Note:

John Lovely has provided the following instructional article outlining the placing and pickup of passenger depots used during the Operations Meet. This will be important information for someone wanting to get involved in helping put on next year's Ops Meet, as John and Cynthia will be on a European vacation next summer.

Instructions for placing/pickup of passenger depots

John Lovely, 2015

The depot lids and Passengers are in order to put the out per the routing below.

There should be the correct number of boxes and lids. You can use the blue lid/box for CS

Put 2 – 4 pieces of ballast rock in each box to stabilize it.

Place the boxes where a conductor can just reach down to pick it up.

It takes about 4 hours to complete the moves, and you will travel the whole railroad.

Start at CS, go down Track 3 and set out along the serpentine.

After Williamson – head up to Red Ant and So Portal, that box goes where the tracks are close together on the No side

Head up to Elizabeth loop, omit Aspen Grove loop.

Return north at Dam 3.5, then do the stations above Farmersville.

Return south – do Phillips and Saanich to Rio Grande

Midway – South Meadow – Robinson – Sprague

Head across Dog Walk, then up to Deadwood

At Hairpin continue around Blue Caboose and 2% solution to get to New Isom – box goes between tracks at the switch stand (not at the town) - Debra's Corner, then to K&W.

You can place the orange flags on the switch stands with the ties as you go along.

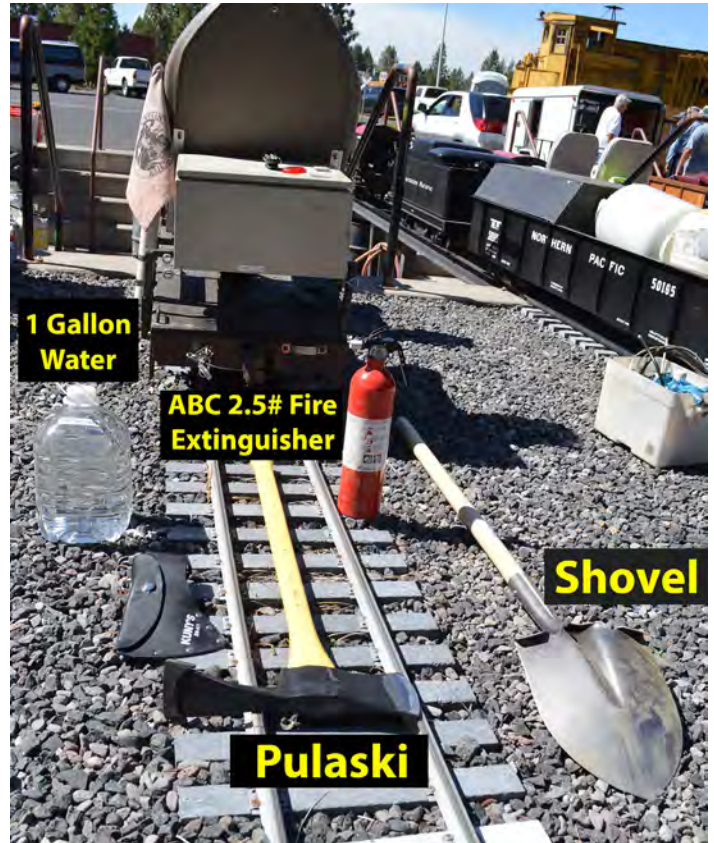
Pick-up the boxes in the same order, stacking the lids upside down as you collect them. Change each ticket to #1 coupon as you collect them. You can then sort them according to the set-out order when you get back to CS.

REPRINT

Meeting Fire Tool Requirements - - by Jeff Mills

The ODF and USFS requires any vehicle that operates on an improved road during Level III Fire Danger to carry the following Fire Fighting Equipment; 1 Shovel with an 8" wide blade and a handle of at least 26", 1 double-bit axe or a Pulaski with a 2lb head and 26" handle, a 2.5 lb fire extinguisher and one gallon of water. This sounds like a lot to carry on our trains however it can be done. My train consists of a two-seat riding/engineer car and locomotive. Despite being small, all of these required items are stowed safely and conveniently.

