



From the President -- Tom Watson

Train Mountain Railroad held its annual meeting and elections following the Saturday night Big Build Banquet.

The members of the Train Mountain Railroad Board of Directors have been in place since Train Mountain was taken over by the non profit 501c3 organization, now known as Train Mountain Institute. Train Mountain Institute is now the owner of Train Mountain, which includes all of the Train Mountain real property and the assets. Train Mountain Railroad is a non profit 501c7 organization that contracts with Train Mountain Institute to run the day-to-day operations and host Train Meets among other chores.

For the first time since the take-over, two of the Board Member's terms were up for election, and a third Board Member had resigned. To make things even more interesting, two additional board positions have been created and candidates nominated to fill the open board slots. The election was held via email and regular mail.

In sum, five people were elected to the TMRR Board, and the results were announced at the annual meeting. Tom Watson and Chuck Barnes were re-elected to the Board, and Carol LaBerge, Jeff Mills, and Jeff Pape were elected to fill the other vacant positions.

Following the installation of the new board members, a bylaw change was made to increase the TMRR Officers terms from one year to two years.

The next chore was to elect the TMRR Officers. Tom Watson was elected to serve another term as President, Chuck Barnes was elected to serve another term as Secretary, and Carol LaBerge was elected to the position of Treasurer.

The Big Build

Although the attendance was not large, everyone had a great time. The greatest distance traveled, that I know of, was a couple that came from the UK. They had pre-registered as guests, and from what I understand, had a good time.

A number of projects were tackled during the Big Build. Many small maintenance chores were taken care of, with the biggest challenge being the addition of a second track through the K&W switch area. This project was mostly in the shade due to the number of trees in the area. The area also provided good seating for the numerous supervisors.

The additional track and realignment of the old track will now make the exit from Central Station and Crisp Yard much easier. However, it will be different no matter how well you think you know Train Mountain. Old tracks are gone and new tracks are installed. The switch stands and lights are in new locations. It is not difficult, but it is different, so pay attention on your first few trips through the area.

This second track addition is Phase-1 of a 2 phase project. We hope to accomplish Phase-2 next year. When both phases are completed, there will be two tracks all the way to Grand Junction (4-Way Crossing). Presently, Phase-1 only provides two tracks past the K&W switch, and they join back to one track just before where the fuel yard track joins the mainline track.

Anyone that has spent much time at Train Mountain already knows how often there is a massive traffic jam at the K&W switch during a large event, often involving a world class derail. This second track gives us another way through the area, and should prove very helpful during heavy traffic and bad rail situations.

I want to thank everyone that helped during the Big Build. I took very few pictures, but instead concentrated on getting video. The Big Build 2015 video can be watched at this link: https://youtu.be/OLD_BxWjAvQ.

My Vision for Train Mountain

by Dennis Ward

As the 2015 Big Build winds down the sadness comes home. Sad because friends new and old are leaving to return to their other life. Unable to sit any longer and watch as our members loaded their train transporters, I returned home to think about what I envision for Train Mountain.

As I see it, in order for Train Mountain to remain viable we need a large and well trained work force. As the current workers age, new volunteer enthusiast need to be kept and trained to maintain and expand the facility. One way to get additional volunteer hours is to cut down on the time now used for unloading and loading trains. One way to do that is to get additional storage on campus. We need to get additional containers installed as soon as possible.

We also need to keep our volunteers on campus. We can do that by expanding our camping and RV facilities. We need to have enough power at the RV sites so the volunteers can operate at least one air conditioner during the hottest part of the summer. We can add showers and laundry facilities so that our volunteers can take care of those needs without leaving campus. I believe we can encourage more of these volunteers to come earlier—before the beginning of a work week and stay longer—beyond the end of the work week if we have the right facilities.

For those who do not have an RV we need to have some additional sleeping rooms available. We can do this with our cabooses and our bunk cars. We have a ten/six sleeping car on campus that should be refurbished and could then be used for bedrooms for our volunteers. Perhaps we could install some 'Park Model' accommodations in the vicinity of the prior boneyard.

Once we have the volunteer work force established we can renovate the full sized rolling stock. We can erect a museum building to house artifacts from both the full sized and the miniature railroad archives of our members and other railroad hobbyists. We want to insure that we can tell the history of railroading, both miniature and full sized, in the United States.

Next time I will tell you my vision of where to put the volunteer members to work. Where I see that we need to renovate and where we need to expand and extend.

