



The Mountain GAZETTE

© Copyright 2017, Train Mountain Railroad

An Official Publication of the Train Mountain Railroad - Issue: Vol. #3 Issue #50- **Sep 2017**

TMRR Election Results

The vacant Board of Director position election results are as follows:

- a. John Cooper 49 votes
- b. Bill Dwyer 36 votes
- c. Pam Williams 18 votes
- d. Danny Chamrad 11 votes

Some Items from the Annual Board of Directors Meeting and other news

The annual meeting was held on September 9, 2017, where John Cooper was welcomed as the new Board member. How the Board business is conducted was reviewed, and then the Board elected new Officers of the Board.

Tom Watson's term as President was up, and he was replaced by Jeff Mills as the President of TMRR. Because Jeff Mills moved from Vice President to President, Jeff Pape was elected to the Vice President position. Tom Watson remains on the Board as a member at large, and will continue to run the day-to-day operations at Train Mountain as the Operations Manager for Train Mountain Institute.

Finding a candidate for the Secretary's position was a little more difficult. It seems that Train Mountain Railroad, being a railroad, had to use its inherent power as a railroad to railroad someone! Congratulations to Dick Peterson the new TMRR Secretary.

The Triennial was discussed. The Triennial will be run autonomously by the Triennial Coordinators consisting of Tom Watson, Jeff Mills, Danny Chamrad, and Dave Waterstreet. The same tiered rates as used for the 2015 Triennial will be used for the 2018 event, with the exception of June registrations.

Because the Triennial event is so large, it is very difficult to deal with June registrations.

In order for all of the necessary chores to be completed, e.g., Track Assignments, making Badges, preparing Packets, and myriad other tasks, registrations need to be received by the end of May 2018. We will still accept June registrations, but all June registrations will be considered a last minute registration, and there will be a significant fee increase of \$35 per adult being registered. Also, there will be no guarantee of a Track Assignment for June registrants. So, please register before the end of May to make it easier on the volunteers putting on the Triennial and your own pocket book.

Remember, the Triennial is put on by volunteers, so please volunteer and help us make the Triennial great.

DRGW Caboose Grant project

We promised some pictures last month on the great job Jim and crew did on the Rocky Mountain Historical Society grant to do the external restoration of the DRGW caboose. Here ya' go!

Before



Power Wash



Primer



Done



End
Striping



Big Build 2017

By Jeff Mills

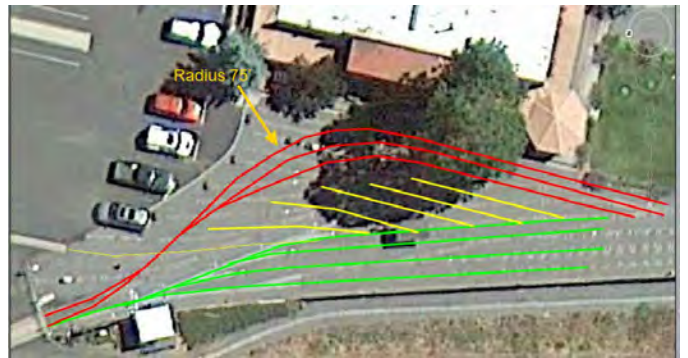
The end of August presented the Train Mountain Volunteers with a new challenge. We had two large Pine Trees threatening to fall on Central Station and their timely removal became apparent. Due to the proximity to the buildings, a tree service was engaged but to gain access to the trees by required equipment, the Central Station left switch ladder had to be removed. This track removal was accomplished by a group of local volunteers with the help of Richard and Dustin. Plant removal and sprinkler relocation was done by Debra. Once the trees were down, a large pile of slash and two stumps were left to be disposed. A stump grinder was rented and the stumps were ground down. Train Mountain's large chipper was used and the resulting chips were distributed to Debra's specifications in the planters.

All this tree work left the Big Build volunteers with a major change of plans. The Big Build was planned to be the South Portal Circle and preparations had been started for this area. Now our planning had to be redirected to the Central Station Yard.

