



The Mountain GAZETTE

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The Operations Meet has come and gone with lots of kudos for all of the hard working people that organized the event. The only incident reported is not a surprise! Again this year, there are reports of a disturbance at the Lillyville Saloon. See the reports from our correspondents in Lillyville.

The stats for freight and passengers moved was not received by the Gazette by the time of publication.

Tourists visiting the Train Mountain Railroad Museum are arriving in increasing numbers. We are desperately in need of volunteers to help greet the visitors, and also members willing to give train tours.

The TMRR Board of Director elections are coming soon. Please be sure to vote when you receive your ballot.

Lillyville Update by Abel Carpenter

I would like to give out a special thanks to Steve Lilly for donating 5 four-seat golf carts that were used as shuttles for the 2018 Triennial. Donations were made from various visitors and members to help build Lillyville from the use of the golf carts.

Tent city is slowly being replaced by constructed buildings now that the city council has decided on what will be built first. Steve Lilly has been re-elected as mayor of Lillyville and so the first new building will be a City Hall. All the mining shack buildings have been remodeled with new roofs. The freight dock has been refurbished to handle more freight coming in to Lillyville.

The McDonald's Farm farmhouse has been totally remodeled including a new roof on the barn and silo.



Join Train Mountain now!!

Please Use the Online App to Register or Join-- <https://trainmtn.org/tmrrmembers/>

Special news bulletin for Lillyville, a dangerous criminal has been captured by Kris Lilly, Sheriff of Lillyville. Due to no jail, City Hall has had bars added to windows to serve as a jail. This was the most secure building at the time.

Next up for construction is the Western Union office and Mallery's Bath House. The windmill to receive water for the water tower and the water tower have already been constructed.

The next update will be coming next month.

Late Breaking News Flash from Lillyville by Chad Terbox

Col DeBeer of the local militia reported that on Sunday, July 29th, a riot broke out at the Saloon. It seems that the railroad made its regular delivery of Coors Beer on Friday, July 27th, making the Coors drinkers happy. However, no Budweiser delivery arrived and by Sunday the Bud drinkers had become fed-up with the harassment from the Coors drinkers. Saloon patrons Duncan Disorderly and Donny Brook were the first to be arrested.

The damage to the Saloon was not nearly as extensive as that from the no beer riots of the past. Of course there were some cuts and bruises. Singer Carrie Oakey sustained a black eye and was rushed to the clinic and treated by Dr. C. Good.

Blame is still being thrown in all directions, but one of our confidential informants believes that the real problem is the Budweiser rail car has not yet been received by the railroad, and that the Brewery refuses to ship beer in anything but a properly painted Budweiser rail car. We attempted to visit the brewery to verify this story, but receptionist Doris Schutt would not let us in the building.

There has also been discussion of setting up a bottling plant closer to Lillyville, as the beer demand on the frontier is exceeding the supply. This has the Temperance ladies up in arms, claiming the Lillyville men are again spending too time at the Saloon. Protest organizer, Cara Van, will be leading a group to picket the City Hall in any community considering a bottling plant close to Lillyville.

All signs are pointing to a long hot summer in Lillyville.

Election Announcement

As previously published, there are three vacancies on the Train Mountain Railroad Board this year. Nine(!) members stepped forward and requested to be nominated by the Board. In a special meeting July 1, 2018, the Board unanimously accepted the recommendation of the Nominations Committee, headed by Vice President Jeff Pape, to nominate all nine of the applicants.

Accordingly, a ballot will be prepared later this month for distribution. Voting will be in August. A two-week period will be allowed for voting. Each voting member of TMRR may vote for three candidates. (Only one vote for a given candidate will be allowed per ballot). The three candidates receiving the highest numbers of votes will be offered the opportunity to serve a three-year term as a Director.

The ballot distribution will contain information, submitted by the candidates, to aid you in your selection.

The candidates are:

Gordon Brannon,

Danny Chamrad,

John Lovely,

Dick Miller,

Jeff Mills,

Steve Panzik,

Jeff Pape,

Tom Watson

Pamela Williams.

