



The Mountain GAZETTE

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July

Post Show Depression. Now how's that for a lead in to an article? If you are fortunate to live close by Train Mountain you are more than likely here most days doing what ever part of the hobby rows your boat. You are also more than likely part of the gang that helps to get the park ready for the 'next' meet. When there is a meet you are pumped up doing your thing and spending some quality time with old and new friends. The adrenalin is pumping and things are all good. Then all too soon . . . It's Sunday, you watch your friends exit out the gate and almost instantly you start having that Post Show Depression feeling. I love living here and being able to be here most days, but . . . that post show depression sure is hard to take! Fortunately we have the public coming on Monday so the depression doesn't seem to last long but it does for just a little while. It's also only 20 or so days until the next batch of old and new friends come back to the Mountain.

The meet just over was an absolutely terrific Operations Meet. Meets such as these are only as good as the folks that do the planning and the management of the meet. The crew as always did a crackerjack job. We had some 168 rail cars to spot, some new industries, and a lot of smiling crews. Check the reports in this issue.

The Work Week was also a winner. We got the North Country raked and picked up; the Sierra Group got a good start on the spreader, and Dennis and crew got the line up to Wedding Cake completely re-laid. This is in addition to all of the work that goes into prepping for the Ops Meet. Congrats to all concerned!

The Tourists are coming! The Tourists are coming! That's good news, the bad news is that Train Mountain still needs more trained crews and trains to handle the visitors. The tours take a little over an hour so when a train leaves Central Station it won't be back for awhile! Please help!

A special thank you goes out to our friends up north from the Kitsap Krew. They donated a heavy duty chain hoist and a sand blast cabinet to the Backshop for the club's use. Thank you for that welcome addition to the shop.

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The Mountain Gazette

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July 2019

From the Desk of TMRR President July 2019

Jeff Mills, President TMRR

The 2019 OPS meet is in the books and Special Thanks to the dedicated OPS Committee. The members are: Richard Croll, Train Master; Jim Armstrong, Freight; John Lovely, Passengers and Timetables; Steve Passmore, Communications; John Cooper, Tower and Signals; Bill Dwyer, Dispatch; Tom Watson, TMI Administration; David Waterstreet, Signals, and Jeff Mills, TMRR President. Please take time to thank these committee members for the work they accomplished.

The committee has already begun working on the 2020 OPS meet. Their first planning meeting took place Sunday after the 2019 meet ended, while the car recovery was taking place. Improvements are planned for dispatch and tower control. A separate classification for Steam Engines in freight operations is being considered. Discussion of the successes included the extra Board, Points awarded for Difficulty and Distance, the opportunity to choose freight cars as well as Switch Lists delivered to Katy Lane Station.

The replacement track around Wedding Cake was completed during that work week. This is an important track as it allows access to the Main Yard and the Back Shop without going through Central Station Yard. I believe this track will be used frequently. It can be accessed by raising your right arm at the bridge with the route selector. This will align the switches and signals to the right as you exit the long tunnel. "Thank You" to the track crew for this accomplishment.

We are looking forward to the Big Build which is in the planning stages. We will need more track panels made and will be asking for volunteers during the August Meet to make track panels. A local group is planning a Progressive Dinner and Poker run on Wednesday of the August work week. We are looking for more volunteers as well as offers to bring food. Please call Marcia at 925-437-5522 if you can help or contribute. This event has been a success in the past; it gets us out on our trains as well as being FUN!

At the OPS Meet Banquet, I introduced Luke Conner, a local member from Rocky Point across the Lake from Train Mountain. His Eagle Scout Community Service Project is the construction of new Pine Straw Cars for TMRR. He must raise the funds for this project, design the cars, obtain the materials and organize the labor. Thanks to the generosity of those in attendance, he was able to raise over \$900.00. This gives Luke a great start on this project. If you want to assist Luke or contribute funding to this project, please contact me or Luke. I'm sure all the TMRR members want this project to be a success.