Fortunately, John Cooper had some great ideas how to reconfigure Central Station Yard and put them on paper. His sketches looked good and after some discussion and measuring were accepted as the Plan. The New Plan accomplished three improvements over the original layout.

Firstly, safer and simpler Passenger load and unload would be possible from the

Central Station Porch. Secondly, the Eastern Main Track could access both right and left tracks allowing better utilization of the Main Tracks feeding Central Station Yard. Thirdly, it provided four back-in parking tracks longer in length than the previous parking spurs.



Gordon and Shane from Australia joined the arriving volunteers who were faced with completing removal of any remaining ballast and leveling the ground to make ready for the plastic underlayment. Gators were used to haul the used ballast away. Then quite a few loads of fill dirt were required to make the area level. All this handwork was accomplished with shovels and rakes to maintain the existing grade as much as possible. Once the dirt work was completed, the plastic was laid.

While this work was being performed a group of volunteers got the track shop into production making the necessary track panels and switches. The Track Shop crew found it challenging to keep up with the demands of the Track Laying crew. By the end of the week all the track and switches were in place. Now we were ready for the fabrication of the two diamond crossovers. John Cooper's son is taking advanced

welding at OIT and will complete the diamonds with those skills.

The signal crew then stepped in and wired, bonded and programmed all the electronics required for the updated Central Station Yard. At this writing, the new track is waiting for new ballast. Be sure to check the TMRR WebCam to follow any daily progress.

While the track work was progressing there were numerous crews raking and hauling forest debris and pulling the weeds in the main yard. This is an important and ongoing task that requires a major portion of our volunteer labor. Another project worked on was the LED light conversion. The Company Store and Hall of Flags were completed with a partial completion of the Back Shop. Additional parts had to be procured but are now ready for final installations. The work week was capped off by the setting the final containers in Containerville, bringing that project to near completion.



The Fall Colors meet does not have a work week so that leaves us with two scheduled work weeks before the Triennial. The TO DO List is growing and will require dedicated effort from our membership. If any members wish to organize their own work week (or days) please contact the office with the planned project objective as well as a time frame for the work you propose. Remember to log your volunteer hours.



Train Mountain Needs You!

Can you believe we are just about to start taking registrations for the 2018 Triennial?

Early October will be the start for registrations and it will also be a call for you to volunteer some time during your visit. We need some folks to fill in some chairman positions but mostly we are going to need you to put in a few hours on some committee. During the Work Week leading up to the Triennial we need about 150 volunteers daily. During the Meet we need about 350 volunteers daily. Some of the jobs are single person jobs; some are jobs on large committees that need shift workers to fill in.

This is YOUR park, this is YOUR track, and above all this is YOUR celebration meet, the Triennial. Our hobby recognizes how big this event is every time we hold it as the ever-growing numbers continue to show. For it to still be fun and safe we need to spread the workload around a bit. None of the jobs are hard but without lots of folks volunteering they can cause some folks to work some long hours.

The name of the game is running your train and having fun. Helping your fellow members to enjoy the event will take ALL of us to give up a little bit of our time and make the event as special as WE can.

If you want to volunteer some time please contact your Triennial Committee and let them know what you would like to help with and they can also tell you where they need the most help.

It can't happen without YOU!

How Many Wall Outlets Do We Need!

So if you were designing a 2,200 acre OUTDOOR miniature railroad, how many WALL outlets do you need to install?

The numbers continue to show that those battery-powered trains are the fastest growing part of our hobby. The Triennials get bigger every time we hold one and the 2018 event will be one for the record books. We are expecting some 450 trains with 150 of those trains being battery powered. Train Mountain has some work ahead to get the infrastructure in place for these trains in time for the Triennial. Installing electrical support systems comes at very high costs so we need to work through the financial issues and the related design issues but we will be working on the systems between now and the big event.

Patience, patience, patience, please!

To put on an event the size and scope of the Triennials takes a lot planning, lot's of volunteer time before, during, and after the event. The event is an all-volunteer event and as such requires us all to work together to make it happen.