We are indebted to all for their willingness to serve our club. Thank you!

**The following Candidates' Statements were received
by the Mountain Gazette prior to publication:**

TMRR BOD Candidates' statements

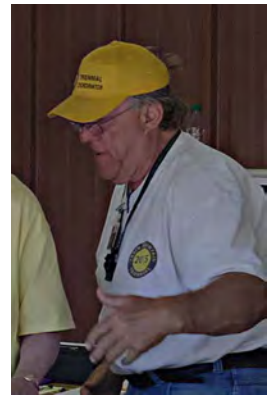
Gordon W. Branin Age 71 So Weber, Utah

Retired Air Force Officer with 9 years in the US Navy and 13 years in the Air Force. BS Degree from U of U with honors. 10 years Customer Service, 4 with MSN and 6 with AOL. I know very little about trains, just started in the hobby, but I am willing to learn and do anything to help my son Patrick and anything Train Mountain Railroad wants me to do.



Danny Chamrad

I live in Victoria, Texas and commute 2174 miles to TMRR to attend the train meets. I try to make all meets that is feasible and usually only miss the "Snow Meet" after the first of the year and the Fall Colors Meet. I graduated from high school and attended college for 3+ years until I joined the Marine Corps in 1972. My Marine Corps training was as a Tactical Air Operations Center computer technician. After leaving the Marine Corps in 1976, I worked in Victoria as a computer technician for a local computer firm until I was hired by Union Carbide to work at a Chemical and Plastic Production facility near Victoria. I worked at that plant, which was purchased by The DOW Chemical Company in 2001, for 27 years until I retired in 2014. Prior to that I worked in various positions in the labor market, the oil field on drilling rigs, and computer electronics field as a computer technician.



My first trip to TMRR was in 2015 for the Spring Awakening Meet, at which time, Mr. Frank Bartholomew introduced me to the art of raking pine needles. I believe in the following years that I have become a Semi-Pro in pine needle raking and developed a way to insert a tarp in the pine needle car to make dumping the car easier. I was able to be at TMRR for the 2015 Triennial where I worked the entire meet down at the South Meadow in the Staging Crew. Since my time at TMRR, I have been fortunate to learn operations in the Track Shop, track repair operations with the track gurus Charlie Bill and Dennis, and track installations during the Big Build Meets. I have worked on the "new" container wiring crew, wood tie-aluminum rail replacing crew, and the "We-Otta" operations at TMRR. I was the 2017 Narrow Gauge Meet Coordinator, and have volunteered to be a co-coordinator for the 2018 Triennial.

During my last 9 years at The DOW Chemical Company, I was the C-Shift Incident Commander which entailed being the emergency response commander for the Fire Squad, Medical Emergencies Squad, Spill Response Team, and Security Emergencies Team. I was responsible for coordinating the tactic and personnel for these emergencies. I had to work with an all-volunteer group which required a different approach to coaching people to do things that needed to be done. As the Plant Incident Commander, I was also the Person-in-Charge after hours, holidays, and weekends. I was the Person-in-Charge during these times if Federal Agency personnel showed up at the plant and wanted to enter, or if the Coast Guard showed up and wanted to inspect our Barge Docks. I think this experience will help me to be an asset to the BOD at TMRR.

I recently performed duties as one of the three Triennial Volunteer Coordinators. In November of 2017, I started developing a Volunteer Sign-up Program in order to allow Triennial attendees to sign-up to work by email prior to the Triennial, and at the Triennial Office during the Triennial. My concentration of work at the Triennial was in the area of continuing to get the on site attendees to sign-up for 2-hour volunteer work slots.

Thank you for your consideration.

John M Lovely

My wife, Cynthia, and I have been members of Train Mountain for about 15 years. We regularly help organize the Operations Meets – primarily preparing the passenger operations and the timetable. We always include the “work week” in our visits to TM.



I have held leadership positions in many non-profit organizations, including Train Mountain Members Association during the transition time. I applaud all the hard work and many hours the present board and local members have accomplished since TM ownership transferred to the members.

