



IS EVERYBODY READY FOR SPRING?

by Tom Watson

The snow is slowly melting, the forest critters are appearing, the days are getting longer, Dennis, Russ and Boyd have managed to keep certain tracks open, and I'm getting a serious case of Spring Fever.

So far this season, we have had a good amount of precipitation, receiving 73 inches of total snowfall containing 16.10 inches of moisture. Although this is more precipitation than we have received for several years, it is still short of the pre drought years when 25 to 30 inches of moisture was received.



Because a good deal of our precipitation fell as snow, this helps greatly, as when snow slowly melts it soaks into the ground. Whereas rain only soaks in until the surface becomes saturated, and then it all runs off.

Hopefully we will get more precipitation before the wet season is over. Since we will need more than one wet season to get back to normal, we will be facing another summer with critical fire dangers. Everyone planning to run at Train Mountain this summer will need to be prepared by carrying on their trains all of the State and Federal required fire safety equipment for operating in a forest.



Our beautiful pine trees, that make up the scenic forest setting we all enjoy, continue to work three shifts a day, 24/7, to produce pine cones and pine needles. Again this year, our marketing department has failed to find enough customers to take all of the pine needles and pine cones our industrious trees have produced.

The Spring Awakening Work Week and Meet is rapidly approaching. Since we do not want to get rid of any of our hard working pine trees, we will again be counting on our members to come to the Spring Awakening Work Week, April 30th to May 5th, and help remove pine needles, pine cones and other forest debris from the track and right-of-way so we can play trains again this season. The actual Spring Awakening Meet will run from May 6th to May 8th.

Please make plans to join us at Train Mountain for Spring Awakening.

Some of you have noticed that the Gazette is coming out later and later each month. Well, it seems that the hurrier up I go - the behinder I get!

Actually, the Gazette does not have a set publication date. We do like to have all submissions to the Gazette in our hands by the tenth of the month. Then depending on event dates and just how much help our friend Murphy of Murphy's Law helps out, we get the Gazette out as soon as we get it done. Often this will be near the end of the month of publication as Murphy has been helping a lot lately.

Speaking of Murphy whom I know helped. It seems that just about everyone tried to use our website during the past week and couldn't find it. The site went down on Feb. 21st because of our web hosting provider. It was partially restored on Feb 24th. At the present time we do not have the camera page.

Most people consider it a good thing to get lots of hits on a website. Our web hosting provider didn't think so, as they shut us down WITHOUT WARNING because we were getting too much traffic on the camera page. Lots of traffic uses lots of bandwidth. Although we have been paying for an "UNLIMITED" bandwidth plan, they apparently don't have such a thing as they really do have a limit that they don't publicly define.

Considering all of the feedback we have received regarding the cameras, this has become an intolerable situation. All I am hearing is, "More cameras, more cameras!" And, "More pictures!" Thus, we have been working to expand the camera program. Not only do we all enjoy being able to see what is happening at TM when we can't get there ourselves, but the cameras also add a layer of security for our Train Park.

Consequently, Dale Furseth and I are burning the midnight oil putting together a new camera page on a much larger server with a different web host. We hope to have a new camera page, even if it is temporary, available within a few days. Those interested will know it is available when you see the links to the camera page reappear on the tmrr.org home page.

A Proposal

by Dennis Ward

I receive, weekly, a report of actions taken by the Wednesday Warriors of the Queensland Society of Model and Experimental Engineers (QSMEE). It seems that a group of the QSMEE members meet every Wednesday to address various projects that need attention. The report, sent to subscribers of the Friends of Train Mountain group at <groups.yahoo.com> includes pictures and a brief explanation of what the members are doing to improve their railroad.

I propose that those Train Mountain members that can attend a weekly meeting at least part of the time form our own Wednesday Warrior program. It might even be a Tuesday Task Master day or any other day that we decide. We could meet on the chosen day at about 8:30. Decide what projects can be completed that day with the material and man-power on hand. Then, begin working by 9:00.

We should have someone to document and report on the day's activity. Someone who can collect and coordinate tasks that can be completed in a day or at least if the project is not completed assure that the track is operable at the end of the day.