To make it happen we need to really stretch the bounds of our patience. Some of the volunteers have been here for all of our major events and know what to expect. Many volunteers have put on similar events at their own home tracks. Having said that, remember each time we do this we grow the size and scope of the event by some 35% or more. Its bigger, its busier, its more crowded, there are more visitors, more trains, more vehicles, etc,. You get the picture. So here is where a special request comes from Train Mountain, please exercise some patience in dealing with issues. Yes there will be issues, you know it, I know, it, we know it! Its how we ALL address those issues that makes the difference of getting an issue resolved or developing a confrontation. A little patience will go along way to keeping the event fun for all.

Handicap Parking at the Triennial

As a mostly senior club and hobby there are lots of us with those handy window tags stating that we NEED to park in the handicap parking spots. The problem is we simply don't have that many. So here is another special request from Train Mountain, please use the handicap parking spots for loading / unloading your walkers, wheel chairs, etc. If you are able to get around without special equipment please park your vehicle in the regular parking areas AFTER you load / unload. If we do this we can safely support those that really do need the extra considerations. Thank you for your understanding and support on this important issue.

Triennial Traffic Flow

The Triennial is held every three years. Train Mountain has events during the other 35 months when there is no Triennial. The traffic flow is almost a non-issue for those 35 months. However come Triennial time we have traffic issues. So here is how the flow is different for the Triennial:

1. Main entrance is off S. Chiloquin Rd at the Katy Lane gate.
2. At about the 500-yard mark on Katy Lane you will get your Registration Packets.
3. If you have a train to unload you will be directed to the Staging lanes located about another 250 yards on the left hand side of Katy Lane.

4. If you are tent camping you will be directed to either Six Acre campground or the camping area in South Meadow.
5. If you have an RV or are towing a camp trailer you will be directed to the RV / trailer camp in South Meadow. A reminder here, all camping whether tent or RV is essentially dry camping. We have no power, water or sewer setups. The water fixtures are for getting water in a container and taking it to your campsite.
6. If you do bring a train and were directed to Load / Unload at Crisp Yard when you finish getting your trains out of your tow vehicle you will be directed to exit out the FRONT gate, returning to the Katy Lane gate and from there you will be directed to trailer parking and or vehicle parking.
7. If you wish, but only if you so direct, the folks at Load /Unload can provide assistance with your equipment and or moving it to your assigned track or steaming bay.
8. All vehicles exiting from the South Meadow complex will use the service road gate just south of the Katy Lane gate. All roads in that area will be clearly marked as one-way roads, please comply with the signage.

Please do not give the volunteers controlling the traffic flow a hard time. They probably know a lot more about what is going on traffic wise than you do. Listen to them and follow their directions please. Again the Triennial is all about fun, and safety.

Triennial Office versus Train Mountain Office

In an attempt to relieve some of the stress of running the Train Mountain day-to-day business during the Triennial for 2018 we will have a separate Triennial Office. It will be located in the old Beanery on the south side of the Hall of Flags adjacent to the Ellingson turntable area.

Once you are on campus during the Triennial or the work week preceding the event, if you have a question or issue with the Triennial please go the Triennial Office first. To sign up for a committee go there. If you have a question about a boiler check, getting propane, getting gasoline, whatever, please go there first. Stay out of the front office if possible.

Staffing for the Triennial Office of course will be done by volunteers so as has been stated earlier use a little patience, a little respect for your fellow volunteer members and let them do their job and get your information.

Breathe in, breathe out, count to ten, whatever works, but smile, have fun, and keep your blood pressure in check. Patience.

Containerville Expansion by Jeff Pape

About two years ago I went container shopping to see if we could put together a plan to expand Containerville. I was able to find a source for containers in Portland, OR, at what appeared to be a good price. I reported to the board and the board told me to continue with the planning and research.

I located a trucking firm in Klamath Falls that delivers hay to the Willamette Valley and negotiated a good rate that allowed the company to make money on the back-haul and to haul at their convenience.

The board and the Institute decided to proceed. Footings and track for the transfer table were built and the transfer table was created from an industrial scissors lift by our employees, and the Kitsap crew.