This was accomplished with a minimum of modification to my engineer car. I obtained a 3 ft. piece of 4" ABS drain pipe and plumbers tape. The 4" drain pipe was cut in half lengthwise and attached to the Deck of the engineer car with the plumbers tape. This half-pipe houses the handles of the Pulaski and shovel between the rider's feet. The Shovel and Pulaski are inserted from the rear of the car and are held in place with a bungee cord. The fire extinguisher is mounted under the engineer's seat with the provided bracket. A gallon jug of water fits tightly between my back seat and tool box.



The Pulaski was purchased from Harbor Freight and the shovel was purchased from my local hardware store. These tools are also available on Amazon many with free shipping. The shovel is what the US Forest Service refers to as a Lady Shovel. It has a shorter than standard handle. These are used by Smoke Jumpers and Tanker Crews as they are a compact size making storage and handling easier. This installation allows the conductor to comfortably place his/her feet astride the half-pipe preventing damage to the tool handles.

Please feel free to come and look at my riding/engineer car at the October Fall Colors meet or contact me via e-mail jhmills51@hotmail.com

Track work at Train Mountain by Dennis Ward.



Monday and Tuesday, August 10 and 11, Charlie Bill Schubert and I installed a slip switch at South Portal Circle. This, to my knowledge, is the first slip switch used at Train Mountain and is certainly the only one currently installed.

The single slip switch, built by John Cooper, was installed so that trains, running clockwise, from the burn pit can go to either Dogwalk or onto the Rio Grande subdivision.

Until the signals are installed, which will allow protection on what will be bi-directional track between South Portal and Red Ant junction, the points will be screwed down at South Portal Circle entrance to the slip switch.



The switch which was replaced by the slip switch has been repurposed as the other end of the crossover created. The train departing the crossover is going against the normal traffic pattern. Once the signals are in place this route will be available to all who wait for a permissive signal.

Watch for additional new track work resulting from the upcoming Big Build train meet. Plans are to improve track flow for trains departing Crisp Yard and Ellingson Turntable.

All of the above mentioned track work is doable because of your donations to the matching track fund sponsored by Carl Vanderspek and Marg Hope. Thanks to all of you.

Many Ways to Contribute to Train Mountain

Of course we always need financial contributions and are grateful for the money that keeps us operating. Equally important are those who provide service of some kind. We have volunteers who contribute time working on the Board, repairing infrastructure, cleaning various sites, creating and repairing our little buildings, making meals, handling administrative tasks, caring for the public and a myriad of other tasks. Over the years, many members have contributed to the décor of Train Mountain. Central Station is a great place to view quilts created to enliven the walls, see static displays and photo exhibitions of our history and enjoy the flags. This summer, two items were added to that décor.

On July 31, Lee Brooks (left) and Jim Beauchamp (right) unveiled a metalwork sculpture they created while waiting out the winter. Working with CAD (Computer Aided Design) they created the pattern for a steam locomotive bearing the TMRR letters on the coal tender. A CAD plasma cutter cut out the metal. The edges were then smoothed by hand to give it a finished look. A propane torch brought out a variety of colors in the metal. Finally the finished piece was given a clear powder-coat to prevent rust and give it a professional dazzle. Powder coating must be baked at 350 for about 30 minutes in a special oven. This gorgeous metal sculpture was presented as a gift for all to enjoy at Train Mountain.



If you'd like to order your own TMRR metal sculpture, place an order with the gift shop. (pricing not available at this time) Orders will be filled in multiples of 2 and if you'd like your own lettering on the coal-tender there will be an additional \$10 charge.

Earlier this summer, Russ Woods, presented a massive TMRR logo which is now permanently displayed in Central Station. (Eastern end) This also made use of laser tools but was created from wood, smoothed and stained to create the various logo colors.

We appreciate the contributions of so many of our members. Take time to enjoy these two wonderful additions to Central Station. And, if you see Lee, Jim or Russ, take a moment to say thanks.





The Ops Meet banquet had a Hawaiian theme. Thanks Hawaiian Ladies, Carol LaBerge, Joyce Kludt, Dana Ward, and Alma Taylor, for the wonderful banquet.

