



The Mountain GAZETTE

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We are receiving phone calls, emails, and questions on the blogs from those watching the web cams asking, "Why aren't you plowing snow?" The simple answer is - ICE! Lots of it.

It may look like snow, and once was light fluffy powder snow. The temperatures have been below zero at night quite often. Then came the freezing rain. Over 2" of rain on frozen surfaces makes for lots of ice. The bottom line is there is 3 to 4 inches of black ice under the snow that completely encases all the track.

Dennis has been raring to go, and willing to try and break through the ice, but alas, it wasn't meant to be. The container doors had the same black ice completely encasing the first four inches at the bottom, and they were also completely frozen all the way around the doors.

We had the same problem with the front gate. The gates became completely frozen in place, causing the west side to burn-up its drive belt. It took three days of shoveling and putting lots of "ice melt" around the gatehouse doors before we finally gained entry to replace the belt.

Had we just received all that snow, with no rain, it would have been a blast plowing snow at the Polar Bear Meet. As it was, the only attendees were caught on the web cams.

You can see how much fun they had playing in the snow.



Polar Bear 2017

So here is the scoop on another Polar Bear Meet in our long line of great meets! The meet was set for the four days, Friday through the holiday Monday. We start off by saying that 2 degrees is cold. Water freezes at 32 degrees and 2 is of course colder than that! So for the two weeks preceding the meet we had some snow, some rain, more snow, a little rain, a lot of SNOW, followed by some cold. Dennis and Gil actually plowed a little and ran around the topside. The final cold spill after the rain, and just before the meet, made the white stuff a little on the stiff side.

As you all know Dennis is the king of plowing and well, when he went to get his engine out for day one of the meet he had a few issues. First he had to chip away at the lock on his container, frozen solid as the moisture running down from melting snow had accumulated on the lock, the sliding dead bolt, and as he found out later, the door jam itself.

During the evenings when we were all home in our warm homes the elk herd had the run of the park and seems they enjoyed the Polar Bear Meet as much as we did.

So overall I would say the first meet of 2017 was different, fun, cold, and now its over. Bring on Meet Two, the Spring Awakening, should be able to get to the engines by then (we hope!).

So for those keeping score at your nice WARM home here's the final tally: Elk 17+, staff 3, actual feet plowed 0. Overall I would say another fun Train Mountain Meet!





Above and beyond the call of duty!

We can all appreciate when someone goes the extra mile to make YOUR day better right? So here at Train Mountain we are operating on winter hours, a shorter day for the paid staff. We do have a couple of volunteers that come in a little early to greet any visitors that may come to visit but mostly to make some coffee and tell war stories. So what has any of this have to do with the subject of 'above and beyond'? When it snows and there is a sufficient amount to be a hazard to us or at the very least a hindrance to us, Dustin and or Richard or both get up in the middle of the 'dark' (around 6:00 am) and clear the parking areas, the drives, etc,. They have even come in on their days off so we can open on Monday. In fact they have even shoveled off the steps on some of the walkways around Central Station. If that's not 'above and beyond' I don't know what is. I really appreciate that extra effort on our behalf, thanks guys!





It doesn't show well in the image, but Russ' vehicle was spewing steam when he arrived. We were very quick to accuse Russ of finally caving-in and getting involved in live steam.

Triennial 2018

Why in the heck are we talking about an event that is not happening until next year? Well this event is a big deal from a planning point of view. For the first several International Meets we had an onsite General Manager that handled a lot of the behind the scenes tasks. For the last two Triennials, 2012 and 2015, we had a three-person committee, Dennis, Tom, and I handled this. The Triennial is a membership function (TMRR), not a Train Mountain Institute (TMI) function. It is controlled by and put on by member volunteers. We do not have any extra paid staff just for this very important meet.

The Triennial is a large fund raiser for us and the funds go to the major projects that help us grow. The Meet registration fees pay for the event. It is the Public through their purchase of Day Passes and store items that generate the profits. With past Triennials funds we put in a new septic system, upgraded the playground equipment, built a registration structure at Midway Circle, and many other expensive projects. We need this kind of cash flow to not only continue to pay our bills but to also grow the Park. We need to help put on this event, so that means we need you to not only volunteer for committees during the Triennial, but we also need you to fill your empty train seats with our public visitors. If we can generate income from the public, we can keep the costs down for the members.

There are a couple of volunteer positions that need filling early on.

First and foremost is of course the chairman. The Chairman is the volunteer coordinator for the Triennial. The Chair is in charge. All items regarding the Triennial are to be directed through and approved by the Chairman.