The Sierra Service Project (SSP) is back again this year and they are a welcome addition to our volunteer labor force. SSP workers will be here until the end of August and we get a new group of youth volunteers each week for a total of 10 weeks. They provide us with over 2000 hours of volunteer labor. This is equal to one full time paid employee for a year! Their main project is staining the exterior walls of the Central Station building. They will also be prepping the Orange Jordan Spreader for paint, working on forest debris removal and pruning the right of way. Special thanks to Frank Bartholomew and Jim Rickman who oversee the SSP workers for these projects.

We are still trying to raise funds to purchase 2 more AED units. We are grateful for the contributions received to date but have a ways to go to obtain a total of 3 AED units. The goal is to have an additional one in both the Back Shop and the Track Shop as well as the one installed in the Hall of Flags. In the event of an emergency, this equipment must be accessible promptly. Time to treatment is critical. The donation box is in the Hall of Flags, so each time you pass by please put in a buck or two. It may be your LIFESAVER!

Please remember Safety starts with each person's Actions. Be Safe and have Fun.

Greetings from Joyce at the front office:

July weather has been being nice. It has been mostly warm and sunny with lots of blue and just a few puffy white clouds here and there.

The Ops Meet was very well attended and lots of fun. One of my favorite things about the meet is all the activity. I especially like hearing the office radios come to full life with all of the dispatching going on. 114 people attended the Ops Meet banquet at which funds for Luke Connor's Eagle Scout project at Train Mountain were very rapidly raised.

I wanted to pass on some feedback I occasionally hear from the full scale railroading guys after they have been out on one of the TMI rail tours. They are BNSF, UP or other full scale engineers and conductors, who comment on how just like the big railroad Train Mountain is!

The Visitor Center is crazy busy with tourists and locals. Barbara Ward can use all of the volunteer help she can get in the Visitor Center and more volunteers are needed to engineer and conduct on the tour trains. If you can help for a few hours, a day or two, a week, the rest of the summer or all summer and fall, it would be most appreciated. It can be lots of fun!

Thank you so much to all of our volunteers and for all that you do! You are amazing!

Kitty Charlie continues to do his best at greeting all of the members and visitors. It is a lot for him to keep up with and maybe he could use some extra volunteers too! For a break from it all, he joined Chris Donhost on Chris's train for a short run one night! I always thought he might be a train ridin' cat. Not sure he liked it, but it sure looked cute.

Kitty Maggie has been going through a growing spurt over the past month. She is also coming to terms with all of the summer activity and getting less timid. She has taken to Delores Bartholomew who is here volunteering in the store. Delores and I were thinking how cute it would be if we could train Charlie and Maggie to run the cash register and answer the phone. After Maggie hung up on a member and put an inquiring potential visitor on hold mid-call, we decided that perhaps that wasn't the best idea. Oh well, it was a nice thought though.

The Sierra Service Project kids have been busily sanding and applying stain to the Central Station building which is looking better and better all the time! Soon they will be painting the outer sides of the doors, too. We very much appreciate all that they have done and are doing.

We are presently at 772 members including all primary, lifetime and family members. That number continues to climb so stay tuned for more!

The August work week is due to start in a couple of days, and the following weekend is the meet. Happy Summer!

Joyce

Register to attend a Train Mountain Meet Now!



ELECTIONS 2019!

This year will be the first that we have held the Board of Directors election electronically. We are using ElectionBuddy.com which is an on-line independent voting service to conduct the election and tally the results. On August 5th, ElectionBuddy will send emails to eligible voters inviting them to vote in the election. We will use the email addresses that were in our database as of July 15th. The email will contain a link to the ElectionBuddy.com website where each individual can cast their ballot.

Each email invitation will have a unique key that prevents any ballot from being voted more than once. ElectionBuddy will email a confirmation once the ballot has been voted and been registered.