I have college degrees in Industrial Arts and Business Administration. I consider myself an accomplished machinist – building my fifth locomotive. Most of my work life has been involved with passenger transportation.

I would say the major challenges facing TMRR are:

Replacement of expired trackage

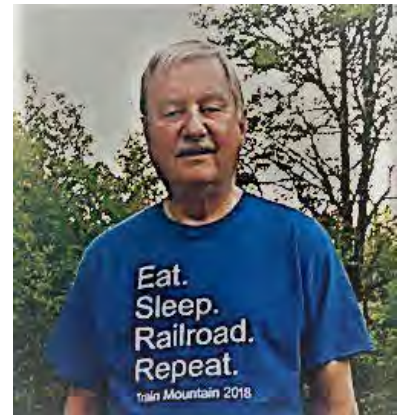
Improvement of human comfort facilities: toilets, showers, campgrounds.

Encourage an attitude ownership in our members: “It is my railroad, I need to volunteer.”

Develop a vision for the direction we want our RR to go.

Jeff Pape

I live near Portland, OR. My primary career was in local law enforcement there. I am a multi decade member of the Columbia Gorge Model Railroad Club which is significant to my candidacy as it has given me experience in helping to manage a club that owns its land and facilities. One way it helps is it forces one to take a long range view of most matters. I have held several offices in the club but at this time I am a POM (plain old member).



I was at Train Mountain and helping out at the time that the present corporate structure was put in place. I have now served nearly a full term on the board. During that time as a member I have been the person concerned with the care of our forest. As part of that effort I have brought TM into a consultation agreement with the Oregon State University Extension Service to receive free expert advice to promote the care of our forest.

I also participated in the effort to expand Containerville. My role was to find and buy the containers in Portland, OR, to have the roll-up doors installed by the container vendor and to find transportation to TM. Other parts of the project were accomplished by TMI employees and volunteer members.

In terms of governance TMRR is marking a milestone with this election. Up to now board members have been appointed as part of the transition to member control of Train Mountain. Now we are moving to have elected board members which will improve the “openness” of the board’s work.

IF reelected I have projects involving brush management, pine seedling thinning and forest health in mind. I am eager to serve a second term if elected.

Resume of Richard (Dick) Miller, Board member candidate.

Why Interested in Board of Director Position and Qualifications:

- As a son of a Southern Pacific conductor I've always had an interest in railroads from both a hobby and commercial perspective. I believe I can advance an interest in the hobby and the Train Mountain RR Club in all aspects by assisting in the implementation of the goals as defined in Article 1 of the Bylaws.

Experience and Contributions:

- I first joined TM about 6 years ago, but was limited in what I could do since I was a caregiver for my disabled wife. Since she passed away, and since remarrying, I now have the time and commitment to the interests of TMRR, and a very supportive wife. I currently have a home in Chiloquin and will be spending most of my summers in Chiloquin. This year I've assisted with track maintenance, signal upgrades, and improvement of radio communications throughout the entire facility.



Past experiences that can be brought to the table include the following:

- Volunteer part time officer with the San Bernardino County Sheriff Department
- Retired owner and CEO of a Telecommunications Company specializing in wireless communications for military, municipalities and transit. Services were also provided for new construction and maintenance for primary and secondary schools.
- Served as Department Head and Director of Communications for Riverside County, California.
- Served as Deputy Director and Chief of the Radio Systems Division for the County of Los Angeles with responsibility for all wireless and wired telecommunications systems county-wide.

Professional Associations and other relevant experience:

- Past officer and National President of the Associated Public-Safety Communications Officers (APCO). APCO represented public-safety interests before the FCC and the Congress on technical matters, and handled the coordination of police and local government frequencies nationwide.
- Past officer and President of California Public-Safety Radio Association (CPRA) with a role similar to APCO, except limited to the Southern California Region.
- Past Member, IEEE (Institute of Electrical and Electronics Engineers)

Specific Objectives as a Board Member:

- Represent the interests and concerns of members on matters being considered by the Board
- Cooperate with the Board in the management of assets of Train Mountain Institute entrusted to the Train Mountain RR Club with regard use and care of those assets
- Cooperate with the Board in the assessment of suggestions and concerns of the membership specifically with regard to special events, including the Triennial.