The next most important job is the Track Assignment Chairman. Dean Willowby has handled this very important job for many of the Triennials. Dean has an oil burner steamer and so is no longer bringing his train up to Train Mountain. He did a wonderful job and we will really miss the terrific job he has done. The Track Assignment task is done off site and online. As the chair receives the online registration data the chair assigns tracks based on the supplied data. The assignment is based solely on the data and not because you and your buddy want to be side by side. It is based on engine type (steam, gas, battery) and total length of train.

We are working on a binder with most of the known items that need to be accomplished to have a successful Triennial. We will meet with the new chairman and give that person as much help as we can. We will also be taking on some of the other jobs as chairs just not the whole meet chair. As an example I will be in charge of Rail Tours and the Vendor Barn vendors. Dennis is the track czar in charge of all things dealing with the existing track. Some of the other concerns may be that such items as food vendors that were available in 2015 may or may not be available in 2018. The number of electric powered trains is increasing by leaps and bounds. This has to be addressed soon to prepare the infrastructure for this demand. Things need to happen in 2017 for a successful 2018 Triennial.

Track projects for 2017 need to be directed towards the 2018 Triennial. Dennis and Charlie

have started the long-term task of rebuilding Main Yard. The main needs to be tuned up and all of the turnouts need tuning as well. Dennis has stated that his ideal track season would be to start at the very top at Central and work our way down hill and eventually north. A lot of the track on 'top' is original aluminum on wood ties and has seen a lot of use, 30 years worth. Mains through the area should be steel on plastic ties, all wood tie track should be replaced with at least plastic tie track. This all means the track shop needs to be busy all season and that of course means volunteers to man the shop.

If you would like to be the chair or a co-chair for the Triennial, I might suggest you volunteer during 2017 and run one of the smaller meets. Find out the logistics of staffing key positions, trash pickup, any meetings, loading / unloading, etc. Get your feet wet, ask questions, have fun.

Only 270 days or so left until we start taking reservations for the 2018 Triennial. Remember things need to happen in 2017 for a successful 2018 Triennial.

Pine Needle removal

With 37 miles of track, over a 100 miniature buildings, some 850 turnouts, many grade crossings, signaling, etc., we have plenty of maintenance jobs to do. So why is it we spend at least **THREE** of our four workweeks **EVERY** year just removing pine needles and little else.

I think the answer is simple really. We have pine trees whose branches are over hanging our right of way, so the solution is to trim those trees along the right of way. Removing what is called 'ladder fuel' is part of our ongoing forestry management. Ladder fuel is those branches that are the lower 16 feet of our larger trees. The trimming of these branches is similar to what I'm talking about here. I am not suggesting tree removal or clear cutting the right of way, what I am suggesting is the 'daylighting' of the right of way, the trimming of branches that overhang the track, just like we have done on our roadways. We have about 2 to 3 feet of dirt on the outside edge of our ballast. If you walk along the edge of that dirt edge and look up and see a branch, that is what I am suggesting needs to be trimmed.

This project is in addition to any brush or trimming that will be a requirement of our forestry program.

Just think, it could mean very little raking, fewer trips to the burn pit, minimal debris to burn other than those first trimmings to do the initial clearing. Start with the south side for 2017 and we could gain a full workweek in 2018, amazing!

What can I do to help?

Every meet I hear the same question over and over, I would like to help but what can I do? If you want to work on a crew with other folks, attend the 8:30 morning volunteer meetings held during the workweeks. If you want to work by yourself or you and your buddy, then just remember this is YOUR club. If you see something that needs fixing, fix it! Don't know how to fix it, come into the office, report it, and we will get you up to speed and back out on the job. You know those pesky little green blocks, they warn you of a possible track condition, right? Well they also can tell you of a project that needs to be addressed. Check in with the Kludt's in the Carpentry shop, they are always looking for help in moving those miniature buildings into and out of the shop. They're also always looking for general help in the maintenance of those buildings. The ongoing forestry management program can always use another helping hand. There are lot's of things that need to be done.

Just as a sidebar to the Morning Meetings, if you are already on a crew there is no need for you to attend the next day's meeting.

We have a shipment of steel rail coming in and have plastic tie material, a stop by the track shop, a little training, and we can have you building track panels. Also check with Dennis and Charlie as they are swapping out all of the wood tie turnouts in the Main Yard. They remove them, take them to the track shop, they remove the wood ties, and replace them with plastic ties and hopefully when the snow melts will start to place them back into the yard. They have 15 done with over another hundred or so left to go.