This would be an ongoing thing – probably performed mostly by the locals, those within a couple of hours drive. During the summer the work force would expand because of those camping in the area. No one would be expected or coerced into attending every week but I would encourage attendance whenever possible.

I believe that it is very important to document and report on the activities of the work group in a brief weekly report to all the members. A follow on synopsis in the Mountain Gazette would also be helpful in recruiting new volunteers.

Currently, several of the members are keeping busy fixing the things that they deem need fixing. There is, however, no coordinated effort so not everything gets fixed in a timely manner. By no means are the projects aimed solely at track-work. There is a lot of maintenance required on buildings large and small, on signal systems on grounds maintenance and anything else we can think of. There are projects that fit almost everyone's interest.

This weekly work group is in no way designed to replace the five work weeks that take place prior to five of the seven meets each year.

If anyone else is interested in becoming a part of a weekly work group, please contact me at <ward1939@msn.com>. Let me know which weekday would be best for you and which day definitely would not work. You can also include some projects you would like to address. I will compile a list and get back to you as soon as possible.

Let's revisit the dream / vision of Quentin Breen

Volunteer Coordinator

Remember the wonderful tale about Tom Sawyer and Huckleberry Finn? You know the one where he gets lots of folks to come and paint HIS fence and in fact they end up PAYING HIM for the privilege! One has to have a great gift to get folks to do that but the work got done and everyone had fun doing the work.

I think Quentin had that gift and also a wonderful vision. If you have watched any of the older Train Mountain videos and or the Train Mountain Safety video you might recall some of Quentin's speeches regarding how he saw his role and our role as volunteers and how this fit into his vision for Train Mountain.

It roughly goes something like this: If we (the members/volunteers) would come and do the work he would supply the facilities and funds to build a world-class miniature railroad. The key ingredients are we needed him and he needed us to make this dream / vision a reality. Since his passing this dream / vision has been carried on by Carl and Marg through Friends of Train Mountain (FTM).

What is needed now is for more of us to carry out our side of the deal. We need to volunteer. Paying dues is good. Paying for meets is good. Bringing your trains and having a good time is good. BUT. We must all put some sweat equity into this endeavor in order for it to succeed. FTM funds Dustin, Richard, Debra, Joyce and Raven. Dustin and Richard do all of the major heavy equipment oriented work in the park. Debra does the gardening to make sure the park looks like a park for our many visitors and member guests. Joyce runs the administrative on site tasks and Raven makes sure the facilities are spic and span for the next batch of guests. They all work for FTM. The rest of the park duties is on us to do! The Holiday Express just completed took 54 volunteers for each of the 4 days of the event and they all put in between 4 to 6 hours each day! That's about 320 volunteer hours give or take. The 2015 Triennial took 350 volunteers on a daily basis with many members serving every day of the event. In addition there was a large group of volunteers numbering around 30 or so that spent at least a month of their time before the Triennial to help us get ready for the Big Show. Approximately 2,880 hours were spent in just the planning stages of the event, starting in October 2014 through the start of the event.

So my purpose for writing this article is to review the dream / vision and remind us all what our part is in the dream / vision. I can't be done by a few, it must be

done by all.

So what can you volunteer to do? Anything, it is all cumulative. If you have mobility problems and can't get down on hand knees in the ballast any more (like many of us) grab a gator and go empty the many trash cans into the provided dumpsters. There are many indoor jobs that are available such as assisting in the Track Shop or in the BackShop. Also there is always things that need to be repaired, re-painted, or generally refreshed. With some 1,000 turnouts (points for the Aussie's) that always need some lubricating and general TLC. My personal favorite of course is always the end of winter, get ready for the run season, CLEAN UP! We sometimes call it the raking and pick up of PINE NEEDLES and PINE CONES. One of the things we have been missing for a couple of years is the folks like Dave, or Al, or Frank that did the GREEN block maintenance in between meets. You have to have a good imagination and be able to do some great detective work to figure out why there was a GREEN block put next to the track. But when you figured it out the trains flowed through the area without mishap. Dennis is now out of the office and will take that task over for this season but he can always use another set of eyeballs and some company.