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.

Slow Orders Ahead! By John Lovely under inspiration from Bruce Petrarca

Two indisputable Facts: we are not getting younger and we are accumulating more stuff. No choice on the former, but we can do something about the latter by thinking through some things now to make the disposal of our stuff easier for those that follow.

Several scenarios come to mind: fire, flood, burglary, illness, and finally death. Some steps of preparation now can make the recovery from any of these incidents easier, if not simple.

The first step is to inventory your stuff, specifically trains and tools. Give them an honest market value. When did you buy/acquire it? Yes, I know some of us have been hiding how much we have spent from our spouses and maybe even ourselves. But, the adjusters, whomever they may be, will want to know all the facts.

Second is proof of possession. Where was it at time of loss? How was it protected? One simple way to do this is to take your video camera and walk around your house, shop, storage shed, and record everything, commenting as you walk through about each item. Have the date and time feature turned on. Then store this digital record in a safe place. Remember to update the recording anytime you acquire something more.

How about insurance? Your home owner's (renters) policy probable doesn't cover your collections. Yes, they are collections of little worth except to another hobbyist. You will need insurance policies designed just to cover these potential losses. NMRA and other organizations have listings of some insurers that have just such policies. Without such a policy you are self-insured. Did/do you put a dollar in savings for each dollar spent?

The third step is to consider what you will do after the loss. Are you going to replace/rebuild your current layout or train inventory? Or will it be an opportunity to start fresh in another aspect of our wonderful hobby?

The forth step then is the final act – death. Have you prepared specific instructions in your will or Living Trust about the disposal of your precious stuff? In the smaller scales too many of us have seen the proverbial brass engine given to the grandkids for play in the sandbox. At our Flagstaff Model Railroad Club we often find boxes of trains on our door step. Or someone will come with a box of junk that (out of ignorance) the person thinks must be worth a fortune.

Then there are the 401K's and other retirement savings accounts. When we reach age 70, we must take Required Minimum Distributions annually. Did you know that you can make those distributions to your favorite 501(c)3 organization directly from your account? For the past several years those contributions have been tax exempt. I am hoping congress will make that exemption permanent, it is in the finance bill the Senate passed earlier, but the house balked on. Talk to your financial advisor about this process.

I hope this will get the thought processes going. Happy rails and be prepared for those restrictive signals and the final red.

Capital Projects

By: Jerry Crane

The sale of one day passes and store sales at the triennial brought in enough funds so that about \$18,000 can be set aside for capital projects. We are currently working on four capital projects.

The first project is the installation of a second row of train storage containers. This row of 21 containers will be behind the present containers. Access will be by a transfer table/lift between the two rows of containers and entrance and exit tracks at each end and in the middle of the existing containers. This project will eventually pay for itself when we start selling the containers, but capital project funds are needed to get the project started. Work has already started. Steel parts have already been purchased. Dustin and Richard will be installing the concrete foundations this fall. A 20 foot transfer table lift has been acquired and is being modified to meet our needs.

The second project is to design new facilities at and around the Blue Caboose. Adkins Engineering have been contracted to design five facilities in this area. The first is to improve the campground so that it will have 18 level, gravel parking spaces with electrical, water and sewer hookups at each site. The second is to install an RV dump site just south of the campground. The third is the design of a building that will house four bathroom/shower cubicles and a washer/dryer unit. This building will be just across from the campground in the parking area. Persons using the Six Acre and South Meadow will have access to this facility. The fourth is to connect Blue Caboose to the septic system. The fifth is design of a new septic system to accommodate all of the above.

The third project is to run a new water line under South Chiloquin Road to connect our existing well #5 to our water system. We need more water for irrigation and fire protection.

The fourth project is to install a fence on our property line along Highway 97. This is to keep unauthorized visitors out and to reduce deer crossing in the area.

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.

TMRR Forest Management Plan

I'm Jeff Pape and I have volunteered to write a forest management plan for Train Mountain. The plan will be designed to coordinate work by our members and others to achieve a fire-safe and healthy forest on our land. I expect to be working on the plan all Winter. Anyone with ideas or inputs is welcome to participate.

I particularly would like to consult with any members with experience with arid area forests such as ours. If someone has experience with brush removal machinery your advice is requested. I can be contacted at sd9e@aol.com.

Ultimately I want to provide a plan that protects our forest asset, that provides guidance to members doing volunteer work in the woods and sets up a system for recording what work and been accomplished.