We were awarded a grant to refinish the Rio Grande caboose and that project needs to be done this summer so we can apply for more grants. Scrapping / wire brushing, priming, painting, decaling, interior scrubbing and painting, some interior wood work, entry steps, landscaping, and

Want an inside job? Check in with Joyce, She can always use help assembling new member packets, filing, attending to the Company Store, and other assorted jobs.

Lots to do, a lot more jobs than we have volunteers. We would love to have you join us and to give us hand.

I AM NOT A ROBOT!

There have been a few changes made to the member's site, specifically where payment information is entered. The most noticeable change is that we have added a question asking if you are a robot. You check the box and depending on a bunch of things, you may be asked to choose from a set of pictures. You may be asked to click the pictures that show street signs, or click on pictures that show store fronts. It seems silly, but the questions and challenges are carefully crafted and updated by Google, and have an amazing success rate at determining if the entity pressing the keys is a real person or a computer program ("robot") trying to gain access.

The technology is called "CAPTCHA", or in our case "reCAPTCHA" and is quickly being the standard for online protection against robots, which pose a real problem to web sites. This is replacing the (to me) very irritating practice of trying to figure out what letters and numbers they are showing in fuzzy text. If you have questions or problems getting around the new challenge (or if you are a robot!), feel free to give Joyce a call in the office.

Dale Furseth

"the computer guy"

Meet Coordinators by Chris Donhost

For all of us that like Train Mountain, we could easily list 100 different reasons why it is an awesome place. In fact, Train Mountain is such an amazing facility that people come from all over the world to experience "The Dream" every three years at the Triennial. A new chapter has emerged since the passing of our founder, and more than ever the individual member is critical to keeping the dream alive. Our collective interests, combined with our personal experience, are what Train Mountain needs to survive. No matter what experience you bring to the table, there is a place for you at Train Mountain. Currently, we are in desperate need of Meet Coordinators to help with one (or more) of the 7 meets held each year. Being a professional event coordinator is not required. What would be helpful is a person that likes to plan ahead, is organized, and can communicate well with others. Are you ready to take your Train Mountain experience to the next level? Don't just come see, but be a part of the dream! We need YOU to take part in the mission, in order for Train Mountain to live on for your enjoyment, and for the future generations of the live steam hobby.

Containerville Update (reprint)

By: Jerry Crane

The installation of the second row of storage containers is progressing as planned. The transfer/lift table has been installed between the two rows of containers. The foundations for the south ends of the new containers have been completed and the foundations on the north end are about 75% complete. The first five new containers (with roll up doors) have been completed in Portland and are ready for shipment to Train Mountain. Shipping should start when the weather and conditions at Train Mountain permit. An additional ten containers have been paid for and modification of these units has started.

We have decided to make one change from our original plan. We thought that would be possible to move the transfer/lift table by hand back and forth to the loading/unloading positions. Two individuals can do this but it would be just too hard for one person. Therefore, we have decided to add a power unit to move the table east and west. This unit will have both high speed for the long moves and creep speed for track alignment. This power unit is now under construction and will be ready for use in the spring.

There are still some storage containers for sale. They are \$5,000 each with roll up door. If purchased, you would own the container but would be required to pay an annual storage space fee. This fee for 2016 was \$375. The rental terms are available from the office. You can make a down payment on a container for \$2,500. Full payment would be required when your container is ready for use.

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.

Train Mountain EMAIL

Please use info@trainmtn.org as the primary Train Mountain email contact. You may use info@tmrr.org as a back-up.

Gazette EMAIL Notice

DOES NOT ALWAYS WORK

Before the email notices ever go out, the Gazette is always published on the Train Mountain website.

<http://trainmtn.org/tmrr/pages/gazette/gazette.shtml>

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, and **YOU** are liable for them until they sign a release. 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)(Summer - 9:00 AM until 3:00 PM) Monday through Friday. To arrange other hours visitors should call the office at 541-783-3030.

PUBLICATION DEADLINE CHANGING: Submissions to the Gazette must be received by the 15th of the month of publication.

The fifteenth of the month is to be the last day to submit material. Material received after the 15th of the month may be held until the following month or rejected.

SUBMISSION CRITERIA

Articles and ads may be submitted via a pdf file, MS WORD, Open Office, or similar text file.

Please use a common open source FONT such as ARIAL that can be displayed in all Browsers, and is easy to read. Please do NOT use the Calibri font, as we must take the time to convert it to Arial.

If your document has an embedded image, you must also include the image separately as a jpg, png, or similar image file.

Greetings from Joyce at the front office:

Here it is January and the beginning of a new year.