EXTREME FIRE DANGER

Southern Oregon and Train Mountain are experiencing the worst fire danger conditions in recent history. Everyone planning on running a train at TM should be aware that state and federal laws combine to require every vehicle (this includes your train) to carry a 2.5 pound ABC Fire Extinguisher, one gallon of water, an Axe or Pulaski with a handle at least 26 inches in length and a head weight of not less than two pounds, a Shovel not less than 26 inches overall length and a blade not less than eight inches wide.

Also, you cannot go off of the pavement on Train Mountain roads without this same equipment in your private vehicle. If you plan to drive your pickup, for example, to the Big Build job site you must carry the above equipment in that vehicle.

Train Mountain does not enforce these rules, it is the local forestry officials whom are enforcing these requirements, and the fines for non compliance are substantial. For more info see: <http://scofmp.org/lifc.shtml>

Train Mountain is a NO SMOKING Facility

During recent events, many Members and their Guests have been ignoring this policy. There are only three designated smoking areas at Train Mountain:

- (1) Outside the front of the Backshop
- (2) Outside the east door of the Hall of Flags
- (3) Outside the Motor Pool (Maintenance Building)

Due to the high fire danger at Train Mountain during the summer, we have zero tolerance for anyone smoking outside one of the designated areas.

There is NO SMOKING anywhere out on the track!

Members, Guests, and Visitors that continue to violate the Train Mountain Smoking Policy may be asked to leave.

Lillyville -- by Seymour Skandals



This reporter has learned that during the recent Operations Meet the single short spur track the railroad provided at Lillyville was woefully inadequate.

In fact, the shortage of track facilities in Lillyville resulted in the beer car never reaching Lillyville. The following shortage of beer in town caused a riot in the "Tent City" area of Lillyville near the Saloon.

The Sheriff is presently investigating, but admits that if he was to lock up the rioters all work in Lillyville would come to a stop. It seem that the Lillyville working men were responsible, and those workers want their beer.

The Saloon doors were torn off and some of the canvas walls are damaged. However the Sheriff is not sure the rioters damaged the canvas on several tent buildings. There was a report, from some of the citizens known to drink on occasion, of a Jackalope siting in Lillyville. The Jackalopes were reported as seen chewing on canvas and wood, leaving the Sheriff unable to charge the rioters with this damage..

Visitors to Train Mountain:

Train Mountain is very popular and is continually attracting visitors from throughout the world. We announce that our hours are from 10:00 AM until 3:00 PM Monday through Friday during the summer, and 10:00 AM to 2:00 PM during the winter. The office is closed on weekends except during meets, and then only when volunteers are available to open the office.

Our insurance advisors request that all people (members and visitors) complete and sign a liability release. If **YOU** as a member encounter visitors on the property without a visitors pass please direct them to the office so that we can insure that a release has been completed and a visitors pass has been issued.

If **YOU**, as a member, open the gate and allow visitors to pass through - **YOU** are responsible to see that the release has been completed. Releases are available in the mailboxes near the office for those times the office is closed. There are also releases available in the kitchen and in the back shop.

If you do not want to, or do not have the time to, ensure that the releases are completed - then please graciously explain that the train park is closed to visitors and that the open hours are normally (Winter) 10:00 AM until 2:00 PM Monday through Friday. To arrange other hours visitors should call the office at 541-783-3030.