Having 37 miles of track means we have 74 miles of weeds, pine needles, pine cones, little creatures that dig little holes, big creatures that dig big holes and all those lovely TREE ROOTS! If you can't find something to do when you are here, just stop by the office, I'm sure we can direct you in the right direction. If it's a work week we have morning meetings at 8:30 am to direct you to projects and activities.

Bottom line, it is OUR railroad, it is YOUR railroad. It takes all of us to put in the time to make it special. It will amaze you what an hour or two each day by 50 or so volunteers can accomplish during a work week or even an hour or two by a single member during an in between meet visit. We need you! Train Mountain needs you!

An Engineering Challenge

How can we possibly maintain 37 miles of track with our aging membership? This is a question that comes up during every discussion about the status of the park and the railroad in general. Before the Triennial we had lots of volunteers that came and gave their time and their energies into making sure the railroad was ready.

One of the not so obvious observations we made was that if the 'WORK' was done by train, there were volunteers available. As an example we have a fleet of Gators, some have large wire cages on the back for hauling forest debris to the burn pits. They have automatic dump beds so in most cases when you arrive at the burn pit you don't even have to get out of your seat. The forest debris pine needle trains on the other hand are awful! They don't stay on the track when they are empty, and they are hard to empty when you arrive at the burn pit. So which method was used during the cleanup? Right, the pine needle trains ran non-stop and the gators sat idle.

There has always been two schools of thought about how to schedule your time when you are here. One group does not want to waste any time doing a train ride out to do track work, they load up their tools into a gator and off they go. They get 4 hours work done in 4 hours and that is great. The other group says look we came to Train Mountain to have some fun running trains. So they load the same tools into a train and go out and do track work. They get a 2 hours of fun and accomplish 2 hours of work in the same 4 hours. So which method is better? It appears that the 4 hour in a gator group is not nearly as popular. If a train is involved we tend to have lots more volunteers, and they run every day, all day, during the work periods. Cumulatively they get a lot of work done and have a great time doing it.

OK so what's this Engineering Challenge all about? The challenge is to the live steam modeling community. We need to be able to maintain our railroads via train. That is the challenge. We have a walk behind snow blower mounted to a flatcar that works very well. We have Bert's powered broom train that sweeps the pine needles from between the rails. We have some ballast cars that allow us to do trim ballasting while on the run. We have some boxes that we put in on the log cars for hauling the forest debris during the spring cleanup time. Charlie M designed a car with very powerful leaf blowers mounted thereto that

show some promise in clearing the track. The most current by-rail project piece is the railcar sprayer set designed and built by Boyd. It is I think on its third or fourth generation and has evolved into quite a masterpiece. It is the Train Mountain Weed Abatement train. It has remote controls for the weed sprayers, re positionable arms, attached hand sprayers for detail work, and all mounted onto special railcars. Are any of these projects the perfect answer, no of course not, but they are works in progress towards the final goal. What we need is more of these types of equipment that do the additional chores that are required to maintain 37 miles of track and do it by train!.

I have seen some wonderful examples of your ingenuity at every meet. Not just the trains but your tow vehicles and your wonderful goodies to assist in tie down and unloading your equipment. Look at the variety of home grown track re-railers we all use.

Here are a couple of brainstorming ideas:

Develop a way to not only clean the track of debris, but also pick up the debris. Use some of the techniques developed by Charlie M and incorporate some sort of chipper shredder that then blows the debris back into the empty debris cars.

Take the task of track alignment that we now do manually with mirrors and levelers and sledge hammers and make a railcar that an operator can do that while on the train much the same way as the prototype track crews do.

Develop a car dumping device located at the burn pits, for dumping the loaded pine needle cars using something similar to the log loader / unloader located at the Steuer siding lumber camp.

These are just a few ideas, so now what can you think of? I know we have very talented folks in our hobby. Let's focus that talent to the tasks of maintaining the railroad but via a train. That is my Engineering Challenge to the group, let's design some rail cars for doing the work (and have fun doing it).