Other factors:

- I have a train stored in a container at TM and look forward to a positive environment in which to operate my train and for myself and other members.
- I have the ability to motivate and coordinate people to achieve a common objective, along with the ability to remove artificial roadblocks to achieve the desired goal.

Jeff Mills' candidacy Statement for the TMRR Board for a second term

Experience:

Current Board President

Current Triennial Steering Committee

Past Board Vice President

Past Board Member at Large

Committee Chair of Fire Safety Committee

Triennial Committee Chair Positions: 2009 Seminars;2012 Safety Video;2015 Fuel Yard

Member of TMRR since 2006



Areas of expertise:

Have worked in all areas of Train Mountain and have a through knowledge of the operations and the facility. Have management experience from previous occupation where I managed a department in a Large Caterpillar Dealer Ship. Have expertise in procurement, repair and maintenance and construction. Have an AA degree in Machine Tool Technology and Bachelor Degree in Auto Diesel Technology from OIT.

Other Factors:

I attend all the meets and work weeks except the January meet. Also attend extra work weeks. I am an active member of Kitsap Live Steamers and have an extensive knowledge of the Hobby. I like interacting with the public and talk about TMRR and Trains in general.

I wish to fulfill my two year term as Board President. Since my retirement in 2013 I have contributed over 600 hours of volunteer time per year. I own two engines and related equipment and have a half share of a container in Containerville. I have a vested interest in Train Mountain Railroad.

L. Steve Panzik.

Retired Locomotive Engineer, CSXT, Pensacola, Fl. With 30 yrs service. Served as Secretary-Treasurer Division 275, Brotherhood of Locomotive Engineers for 18 years, 3 years as Florida State Legislative Board Chairman representing the BLE to the Florida State Legislature in Tallahassee, Fl.

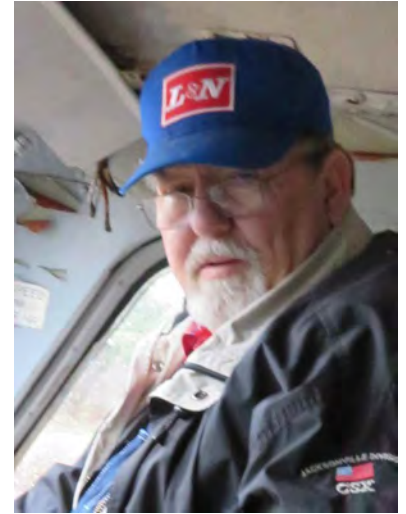
Co-Founder of the West Florida Railroad Museum, Inc in Milton, Florida. Served as the Director for 11 years. Wrote a Grant to the Florida State Preservation Board in 1990 to restore the former L&N Depot in Milton, Fl. After making the presentation to the Board, was awarded the maximum grant of \$50,000. Solicited the match and over saw the project making reports to the State of Florida. Also believe in transparency to the members and no monies spent in a wasteful manner.

Been a member of TMRR since 1998 having spent my vacation from CSXT every year volunteering at TM until moving to Chiloquin in 2007.

Organized and oversaw the moving of the Rotary Snowplow and Jordan Spreader from Chiloquin to Train Mountain in 2008.

Been active in acquiring and loaning TMI railroad artifacts to try and fulfill Quentin Breen's vision for a Railroad Museum of Southern Oregon Railroad and the evolution of the hobby.

Believe that an organization as big as TMRR should be run like a business with set priorities for use of funds and that the expenditures should be frugal and only on necessary items with full accounting to the membership. Living in Chiloquin will allow me to visit the office several times a week to oversee activities and to keep the BOD advised of what is transpiring. I do understand the difference between TMI and TMRR.