Social Media Report by Chris Donhost

The activity from the Triennial is finally calming down. During the event, I had the privilege of meeting Joel Grasmeyer. Joel and his family came to Chiloquin all the way from Utah.

Upon introducing himself to me, Joel relayed a story. He said “I came upon the Train Mountain Adventure video posted on the Train Mountain YouTube channel, and was introduced to the live steam hobby.” Personally, I never would have guessed that our social media project that started late in 2012 would have had such an impact!



After watching the video, Joel found a live steam club close to their home in Utah, and got involved.

As it turns out, Joel frequently uses Twitter. During our conversation, he offered to start a Twitter feed for Train Mountain. Overnight the TM social media team doubled in size, we are now 2 strong! For those who tweet, be sure to follow us @train_mountain (twitter.com/train_mountain).



HIGH FIRE DANGER

Southern Oregon and Train Mountain continue to experience HIGH fire danger. 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!

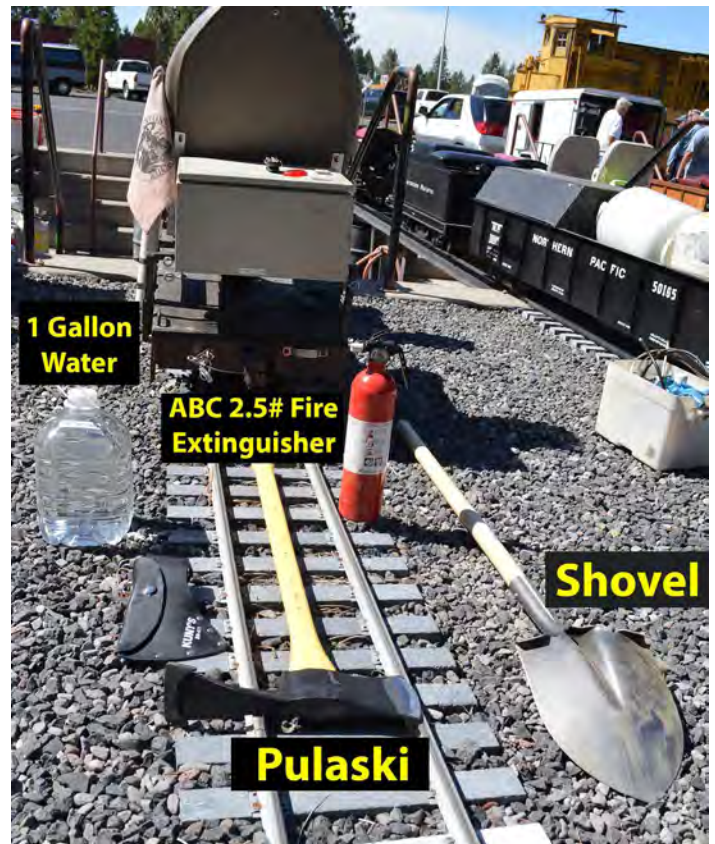
Members, Guests, and Visitors that continue to violate the Train Mountain Smoking Policy may be asked to leave.

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

WEB-CAM GALLERY

Photos by: The Web-Cam



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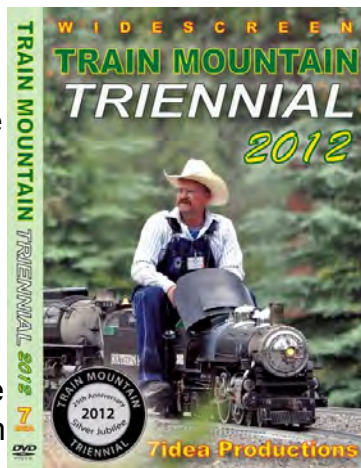


CLASSIFIEDS



2015 Triennial Video Coming Soon!

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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HELLO TRAIN MOUNTAIN

FALL COLORS TRAIN MEET

A FULL SIZE PASSENGER TRAIN IS COMING TOTOWN

*****SUNDAY OCTOBER 11, 2015*****

FEATHER RIVER CANYON, INSIDE GATEWAY & SHASTA EXPRESS

OCTOBER 10: EMERYVILLE-SACRAMENTO-OROVILLE-WESTWOOD

OCTOBER 11: WESTWOOD-KLAMATH FALLS-CHLMULT-KLAMATH FALLS via the BNSF/UP

OCTOBER 12: KLAMATH FALL-EMERYVILLE via the former SP Shasta Route



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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.