For Family Memberships that have two voting-eligible members, two emails will be sent each with different keys. If two different email addresses are on file in our database one invitation will be sent to each email address. Otherwise two invitations will be sent to the same address.

For members that do not have an email address on record with Train Mountain, we will send a paper invitation by postal mail. The invitation will contain instructions on how to access ElectionBuddy and will contain the ballot key that must be typed in manually on the website. We will also include a paper ballot that may be returned to TM if the individual does not want to vote electronically. Paper ballots are not an option for anyone who has an email address in our database. Time permitting, paper ballots will be entered electronically into ElectionBuddy manually by the Nominating Committee and appear in the ElectionBuddy tallies. Otherwise, the paper ballots will be manually counted and added to the ElectionBuddy results. Paper ballots must be received at TM by the end of the election on August 19th in order to be counted.

Even though this year we have three nominees and three open positions, we encourage everyone to vote using the new system. We look forward to your feedback about the experience so that we can refine the election system for future elections.



Candidate: Dick Miller

Why interested in the Board of Director position?

The TMRR and Train Mountain Institute (TMI) are unique inter-dependent organizations that must work together to assure the long-term survivability of both organizations into the future. To that end, I believe the Board of Directors must be sensitive to the contributions of our members in both time and money, and respectful and supportive of member ideas that make things work. TMI owns the assets and define the activities that qualify TMI as an educational and scientific non-profit entity. Without the volunteer contributions of TMRR it would be near impossible for TMI to meet the chartered goals of the institute. I seek to enhance the influence of TMRR in the inter-dependent relationship going forward to the mutual benefit of

both organizations.

Experience and Qualifications

Although I first became involved in Train Mountain several years ago, my involvement was intermittent and peripheral since I was also a caregiver for my late wife, and we lived 700 miles away in Southern California. I've since remarried and now have a home in Chiloquin allowing far greater participation and observation of what goes on and how much the volunteers give to the goals of the two organizations. Over that past year I've been able to improve the radio communications to provide reliable radio coverage throughout the property, primarily for administrative and safety purposes, and with the approval of the Board established a training and qualification program for tour trains operators and other trains carrying non-member visitors. I recognize the need to further enhance member radio communications in the future, for safety and for the operations meet. Given the limitations of the FRS Radio Service, I discussed this need to some current board members who took this up as an action item in a recent board meeting with a board decision to create a member committee to address this need to improve operations at Train Mountain. [Next page](#)

Register to attend a Train Mountain Meet Now!

ELECTIONS 2019! (cont)

I've also observed the need for better communications between the members and the respective TMRR and TMI Boards.

Past Management Experience that can be brought to the table.

During my working career I've supervised and managed every level of worker directly or through subordinate supervisors including professionals, craftsmen, and volunteers, helping each to contribute to management goals while gaining satisfaction in their work through recognition of their accomplishments. This often required clearing the way of artificial policies and rules that hindered the accomplishment of worthy goals.

Professional Association and other relevant experience. EO of a private sector telecommunications company specializing in wireless communications for military, government, and technology for primary and secondary schools.

Department Head of one California County and Deputy Department Head of another.

National President and Board Member of the Associated Public Safety Communications Officers, and a similar role in the California Chapter of the same organization.

Past member of the IEEE (Institute of Electrical and Electronic Engineers).

Objectives as a TMRR Board Member

Represent the interests of members on matters brought before the Board.

Develop a method for TMRR members, all who are also members of TMI, to influence the TMI Board for setting priorities within the scope of the TMI Charter and for eventually achieving financial independence through prudent business decisions and planning.

Cooperate with the other Board members in the assessment of members suggestions for daily operations, special events, and future planning including the Triennial.

Other Factors

I live most of the time in Chiloquin thus allowing me to observe what goes on at Train Mountain on a daily basis, and to be accessible to 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 goals.