Pamela Williams

I have been coming to Train Mountain for 8 years. My Uncle built and ran this scale of electric engine and cars on his own track in Graham, Washington when I was a teenager. When I met Jeff Mills and heard about Train Mountain, I knew exactly what this hobby is and what it means to its members. I enjoy running trains as well as being a passenger. I plan to start building my own speeder next year.

I try to listen and learn as much as I can whenever I am at Train Mountain about the trains as well as the organization.

Volunteering has been an integral part of my adult life. I served on numerous Organization Boards in multiple capacities.

Since 2010, I have attended most of the TMRR meets. I put in 180 hours so far this year working on various projects for TMI and TMRR.

I was Pre-Registration Committee Chairperson for the last 2 Triennials. At this Triennial, I was also the Blue Caboose Campground Host and organized the Triennial Office for operation during our big event.

Being part of the TMRR Board will provide me additional opportunities to serve the TMRR membership. I hope to help the TMRR Board employ a unified strategy to support TMI thus sustaining TMRR for its members long into the future.



Candidate for TMRR Board Tom Watson

I reside in Chiloquin, Oregon, and have been involved with Train Mountain since 2010. My first involvement in the actual operations began in 2011, when Dennis, Russ, and I opened the first Triennial Office in the New York Central Room and began organizing the 2012 Triennial.

Following the 2012 Triennial, I continued assisting in the daily operations of Train Mountain, and was involved in getting ready for the rescue of Train Mountain from the IRS liens. When the court authorized Railroad Institute to settle with the IRS, I was made one of the original members of the new TMRR Board of Directors, have remained on the Board continuously since, and now am the only remaining original Board member. I have previously served two terms as the TMRR Board President. As such, I believe I bring a needed continuity to the Board.



Subsequently, I have been continuously involved in the daily operations of Train Mountain, and have now been involved in the administration of three Triennials. I am presently the only year around local member of the Board that is able to be at Train Mountain on a daily basis during normal business hours.

I designed, coded , and maintain the tmrr.org website. Between myself and Dale Furseth, we now maintain all of the Train Mountain websites, and together work to bring the members and followers the ability to be at Train Mountain vicariously by following all of the web cameras.

(AED) Automated External Defibrillator

Delores Bartholomew (store lady)

July 12, 2018

Recently an emergency incident arose on TM property in which the individual went into shock twice. This could have led to a more serious situation, like a heart attack. This incident made us realize we need to be better prepared for an emergency with the huge increase in members and tourists.

Circulation Article: THE CONCEPT OF EARLY DEFIBRILLATION

An Advisory Statement from the Advanced Life Support Working Group of the Inter-national Liaison Committee on Resuscitation.

Most adults who can be saved from cardiac arrest are in ventricular fibrillation (VF) or pulseless ventricular tachycardia. Electrical defibrillation provides the most important therapy for the treatment of these patients. The greatest chances of survival result when the interval between the start of VF and the delivery of defibrillation is as brief as possible. To achieve the earliest possible defibrillation, the International Liaison Committee on Resuscitation (ILCOR) endorses the concept that in many settings non-medical individuals should be allowed and encouraged to use defibrillators. The wide-spread availability of automated external defibrillators (AEDs) provides the technological capacity for early defibrillation by both ambulance crews and LAY responders.

TMI and TMM boards have agreed for TM to start a **Donation Campaign** to purchase a **AED**, to have on hand at TM Central Station for Lay Responders.

The final goal would be \$3,000, which would be used to purchase a \$2,500 **quality** Defibrillator, extra supplies (extra pads, etc.), and provide financial assistance to local TM members for the one day, \$65 First Aid class, provided by the local Fire Dept Chief or other qualified instructors.

We are asking all members to consider a generous donation, because the sooner we have a Defibrillator the better **we are Prepared!** Is a Life Worth \$3,000? Is **Your Life Worth \$3,000?**

Donations can be made by: Check, Cash, or Card. **Please make checks out to Train Mountain Institute.**

For those who have already donated, a very deep **THANK YOU TO YOU!** For those who are planning on donating an equal deep **THANK YOU!** We will try to keep you all informed as the campaign progresses. Right now we have a great start during the Ops meet banquet.