About a year ago the containers were purchased, included in the price was installation of roll up doors on the "blind" end of the units. The trucking company then started delivering containers to TM.

Richard and Dustin would receive the containers, often after work hours, and use the back hoe to off load them. When about half of the units were on hand a crane operator was called and the containers were set on the footings.

More containers arrived and the hay hauler had to back out of the deal due to driver shortages. They arranged with an auto recycler in Klamath Falls to complete the deliveries at the same rate.

The last container arrived on Thursday of the Big Build and it was placed by the same crane service which had just finished placing all the other containers that had arrived earlier. A little work remains to be done, chiefly adding the electrical outlets to the last containers that were set.

Many thanks are in order: Thanks to Richard and Dustin for the work installing the transfer table track, and for off loading the containers and for keeping in touch with the drivers who delivered the containers. Thanks to ConGlobal in Portland for selecting and converting the containers. Thanks to Blackman Farms and to One Stop Auto Wreckers for providing transportation from Portland. As of September 9 six containers were still available to purchase.

If each of the twenty new containers receives three tracks the total new storage will total nearly a half a mile.

1 1/2" + SCALE ELECTRICS ON TRAIN MOUNTAIN TRACKS

Doug Wilkinson

Background:

Prototype electric motor driven trains have had a long and useful history of use in our country and proceeded the building and use of electric driven model engineering trains on Train Mountain track by many years. Forgive me for not giving recognition to some of our early members of Train Mountain who built electric street cars and similar models prior to my becoming an active Live Steamer. My introduction to this hobby was when I built an early CliShay model designed by Robert Maynard from the pages of Live Steam which became a starter model for many individuals in this wonderful hobby of 1 1/2" scale model engineering train activity.

Subsequent to my CliShay locomotive, I built a Lucky 7 designed by Don Young of Great Britain, another build project from the pages of Live Steam and lastly a Lil Lima in 2 1/2 scale steamer, designed by Keith Watson from Western Australia. While building the Lil Lima, I was fortunate in procuring a kerosene fired locomotive from Don Dickens, the creator of the print paper "7+ live steam," and continued my learning process to run Steam fired locomotives.

My conversion to electric:

It was during the 1995 gathering of Live Steamers in Griffith Park, Los Angeles that I initially became aware of an electric driven model locomotive. That locomotive was a hybrid of sorts in that the electrical power source, I recall, was a portable Honda gas engine driven auxiliary power unit in a box car behind the modern looking diesel type locomotive. I do not recall if the electrical power was used to directly drive an electric motor or was it used as a continuously recharging power source to batteries within the locomotive. I was impressed, as were many others, in that it ran quietly and with power to pull a train hauling train passenger behind the engine.

A few years later while attending a Train Mountain summer meet I was exposed to another electric train which in a way blew my mind. Roll Models brought their new electric box cab to Train Mountain for a demonstration run. The large box cab arrived at Train Mountain during the Saturday evening banquet with the intention of demonstrations the following day. Not waiting for Sunday, I inquired if I might ride on the initial run that evening even though it was dark at the time. There were a few riders on a quickly connected riding car and off we went on an excursion down the serpentine. Somewhere along the way the locomotive derailed. During the dark of night with the brand-new locomotive, on probably its initial run, it had derailed. With no re-railer or other device to help lift the large locomotive back onto the rails we all wondered what next. With simply arm-strong power and strong backs the locomotive was returned to the rails and we all returned to Central Station. This box cab made an impression on me as I am a six-footer and wanted a larger locomotive where I would feel more comfortable driving it.

It was about this time I learned about a 2 1/2" scale Lil Lima locomotive design by Keith Watson. As I had wanted a larger locomotive the Lil Lima seemed to be a fit for me. As it turned out, another individual from my home Kitsap Live Steamer group and I each subsequently built a Lil Lima locomotive. This began my experience with the larger scale locomotives.