I look forward to your support and to answering any questions you may have as to my candidacy. I may be reach by email at rlmiller@telwest.com or by phone at 661-965-1274.



Candidate: 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 11years. 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. [Next page](#)

ELECTIONS 2019! (cont)

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 Railroading 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.



Candidate: David Waterstreet

I am the incumbent Treasurer running for a second term on the TMRR Board of Directors. I have served as the Treasurer since my original installation on the board in Sept. 2016.

I've been involved in model railroading since a child and specifically 1/8" scale for about a dozen years. I have pretty much been a full time modeler since my retirement from the USAF in 2000. I own and run DCC Electronics & Engineering in Portland, which is a model railroading electronics company that installs decoders and sound decoders in all scales of model trains. My company also consults on building layouts for others including the design and installation of complete DCC systems. This obviously led to my assisting in maintaining, repairing, and expanding the signaling system and capabilities at Train Mountain. Additionally I have been actively involved with track planning, TM communications planning, and many other

general tasks around this wonderful park of ours. In 2018 I was a Co-Chairman on the Triennial Committee.

As Treasurer these past couple of years, I have spent hours reviewing the TM books and accounts to understand our spending habits, methodologies, and priorities. My intent is to develop and implement annual budgets for TMRR and the Triennial events to bring greater oversight and control of our money. TMRR has not actually had an annual operating budget to date and now with my familiarity I am ready to push this issue forward. Last year's Triennial had a budget or a spending forecast that was relatively accurate in the final analysis. Beginning with my tenure, annual financial reviews have been presented to the Board as required in the bylaws. An agenda item has now been added to each board meeting to present the current financial state. The board has now implemented line item spending thresholds too.

In addition to my treasurer responsibilities, I led the research and implementation of an outside independent organization to conduct our annual Board of Director elections. This election will be the first with this methodology.

This highlights my accomplishments and involvement thus far on the TM Board. Therefore, I humbly ask for your vote and support for another term on the Board to continue these efforts and improve the Board's oversight and improvements in the operations of TMRR. Thank you.

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Sierra Service Project (SSP)

SSP is a church oriented public service organization of young people, with headquarters in Sacramento, CA. Every summer SSP groups travel to AZ, NV, CA, OR, etc. as services are requested.

They center upon Native American communities and work on both public and private projects, like building, cleaning, clearing and painting. SSP members (who range in age from 14 to mid 20's) will be at TMRRM for six weeks from June 30 to August 13, 2019.

Our first group last summer painted the "wooden" yellow snow plow, cleared brush and hauled many loads to the burn area.

Please wave at them and thank them, as you see them either painting with Jim Rickman or brushing with Frank Bartholomew.

A Coast Starlight wake-up call

by Jim Pendley

It appeared this August day in 1998 would be like most others I'd worked as an engineer in BNSF's Seattle-Portland pool. I'd been called for a routine 1 p.m. yard makeup job at Seattle's Stacy Yard.

I soon learned however that the conductor was working only his second paid trip. After we'd stowed our grips aboard the lead SD40-2, the Stacy yardmaster informed us no one was available to help us double over two long cuts of cars.

This bit of news noticeably unnerved my new conductor.

"I'm going to need your help," he pleaded through his palpable tension. So, during the next 90 minutes I talked him through each move, start to finish. After making his way back to the head end, he dropped a second bombshell.

"I've no idea what to ask from the dispatcher to get out of the terminal," he nervously announced. "I'd appreciate it if you worked the radio." That I did. Thus, not long afterward we were rolling south on a beautiful afternoon toward Portland. Well, almost beautiful. The conductor reminded me that he was new and needed to learn all he could.

"You might look through your paperwork," I replied. "See if there's any work in route." Frantic pawing on his clipboard told me his anxiety was nearing new heights. A moment later revealed why. "Oh, no!" he exclaimed. "We have a big pick up at Tacoma!"