My Experience as 2018 Triennial Coordinator

By Jeff Mills

My Triennial experience started in the fall of 2017 when I volunteered to become a member of the 2018 Triennial Steering Committee. The Steering Committee was composed of 5 experienced and dedicated members of Train Mountain Railroad. We started by meeting during the last 2 meets of 2017 and spent the winter communicating by e-mail and telephone calls. By the Kitsap Work Week in April 2018, there was a long list of things to finish before the Triennial started. During the work weeks leading up to the Triennial, many jobs were completed however the To-Do list seemed to grow rather than shrink.

The old Beanery in Central Station was chosen to be the Triennial Office. The main objective of having an Event Office, in addition to reducing traffic in the main business office, was to provide a central Information station. With a minor face lift and repairs to water damaged sections, the new EVENT Office came into being. Four white boards were installed outside for Track Orders, Volunteers Needed, General Announcements and Events. A cork board for messages and items for sale was put up and the Ice Freezer Chest was relocated.

Fortunately, most of the Chair positions were filled early with experienced and capable people. During this part of the planning process, we reviewed the duties of all those Committees to determine the number of volunteer hours necessary to make a successful Triennial. We knew a quantitative way to determine how many volunteers were needed was required. Most committee work slots were broken down into two-hour segments. Many of these were filled in advance by asking volunteers to sign up using e-mail.

Danny Chamrad started putting data into his computer and designed a system of sign-up sheets that could be updated daily during the Triennial Work and Meet Weeks. The Master Sign-up sheets were kept in the Triennial Office and made available to the committee chairs throughout the day. This allowed us to see which areas needed additional help and direct our recruiting efforts to those vacancies.

Each morning of the Work and Meet Weeks, we held Volunteer meetings. These briefings provided information on weather conditions, needed work assignments, safety issues and special announcements. Each member of the Steering Committee would speak in turn about the work being done and volunteer requirements. David Waterstreet closed these meetings with information about communications and signaling. After each, there was a flurry of activity at the Triennial Office with people signing up for volunteer positions or seeking other information.

Special thanks must also be given to Jim and Sabra Rickman for the development of the “Where’s Smokey?” contest. Without their efforts, this special event would not have happened. The US Forest Service played a big part with prize donations and their presence at the Big Toot and Parade of Trains. I was able to get a Photo taken with Smokey the Bear along with many other attendees.



This experience provided me a chance to meet people from different countries as well as states all across the US. These contacts allow us to form lasting friendships with people we might never meet, otherwise. I have received many comments both in person and by email on how enjoyable the 2018 Triennial was and what fun everyone had.

I would like to thank all who volunteered because those efforts made this Triennial the most successful yet. Everyone who volunteered took their work seriously and put forth their best effort in completing their assigned tasks. Those volunteer hours fulfill our commitment to Train Mountain Institute to conduct all the annual meets as well as the Triennial. Without the support of our volunteers, there couldn't be a Train Mountain, much less a Triennial!

We will be going over After-action Reports from the committee chairs later this month and begin planning how to make 2021 even better. Thanks again for everyone's participation.

This is YOUR Railroad and only as great as YOU make it!

Train Mountain on Oregon Public Broadcast Links

The new segment on Train Mountain and other Oregon destinations was aired in their Thursday, November 9th broadcast of Oregon Field Guide.

You can now view the entire segment directly on the opb.org website here:

<https://watch.opb.org/video/3006578129/>

OPB has made the Train Mountain part of the broadcast available on Facebook,
and can be viewed without being a [Facebook member by clicking here.](#)

Train Mountain Library



The TM Library staff was diverted or “side”tracked this month from their usual sorting, cataloging, shelving activity to take part in the first ever “Where’s Smokey” contest at TM over the Triennial Week. There was a two-fold purpose to this event: to give everyone a chance to become more familiar with the Train Mountain track plan and to remind everyone to Keep Fire Safe.