A few years later with my grandson enjoying running my steamer at Train Mountain and at our home track I got the feeling I wanted to build one last locomotive. I decided it would be an elec-

tric as I was thinking it would be easier for my grandson to run than a steamer. While looking for the design type I would build, the looks of the box cab was not sufficiently detailed for me. By this time other people were building or purchasing electric locomotives. Many were those steeple cab electrics that had one or two pantographs or street cars. While visiting my in-laws in California, I by chance visited the electric train museum located in Rio Vista California. When I saw prototype steeple cab electric 654 in the repair shop during a major overhaul and paint job, I that engine 654 would be the prototype for my next model engine. That steeple cab electric at Rio Vista continues to run, even today, for the public at Rio Vista.

During about this same time, the model engineering group in Burnaby Canada had been developing an electric locomotive having the looks of a diesel locomotive, but run by multiple motors using five six-volt golf cart batteries and a 300 AMP motor controller from Great Britain. This was the design concept I eventually decided to use with my new locomotive. This decision was confirmed when Quentin Breen allowed a 24-hour race between an electric train and a gas-powered train on Train Mountain track. The electric train won.

I chose to design my new steeple cab electric locomotive so that it would include as much detail in the design build product as I could. I like detail. Having the opportunity to visit the Rio Visa electric train museum multiple times I was able to climb all over the locomotive while in the shop and photograph many features of the prototype locomotive to provide photographic reference to the real locomotive. To determine the size of my steeple cab electric model I downloaded a photo from the Internet and scaled up special features of the locomotive to meet my personal requirements for size. The final size of my steeple cab electric turned out to be a little over a 2 ½" scale, but closer to 2 ¾" scale.

My design began during June, 2008 and was completed about the end of the year. I was fortunate in having a 3-D CAD program called Inventor, which I used for designing all the parts I would be building for the locomotive. When I got to the body design of the locomotive I actually made a cardboard mockup so that I could be satisfied with proportions of the exterior body parts to each other. I was able to find a stock of steel rivets from a local surplus store which created realism to the fully riveted body of the prototype. Cast hardware for all the attach parts of the pentagraph, trolley pole, bell, overhead wire guide and other cast parts was done using a friends small casting furnace and flasks. Selecting the final paint color was much more difficult than I thought it would be. Selecting an automobile paint color as a starting point the person in the auto paint store helped me by modifying the paint formula to remove the silver flecks in the dark paint which gave me the dark color I was looking for. Some parts of the locomotive using a multi part paint automobile paint was sprayed with the help of a friend who had automobile painting experience. I painted the remaining parts using a wire clothesline on which I hung the small parts for painting.

I designed and built the locomotive using heavy steel material as it was recommended by the Burnaby folks to obtain greater traction on the rail. Yes, weighing the locomotive in the back shop at Train Mountain indicated my locomotive weighing in at 1,200 lbs. As I designed the locomotive I realized from the weight calculation program in my CAD program it would be a heavy locomotive and I would need to have a device with me at all times to lift and move ends of the locomotive whenever I would split a switch or derailed. A friend in our local group had designed such a device which allowed leverage on a movable stand to accomplish the heavy lifting. I built a similar one for me and mounted it on the floor of my engineer's car making it instantly available when needed. I did not use a re-railing plate which is another way of re-railing a derailed locomotive back on the

track. (I understand that Klamath Western at Train Mountain currently has re-railing plates for sale as a fund raiser.)

Having completed the steeple cab electric, I have enjoyed for a few years running in Canada, Washington and Oregon on different tracks. My grandson has also since mentioned, he preferred running my Lil Lima Steamer, so that is life. Everyone has different expectations. My steeple cab has proven to be a smooth, quiet runner on all the track at Train Mountain. The four electric motors, coupled through individual worm gears for each axle, have never shown a tendency of the driving axles to spin. I do not overload the steeple cab electric by pulling too many cars when running on a hilly track such as Train Mountain. I try and keep the Amperage usage below 100 Amps although I could power the motors through the motor controller at a higher amperage. However, I'm not one to show how much my locomotive can pull. I have found I can tour the entire Train Mountain track on a single charge, but plan to charge overnight so that I have a fresh, fully charged set of four batteries in the morning.