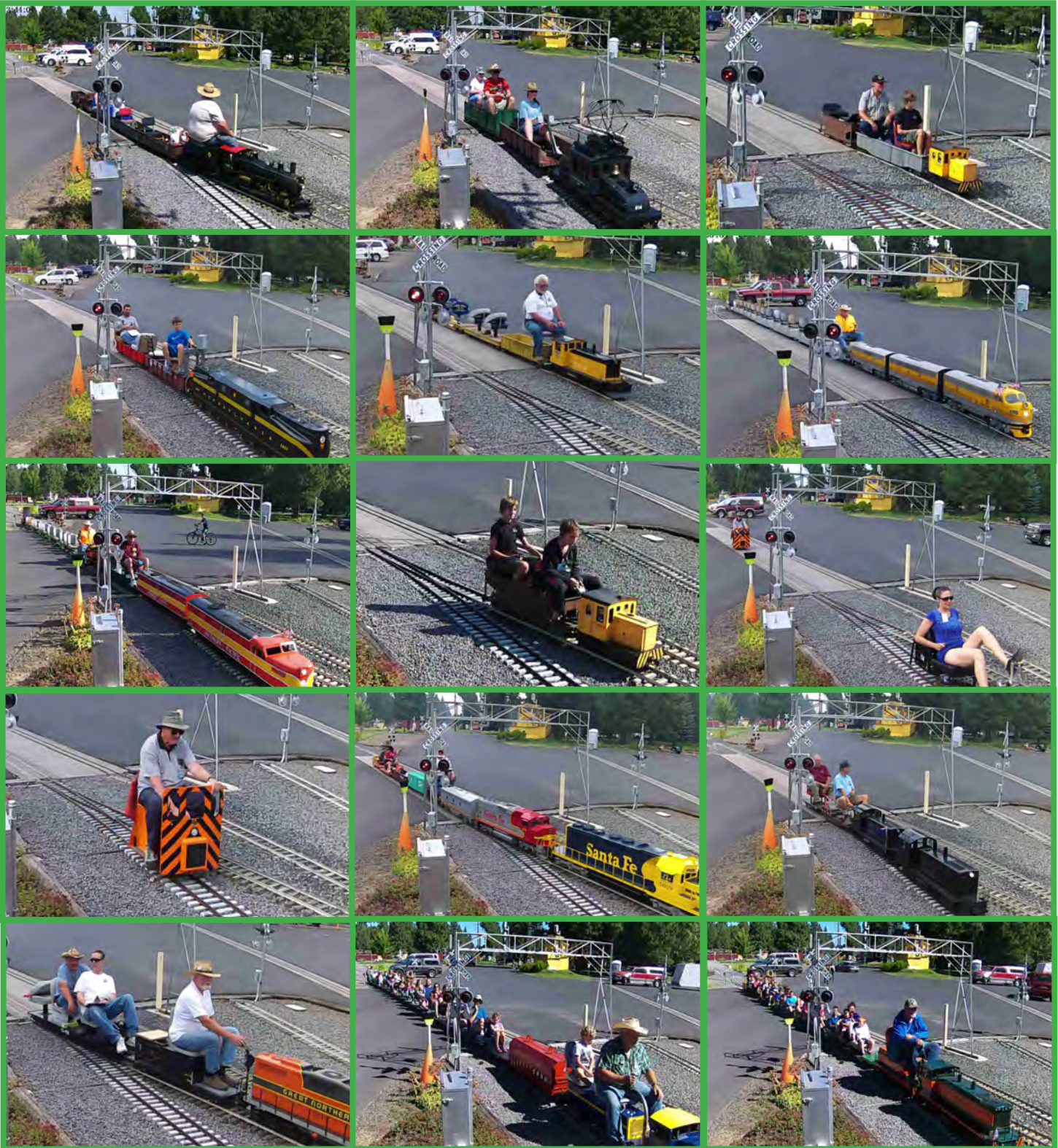
WEB-CAM GALLERY

Photos by: The Web-Cam



WEB-CAM GALLERY

Photos by: The Web-Cam



CLASSIFIEDS

Building Lots For Sale!

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

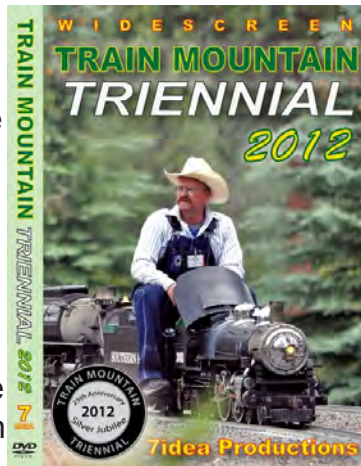
Prices reduced! Lots are located in an established subdivision just a few minutes from Train Mountain. Home owners association provides free water and well maintained all-weather roads. Lots range in size from .7 acre to .25 acre, all lots have phone and water to the lot, 1 has power to the lot, power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



Donations\$ Needed!