Greetings from Joyce at the Front Office:

February is turning out to be the “big melt” month. We still have a good amount of snow on the ground, but with warmer afternoon temperatures in the whopping 50’s, it may not stick around much longer.

Membership renewals and new memberships have been coming in. The 2016 count is presently at about 230 and rising. This is a reminder to renew your membership if you haven’t already, and to let others know that new members are welcome aboard, too!



Dennis Ward has been out on the tracks regularly and making more and more headway on clearing it. If you are a frequent visitor of our “Live Camera Page” on our website, I am sure you have noticed the visible track and maybe even the smile on Dennis’ face, too!

Following the Holiday Express event, Barbara Ward spent a lot of time and did a great job of taking down the holiday decorations and boxing them up for storage. She may have had a little help here and there, but from what I saw, she did most of the work herself. Thanks, Barbara, for the great job!

Roger Rude and Carol LaBerge have adopted the Hall of Flags at Central Station as their “ward”, similar to the way one adopts and cares for a portion of highway. They have done a spectacular job of putting the furniture back that was moved out during the Holiday Express event and of cleaning and arranging things. The Hall looks fantastic!

Dr. Larry has been frequenting the Carpentry Shop. I don’t know what he’s up to out there, but he has come in to wash his paint brush more than once – and his hands. Could it be that we will have another miniature building out soon?

On the subject of volunteering: Train Mountain always has volunteer opportunities at hand. Be it outside or in, there are always things to do. If you want to volunteer, please call 541-783-3030 or e-mail info@tmrr.org.

If you have volunteer hours to report, please do.

Thanks to those of you who have already sent in your volunteer hours and to those of you who have come forth to volunteer. We appreciate you! Keep up the good work!

Joyce Merwin

Help Needed Now for 2016 Big Build

The September Big Build in 2016 will replace the existing track from Cox Bridge to Hill Top Crossing. This is the section on track that runs from Central Station to the Serpentine in front of the Colton Cement Plant. This section of aluminum on wood track will be replaced with steel on plastic track.

This is a section of double track 1,350 feet long. Therefore, the replacement work will require 2,700 feet of track or 270 pre-made track panels. We presently have about 70 track panels constructed, so we need to build 200 more before next September.

We are looking for volunteers that would like to help this winter in the track shop. You don't need any special skills. Richard will show you what needs to be done and he will pre-bend the required rails. The work is mostly loading jigs and operating powered screw guns. You don't have to work all winter. Any amount of time that you could donate would be appreciated. If you could come and work for a few days, it would be a great help.

If you have any question or if you are willing to help, please call the office at 541-783-3030 or drop us a line at info@tmrr.org.

Thank you.

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.

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.

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.

Please submit your volunteer hours. If you work off site or at home on Train Mountain projects - these hours count.

WEB-CAM GALLERY

Photos by: The Web-Cam

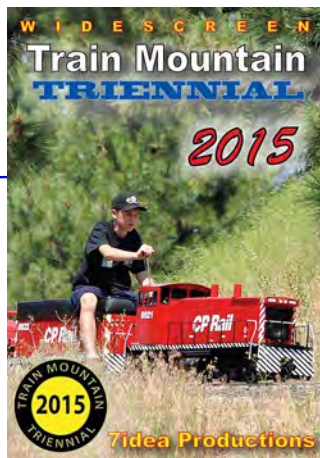


CLASSIFIEDS



2015 Triennial Video is available now!

The 2015 Train Mountain Triennial video from Aaron Bentsen at 7Idea Productions is now available through the [Train Mountain on-line store](#) or the main office at Train Mountain. Give them a call at 541-783-3030 and get a copy on the way to your place. It's \$29.95 for the video and free shipping and handling lower 48, \$6 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 placed ads for us on his terrific website, thanks Jim. discoverlivesteam.com

Did you see the great article and front cover story from the November / December 2015 issue of Live Steam and Outdoor Railroading? It is a great article covering the 2015 Triennial. and the great gang of folks that hang around the place and put on terrific live steam train meets. Pretty cool! web: livesteam.net



Donations\$ Needed!

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 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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 Photos: Tom Watson



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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, schedules, and special events.