I tried to assure him we'd do just fine. But either my sales job wasn't working, or he didn't hear me over the roar of our three SD40-2s. Still, after a couple grueling but uneventful hours in Tacoma, we were headed south again, 100 cars in tow, easily maintaining the maximum speed, unmolested by a red signal. With Longview falling behind us, the conductor asked if all trips were like this.

"No," I replied, "we've had a little luck on our side today." The words hardly passed my lips when the dispatcher called all southbound trains. "Stack 'em and rack 'em," he ordered. "No room at the inn in Portland. Number 14 (Amtrak's northbound *Coast Starlight*) is running late."

"What's going on?" my conductor asked. I explained we'd be lining up behind other stopped southbounds, cutting our train to clear grade crossings. So it was that as early evening was fading to dusk, we gently eased part of our train to a stop a few car lengths back from the parked train ahead. A red intermediate signal balefully stared us down.

Within five minutes, my exhausted conductor was asleep, his cab window wide open on this warm night. Apart from the "ping-ping-ping" of the engines, all was still. I flipped on my overhead light and began reading a magazine I kept for just such occasions.

Just when I began to think we should be hearing something, the faint glow of headlights appeared south on the adjacent main. If it was the northbound *Coast Starlight*, it would be going 79 mph. And at that speed, a train moves a lot of air. At that moment I had a choice: inform the conductor about his window, close it myself, or don't bother with either. I think my fatigue played a role in what happened next.

The headlight's intensity grew persistently stronger. Then an ear-piercing "Broooosh" and a solid wall of air assailed us through the still-open window. My conductor bolted out of his seat, landed upright, looked ahead, saw the flashing end-of-train device and red wayside signal ahead of us and, and in one quick motion, put our stopped train into emergency!

Mustering every shred of decorum, I slowly lowered my magazine and, while working hard to maintain the straightest of faces, asked my conductor if he thought we could stop in time.

Later, after calming down, he reached for his wallet and offered hush money. Of course, I couldn't accept. Which is now why I can share this story more than 20 years later!

(Jim Pendley retired in 2017 after a 27-year career with BNSF, 24 years as an engineer. He also worked as an electrician for Union Pacific.)

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Situational Awareness

By Jeff Mills

Traveling the tracks after the 2019 OPS Meet, I noticed too many furrows in the ballast. There were more than I had seen in **ANY** previous meet. These furrows are caused when dragging your **feet** for braking requirements. **This is a serious problem.**

Seeing these furrows left by this type of braking led me to conclude there was an acute lack of **Situational Awareness**. By this, I mean the Train Crew, primarily the engineer, was **NOT** paying close enough attention to what was happening with his engine and consist. There are many factors that contribute to this lack of awareness: being unfamiliar with the railroad; not knowing the stopping distance for your train in given conditions or not paying attention to the weight of the cars you pick up and how that changes your stopping distance. These all add up to missing a turnout or in extreme cases, a possible collision with another train.

The train crew must assist the engineer particularly, the conductor. The conductor needs to make clear to the engineer where the next stop is and what type of switch he will need to be prepared to use. Also, the conductor needs to advise the engineer of the car weights which have been added to the train. The Flagmen and Brakemen need to let the conductor know the position of each car in the consist. Livestock cars and Hazmat Cars have special needs and placement of these cars can change the handling characteristics of the train as a whole unit.

The Engineer, while operating the engine, should be paying attention to the mile posts as there is a lot of information to be read and understood in a matter of seconds. The most important is the gradient. Whether the gradient is uphill or downhill. Slowing the train while approaching a downgrade, rather than after the descent, then is best. The train will gain speed as it descends the grade and slowing can be more difficult or not possible. Applying braking effort in mid-grade is also a good practice and will result in a controlled descent.

Holding a quick Crew Briefing at each movement can improve awareness for the train crew. The Crew must also be alert to what is happening around them as they perform their work. By this I mean do not get "tunnel vision" on the job you're performing. Look around every so often to see what others in the crew are doing. Also be on the lookout for possible hazards, other trains and even spectators. Be aware of what is happening ALL around you.