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

Published by Train Mountain Railroad

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Located only 1.5 miles off Hwy 97 in Downtown Chiloquin in the same building as the Post Office
212 1st Avenue, Chiloquin, OREGON 97624 -- Phone: (541) 783-0988





Kla-Mo-Ya Casino

34333 Hwy 97 N
Chiloquin, OR 97624
541-783-7529 or 1-888-KLAMOYA
www.klamoyacasino.com

Kla-Mo-Ya Casino opened in 1997 and is owned and operated by the Klamath, Modoc and Yahooskin Tribes. Set in the beautiful pines of Southern Oregon, we are located on Highway 97 near the junction of Highway 62 (Crater Lake Highway).

We are open 24 hours a day, 365 days a year, and welcome travelers and groups from across the country year round.

Our Peak to Peak Restaurant is open 24 hours a day, with a full service lounge and beverage service available out on the gaming floor. Choose from great menu items like juicy steaks, classic salads and pastas, or try our beefy Triple 7 Burger if you are *really* hungry. Dine in or take out, we have a host of friendly staff to serve you. Check out our current menu from the Dining page of our website, and watch for monthly special features. The Peak to Peak restaurant welcomes groups, meetings or parties for special occasions.

Open from 7am to 9pm, the Espresso Bar serves a wide variety of espresso and coffee drinks, hot or cold, as well as fruit smoothies, frozen yogurt, desserts, and quick to-go lunches.

Our gaming floor has 344 slots with new games and themes being brought in all the time. Find out about our current slot promotions and check out recent jackpot winners on our website and Facebook page.

Try your hand at one of our four Blackjack tables. We offer double deck and six-deck blackjack with \$3 tables available every Monday. Keep up with promotions and tournaments available by checking our website.

Hours of operation:

Weds & Thurs: 12 noon – 8pm

Friday through Sunday: 12
Noon – 12 Midnight

(closing times may vary depending on play)

Stop by the Bonus Club to sign up for a free membership card to earn rewards and qualify for our many promotions and giveaways. While you are there, browse through the unique selection of items in our Gift Shop.

RVers, Truckers and large vehicles are always welcome, with plenty of free overnight parking available. Stop by the Bonus Club to ask about discounts and perks.

Come enjoy the warmth and excitement of Kla-Mo-Ya casino.



Crater Lake Junction Travel Center

34005 Hwy 97 N
Chiloquin, OR 97624
541-783-9800

The Crater Lake Junction Travel Center opened for business in 2010, and is owned by the Klamath, Modoc and Ya-hooskin Tribes. Open 24 hours a day and located just next door to Kla-Mo-Ya Casino as you enter, this travel center offers competitive fuel prices and many convenience items.

Travelers can fuel up with gas, diesel, or propane. Stop in for a snack or soda, or grab a quick meal featuring Mexi-Go or Mountain Fresh Pizza. Free Wi-Fi, a comfortable lounge with large screen TVs, laundry and shower facilities, and ATMs are all available.

Make sure to ask for a Crater Lake Junction Travel Center rewards membership card so that you can earn points for each purchase and visit. Your earned points can be applied toward future purchases.

Truckers, ask about trucker services and benefits for each visit. Convenience items and truck accessories are for sale, along with many useful daily provisions.

Crater Lake National Park

Crater Lake National Park is located off Highway 62, just 34 miles from Kla-Mo-Ya Casino and the Crater Lake Junction Travel Center. After playing and fueling up, discover the world-famous beauty and amazing history of Crater Lake. Groups and parties, ask about casino shuttle service for your outing or adventure.

Shuttle Service to and from Train Mountain

Kla-Mo-Ya Casino and the Crater Lake Junction Travel Center are also offering a free shuttle service for Train Mountain Members, Guests and Visitors.

Train Mountain people should see the TM Office for more details as we get this service implemented.