The downhill electric regenerative feature of the controller has proven to be a nice feature such as returning from Hope Circle the locomotive does provide both a braking feature and sends some of that braking energy into the batteries.

Thus far I have found no problem in parking my steeple cab on any of the standard steaming bays. I can run from any track that has at minimal an electrical outlet for charging the batteries. Some Train Mountain Steaming bays do not have electrical outlets so having an extension cord handy for reaching an adjoining steaming bay having an electrical outlet is a desirable device to have on hand. Finding a parking space during a triennial can be a problem but usually the organizers have found space which may or may not be close in to Central Station to park and recharge. With electrics becoming more popular with their turn-key operation, additional parking space will be needed as time passes. I would hope as the number of locomotive styles evolve over time to change that new storage tracks will have provisions for parking and working on all types of locomotives will have inclusive provisions for steam, gas and electric locomotives. Since electric locomotives do not use gas or propane fuel and presently do not pay for the electricity for charging batteries at Train Mountain, it may be expected to see some minor surcharge for electric locomotives for the free (to us) electricity we use during our stay at Train Mountain.

I cannot foresee the future, but might be seen that the number of electric driven locomotives may increase over time due to the ease of setup and run feature of them. As our world becomes warmer one might also consider the safety factor of electrics in the elimination of the ever present danger of running steam driven trains with tinder dry vegetation becoming the norm in the heat of summer.

Greetings from Joyce at the front office:



The smoke in the air has finally cleared out with some wind, rain and chilly air, though some of the distant forest fires are still burning. The fall season is just around the corner.

Results from the September Train Mountain Railroad Board of Directors Election are in. Others have covered these in their articles, so I will just simply leave it at "the results are in" and you can read about it in the other articles.

The road signs have been making quite a boost in our visitor statistics and visitor donations. The road signs went up on June 22, 2017. Visitors have hailed from far places like the United Kingdom, Netherlands, Australia, Germany, Hungary, Poland, Bulgaria, British Columbia and Norway; and "closer" places like Texas, Indiana, Colorado, Oregon, California, Washington, Arizona, Indiana, Idaho, Colorado, Massachusetts, North Dakota, North Carolina, New Jersey, New York, Virginia, Utah, Nevada, West Virginia, Florida, Pennsylvania, Connecticut, Arkansas, Oklahoma, Michigan, South Carolina, Illinois, Virginia, Hawaii, Rhode Island and, well, gee, just about all over the United States!

Visitor donations between January 1, 2017 and August 31, 2017 have seen a 163% increase over those of the same time period in 2016. The number of visitors for this 2017 time period has increased 96% over 2016.

Do the signs make a difference? Yes. Does giving a visitor a rail tour make a difference? Certainly does. So, thank you again to all volunteers who make Train Mountain such a special place and who go the extra mile to get our visitors out on the tracks and to do lots of other things. Keep up the good work and keep on upping the smile factor!

The 2017 Meet season is just about over with just the Fall Colors Meet remaining. As a reminder, you can become a member or renew your membership any time during the year. Memberships are good for the calendar year they are purchased in, with the exception of those purchased after October 1st. Memberships purchased after October 1st are good for the rest of the calendar year they are purchased in plus the entire following year. 2018 Memberships will be available after October 1, 2017. Yup, you can begin renewing then! (Triennial Registration will also be available after Oct. 1, 2017).

As another reminder, once you have paid for your membership and payment is confirmed by the fact that you see it cleared on your bank statement or through your account, you can begin using your membership. You do not need to wait for your packet to arrive. Mailing of 2018 membership packets will begin after January 1, 2018.

That is all for now. I hope to see you at the Fall Colors Meet.

Joyce

Sept. 20, 2017

Forestry Report by Jeff Pape

I am the board member who coordinates the care of our forest. I have no particular professional qualification but TM needs someone to try to coordinate our efforts and I have agreed to do the job. I am learning a lot.