Smokey was on a different siding Monday thru Friday. Participants took pictures with Smokey at each of these locations. Passports were stamped, prizes awarded and lots of information was given out. Public Affairs of the Fremont Winema Forest Service joined us in this effort which included an appearance by the real Smokey Bear himself for the Big Toot. He had his own golf cart to make the rounds and had his own train which carried Smokey, Forest Service personnel and winners of the Smokey contest.

Those who submitted photos on all 5 days took part in drawing for the Grand Prize – two tickets aboard the Grand Canyon Railroad.

About 150 passports were given out and everyone learned a little more about fire safety and their way around Train Mountain RR. Take a look at a sample of photos submitted and try to spot the one that has been Photo Shopped!





Banquet Ticket Sales

It is very important to purchase your Meet Banquet Tickets by Noon on the Friday before the Meets Saturday Banquet.

We must get the number of attendees to the caterer to make sure there is enough food to feed everyone.

If you plan to arrive on the Friday of a Meet, please call the TMRR Office during business hours and provide your name and number of guests so we can add those to the attendee count.

We want everyone to have the opportunity to attend these functions and enjoy a full meal!

Only three articles were submitted for this issue of the Gazette. This is your newsletter! If the Members want to have a good newsletter, they need to submit articles in a timely manner. The locals at TM can't do everything.

WE ARE ALL VOLUNTEERS

DON'T YELL AT ME, I AM A VOLUNTEER!

Fire Danger Signs at Train Mountain Railroad

Train Mountain Railroad has placed three Fire Danger signs in highly visible locations. These signs are similar to the ones seen along US Highway 97 and other locations in the Klamath Basin. Fire Weather Forecasts are monitored by Train Mountain Staff and the Fire Danger signs are updated as the forecasts change.

The signs have two Fire Danger Ratings. The first is the Adjective Rating relating to how easily fuels can catch fire and spread from various sources of ignition. These are also color coded with colors that match the danger level.

The second Fire Danger Rating is the IFPL or Industrial Fire Precaution Level. These are numbered with Roman Numerals I through IV. The IFPL ratings determine what industrial activities can be performed in the woods, the hours of operation for these activities and after-work fire watch requirements.

Adjective Fire Danger Ratings:

Low Fire Danger/Green: Fuels do not readily ignite.

Moderate Fire Danger/Blue: Fires can start from accidental causes. Grass fires can spread rapidly.

High Fire Danger/Yellow: Fine Fuels ignite readily. Fires start easily from most sources of ignition.

Very High Fire Danger/Orange: Fires start and spread easily. Crowning is common.

Extreme Fire Danger/Red: Fires start quickly and spread furiously. All Fires are potentially serious.

Industrial Fire Precaution Levels:

Level I: Closed Season - Fire precaution requirements are in effect.

Level II: Partial Hoot Owl: Industrial activities limited hours 8:00 PM to 1:00 PM followed by Fire Watch

Level III: Partial Shut Down: Prohibited activities followed by a fire watch.

Level IV General Shutdown - All operations are prohibited.

More information and complete definitions of these ratings can be found on the South Central Oregon Fire Management website SCOFMP.org.

The Train Mountain website has information on the IFPL as well. Click on Safety at Train Mountain then click on Fire Equipment Self Inspection Form. This explains each IFPL level, prohibited activities as well as Fire Watch requirements and equipment.



Pacific Northwest Live Steamers

*Founders Day July 21st & 22nd
Train Fest September 1st 2nd & 3rd 2018*

Celebrating our established 64th year Pacific Northwest Live Steamers cordially invites you to our annual Founders meet July 21st and 22nd 2018 as well as our

Train Fest September 1st, 2nd and 3rd

Travel our meandering railroad amongst majestic pines and clear streams; along our 4,200' main line Empire

Located in the cascade foothills

Visiting engineers and trains greatly encouraged full steam servicing available for Coal, Oil and Propane as well as services for Electric

And gas locomotives

Visiting engineers are encouraged to stay over night as bunkhouse, tent camping, or RV trailer is available however space is limited, so please send your RSVP.

A dinner with a nominal charge will be hosted Saturday night by the volunteers of PNLs.