We are definitely having a winter here. Already we have gotten several inches of snow – more than a couple of feet. The beautiful white stuff sure is nice to look at AFTER it is all cleaned up, but the clean-up is work. Earlier this month I spent several hours digging out of a few feet of snow just to get out my front door, then unbury my truck and find parts of my driveway while waiting for someone to come and plow it. I even learned how to put snow chains on my tires and put it to the test. I finally made it in to work after having gotten snowed in for a few days and after Tom Watson finally convinced me that the roads were safe to drive on. Here at Train Mountain, Dustin was busy plowing and plowing and plowing to keep Train Mountain's roads and parking lot clear so people could get in and out.



We still had plenty of snow around for the Polar Bear Meet, but no takers. I guess none of our members wanted to brave the wintery roads to drive here. We did get two sets of visitors on the Saturday of the meet, though. A man from Brazil traveling to Canada with his family stopped in and got the royal treatment. He gave the penny press a work out, too. Later, a nice couple from the west side of the Cascades came to scope out Train Mountain for themselves and their children. They, too, got the royal treatment and they visited our store.

Dennis Ward tried to get his train out of his container so he could go out and plow track during the meet. His container door was frozen shut and would not cooperate in handing his train over to him. So, Dennis Ward, Tom Watson, Russ Wood and myself were here and indoors some or all of the time during the meet. Our excuse for not being outdoors then and giving a show on camera: Frozen doors, ice under snow on the tracks and a couple of feet of snow or more on top of the ice. Too bad no real polar bears showed up. They would have loved it!

We still have lots of the white stuff here. A bit more will be falling over the next few days.

A Volunteer Coordinator for the 2018 Triennial planning and Triennial is still needed. This is a vital volunteer position. If you want to do all you can to create and put the Triennial on, here is your chance. 2017 is the planning year. Call the office if you are interested.

Happy 2017 to you!

Joyce

The Fire Danger is rather low this month!

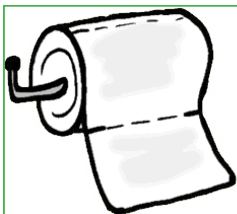


Volunteer Hours Reporting

Dale Furseth has worked his techie magic on the member's part of our website again. You can now report your monthly volunteer hours online. From the Train Mountain Railroad home page, click on "Online Member Resources: Join Train Mountain: "Register for Meets", then on "Enter Volunteer Hours" or go there directly with this link: https://trainmtn.org/tmr-members/Member_VolunteerHours.aspx

Choose your name from the drop down menu, enter your total hours in the box that matches the month you are reporting your hours for and click on "Update Information" to submit them. So-o-o simple! We hope you enjoy using this new feature.

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



REMEMBER: No job is complete without the paperwork!

Train Mountain Volunteer Hours

Name: _____

Month & Year: _____

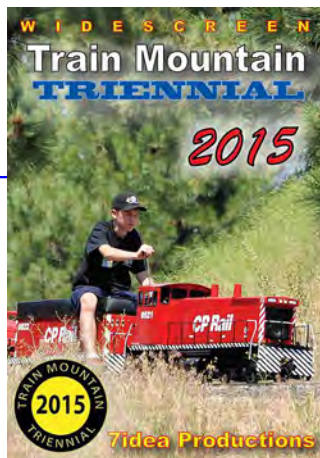
Date	Project(s) Worked On	Number of Hours
	Total Hours	

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](http://www.livesteam.net)



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
 P.O. Box 438
 Chiloquin, OR 97624
 Email: info@tmrr.org Phone: 541-783-3030

Contributors: TMRR BOD, Friends, TMI
 Photos: Tom Watson





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



What is Amazon Smile?

In a nutshell, it is a way for Train Mountain to receive 501c3 donations from Amazon.

According to Amazon: AmazonSmile is a simple and automatic way for you to support your favorite charitable organization every time you shop, at no cost to you. When you shop at smile.amazon.com, you'll find the exact same low prices, vast selection and convenient shopping experience as Amazon.com, with the added bonus that Amazon will donate a portion of the purchase price to your favorite charitable organization. You can choose from nearly one million organizations to support.

When you go to Amazon Smile, choose Train Mountain Institute as your charity. In order for this to work, you must always start from Amazon Smile. Then all else is the same, your account, wish lists, etc. Also available is a direct link: <http://smile.amazon.com/ch/27-4031025> for the TMI account.

The AmazonSmile Foundation will donate 0.5% of the purchase price from your eligible AmazonSmile purchases. I found that just about everything I purchased lately is eligible.

If we can get a large number of Train Mountain supporters to take advantage of the Amazon Smile program, this could result in sizable donations to Train Mountain.

[Click here for more information.](#)



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.