TM has entered into a service agreement with the Oregon State University Extension in Klamath Falls to receive professional advice concerning our forest. This service is free and the advisor, Dr. Andrew Leavell is a professor of forestry at OSU and has had an earlier career with the US Forest Service. He is very experienced in matters relating to "dry side" forestry, such as we do.

Our goal is to promote the health of the forest by culling sick and dead trees. We also are working to improve fire resistance of our forest by managing fuels such as brush and dead wood. If we manage the brush and cut off the dead lower limbs of the trees we go a long way to making the forest fire resistant.

The acquisition of the walk-behind brush grinder last year is a big step forward. It is more productive per man hour than earlier methods. It has been used enough to allow our people to discover what modifications are needed and to make the changes. As a result the cutters stay sharp for much longer and maintenance requirements are greatly reduced.

In the future the US Forest service and other agencies may succeed in implementing a land management plan involving both public land agencies as well as private land owners that is intended to bring all properties in our area to a common level of fire resistance. This effort is in its earliest stages, we are involved and will monitor and evaluate the program as it evolves.

Marking trees: we have implemented a color code for the plastic surveyor's ribbon that is put around trees. Red means it is to be removed. White means it is to be allowed to grow.

If a member sees a tree that needs to be evaluated because of disease, severe damage or being a standing dead tree, check for a red ribbon. If there is none please carefully note the location and notify me with the details. Please include your name and contact information. I will inspect the tree and mark it as appropriate. I maintain a list for our employees to follow when removing trees in Winter. Last Winter a dozen or so trees were removed. Probably fewer trees will be culled this Winter.

Members are welcome to cut dead lower limbs and to thin the very new pines that crowd certain areas. Thin to 30 foot centers and favor the best specimens. Thin for about 30 feet from the track. When the very young trees are about six feet tall prune the lowest branches up to about twenty four inches from the ground. Members are welcome to cut brush but leave the large patches to our machine. As always pine needles and cones need to be removed from the rights of way.

During the Big Build week the two Ponderosa pines that grew through an opening in the West porch at Central station were removed due to disease. We used a tree surgeon as one of the trees was leaning over Central Station. The efforts of the Big Build week track crew were directed to replacing the track that had to be removed to allow the tree surgeon to bring his equipment to the trees.

If you have questions or comments contact me at SD9e@aol.com.

Train Mountain Library News

"In anticipation of upcoming installation of new track crossings at Central Station, TM library searched it's photo archive and found these.



The first photo is of crossing built and installed by Art Crisp in 2000.

The second photo is of crossing Art Crisp and Charlie Schubert built and installed in 2005. Do you know where these are?



The final photo is the location for one of the two new crossings now being constructed." Visit our ever expanding photo archive in the library.

Containerville Report

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 the full year in 2017 is \$375. The fee would be prorated from time of occupancy. The contracts and rental information 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.

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"

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		

WEB-CAM GALLERY

Photos by: The Web-Cam



WEB-CAM GALLERY

Photos by: The Web-Cam



NOTICES

PUBLICATION DEADLINE:

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.

Gate Code

Due to security concerns, the Gate Code for the Train Mountain Main Gate may be changed at any time without notice. Any Member planning to arrive at Train Mountain when the Office is closed will need to contact the Office prior to arrival to ensure they have the current Gate Code.

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.

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

Is presently out of service. Please contact Joyce via email at trnmtn.joyce@gmail.com

The Gazette EMAIL Notice IS PRESENTLY OUT OF SERVICE. Until the bulk email service is restored, the Gazette will be published on the Train Mountain website around the end of each month without email notice.

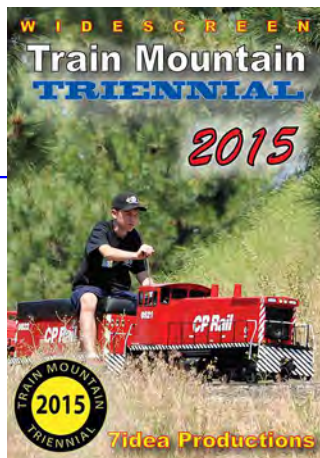
<http://trainmtn.org/tmrr/pages/gazette/gazette.shtml>

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!**

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.