Send RSVP or Information requests to
Or Call

We look Forward to seeing all our extend live steam family.



Molalla Shady Dell Train Park

PnlsMeetInfo@Gmail.com

31803 S Shady Dell Rd

Molalla Or, 97038

Phone: 503-840-0903

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

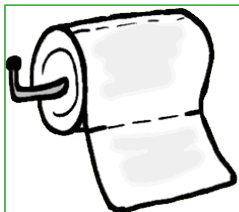
"the computer guy"

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!

WEB-CAM GALLERY

Photos by: The Web-Cam



Please Use the Online App to Register or Join-- <https://trainmtn.org/tmrrmembers/>

WEB-CAM GALLERY

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NOTICES

Gazette 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, notepad, or similar text file attached to an email. **The email SUBJECT line must include your article title and a date. Please give each article a distinct file name with your name and a date.** If everyone submits an article named "article for gazette" or something similar it will often get overwritten by another article with the same name when downloading. **Articles sent as text in a email text will no longer be accepted.**

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.

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.

Join Train Mountain now!!

Please Use the Online App to Register or Join-- <https://trainmtn.org/tmrrmembers/>

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.

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.](#)

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.

The Gate Code was changed on July 12, 2018

Join Train Mountain now!!

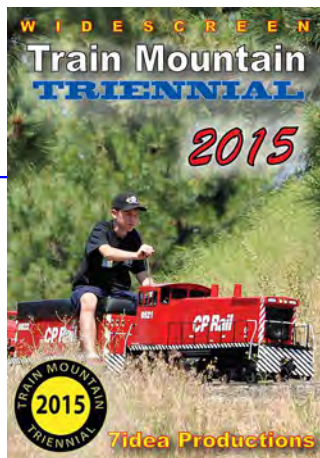
Please Use the Online App to Register or Join-- <https://trainmtn.org/tmrrmembers/>

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



The 2018 Triennial video will **be released** in the Fall **of 2018,** hopefully in **October.**

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

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



Join Train Mountain now!!

Please Use the Online App to Register or Join-- <https://trainmtn.org/tmrrmembers/>

CLASSIFIEDS



Pyle Steam Dynamo - \$1500

One eight scale brand new replica
It runs on steam and generates enough
electricity to run your lights. It comes with a
regulator and original installation instructions
from 1982 by builder Francis Moseley.

Contact Al Taylor - 360-798-6753

mralf2x@gmail.com

Meade 12" LX200GPS - \$2500

Schmidt-Cassegrain Telescope with Autostar II Hand Controller.

Tracking System does
not work, but may just
need tune-up or repair.
Have paperwork for
repair contact.

Contact Al Taylor
360-798-6753

mralf2x@gmail.com



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



Crater Lake/ Train Mountain Vacation Rentals

Crater Lake Chalet

Located on Hwy 422, only 1 mile off Hwy 62 and 2 miles from Hwy 97 in the Chiloquin area. This house is at north end of Train Mountain



and contiguous to Train Mountain.



This comfortable house sits on 35 beautiful acres. 2 bedrooms and 2 bathrooms.

Can sleep up to 6 people.

Panoramic View Ranch House /

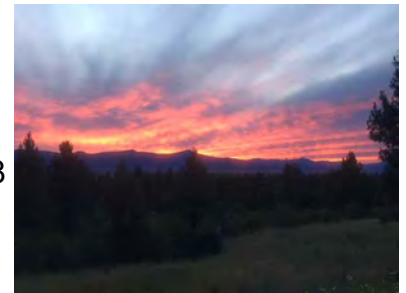


Crater Lake This ranch house is located on Hwy 62, and attaches to the west side of Train Mountain.

The 56 acres of land features

panoramic views of Agency Lake and the Cascades. Enjoy a peaceful and private experience. 4 bedrooms and 2 bathrooms.

Can sleep up to 8 people.



For more information please call: **Julie 415-756-3943** or **Mike 415-420-9026**

10% off for train mountain members

www.getawayvacationhome.com

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 Yahooskin 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.

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

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.