In conclusion, we ran a safe OPS Meet this year. However, when operating at Train Mountain, we need to be alert to the situations around us and always **keep safety foremost** in our thoughts and actions.

Railroad Haulers (AKA trailers etc)

The Narrow Gauge Meet brought out a problem that we have a solution for but have got lazy in the enforcement department. The problem is that little parking area adjacent to the Motor Pool building and across from Blue Caboose is parking AUTOMOBILES that belong to the members staying Blue Caboose. It was NEVER intended to be railroad trailer parking. PLEASE park your trailers down below, either on the Service Road or Katy Lane or Molly Lane. Thank you.



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Passenger Operations 2020

By John Lovely

Six hundred seventy nine satisfied passengers (customers). That was the totals reported by the twelve Conductors on their reports. Overall, a highly successful operations meet. It seems we get many more passenger runs on Saturday after the crews have become satiated with freight operations.

For next year; just like baseball, wait until next year. We are already planning for more fun and excitement. For one, I plan on making all new passengers, and at the suggestion of some members, they will be members of Train Mountain. Randomly chosen of course, I don't intend to make 700 +. You have three options: You can choose your hometown, you can choose your destination, or you can opt out. Write me at jmlprod@aol.com subject TMPassOps.

I think I will introduce difficulty factors too, just like the freight ops. The Southern Belle, the shortest run will be the base of 1.0 factor. Rio Grande Zephyr, a little longer and now service Bond and Chiloquin, will be 1.1. Aspen Arrow, even more challenging, will be 1.25. And the premier, luxurious North Woods Limited with carry a whopping 1.5 factor along with having the most passengers wanting to ride.

How do you feel about prizes? Yes or No. Maybe just bragging rights until the next meet? Write me your thoughts on that subject too.

See you all next year.

A Look of Happiness When a TM Member Plays International Host by Delores Bartholomew.

We were in our 5th wheel trailer at Melita's, when a Chinese boy (age 8), his mother and father were walking thru the trailer park admiring homes on wheels. We invited them into our trailer so they could see the interior. They took some pictures, then invited us to lunch.

While having a pleasant lunch we became better acquainted. The father does a lot of business in the US, so he spoke excellent English, but the mother and boy did not.

We asked if they knew about TM and had time for a train ride? We gave the family a long ride. The boy was so excited and had so much interest in everything happening with the train, including a train derailment.

They took many pictures and the boy made a booklet and sent it and a beautiful scarf to us from China.



From the Signal Maintainers:

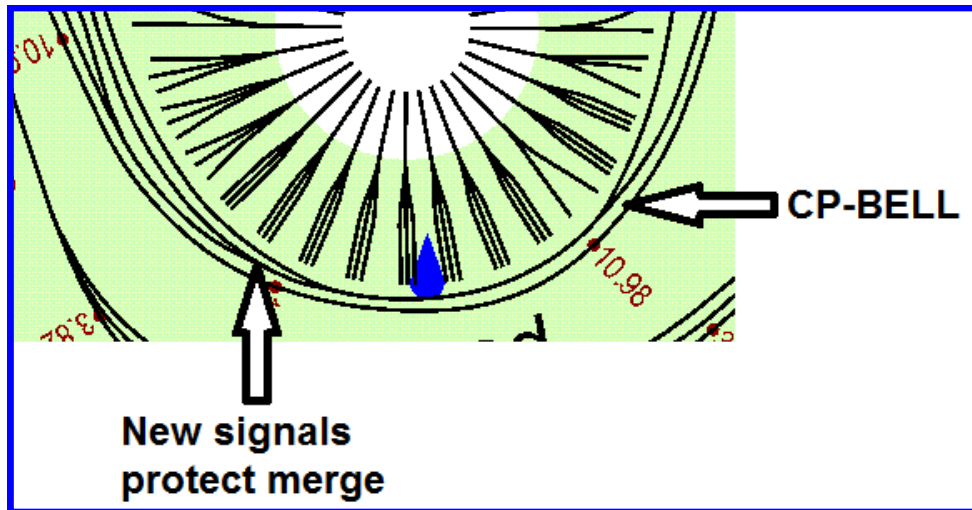
By John Cooper and Dave Waterstreet

During the Ops Meet, Dave and I crossed another longstanding item off of our to-do list. The electrical box at the south end of the turn table has needed upgrading for a long time. This equipment controls the turnout leading into Crisp Yard or back out onto the main track. We call this location CP-BELL because of its proximity to the locomotive bell on display in the lawn just to the east. The electrical box is just a few feet from a sprinkler and had incessant issues with water intrusion.

This upgrade afforded us the opportunity to install one last set of signals to help control the flow of traffic out of Central Station. The issue has been that controlling CP-BELL from the tower was difficult during times of heavy traffic because we could not control the order in which trains left the station and lined up at the turnout. Thus we installed signals Southwest of the turntable to control the point where the three station tracks merge into one. With these, the tower can now definitively control the order of trains approaching the facing-point switch at BELL.

The two middle tracks are protected by dwarf signals. We included a taller intermediate signal on the outside main track for visual clarity to emphasize which signal protects which track. The innermost track is protected by a taller signal farther around the curve closer to the switch it protects.

Now, on to the next item on our to-do list. We have been informed that the 2nd wigwag crossing protection near Crisp Yard is in fact operative. We think it could be brought on-line with just some conduit work. We have also been told that the stop signs in the Griswold flashers near Containerville are also operative. This would require pulling some additional wire through the conduit and some circuitry changes. We would welcome help with these projects if anyone is interested. Lastly, the deployment of the prototype PRR signals that were donated is still in the planning stages. There was some concern that the plan to place them in six-acre might make them too visible from the highway and invite vandalism.



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2019 Train Mountain Operation Meet Report

By Richard Croll, Trainmaster

The 2019 Operation Meet took place from July 4th through July 7th. There were at least 103 registered for the meet, not counting the All Meets registrants. This was a considerable increase from 2018. By all measures, it was a very successful event.

We had a total of 17 freight crews this year. This was an increase of 2 from last year. They delivered 164 total cars, which was higher than 2017, but down from last years record of 218. This decrease was likely due to not getting started until late Thursday morning, plus a lot of crews ran on the North side, which takes a lot more time.

Ten people ran passenger trains this year. Sheryl Robbins was the top contender with 247 passengers, and the only person picking up passengers on all four routes. Ian Day was second with 103 passengers. Nancy Devine was close behind in third place with 96 passengers. She also ran all four routes, but only recorded passengers on two of them.



A total of 14 excursion trains ran this year, up from 10 last year. These were members that wanted to run on the railroad but were neither freight nor scheduled passenger trains.

A new feature this year was assigning points to each car move based on distance moved and difficulty. The crews were ranked by their point total rather than number of cars moved.

The number 1 freight crew this year was #322 with 18 cars for 67 points. The crew consisted of Mike Mattioda, Ed Sarber, Dan Mattioda and Walt Oellerich.

Second place went to train number 302 with 15 cars for 62 points. The crew consisted of Rodger Rude, Gil Dominquez, Mike Mulder and Vic Neves.

In third place was train number 324 with 15 cars and 61 points. The crew consisted of John Rodgers, David Bardwell and Robert Darby.

Saturday evening, attendees enjoyed a banquet catered by Dana Ward and crew from the Pot Belly Café. Among other things, prizes were given out to the top Freight and Passenger crews.

The top five finishers in both freight and passenger were given their choice of prizes. These were a two-night stay in Central Station, given by Train Mountain Institute, A \$25 gift certificate for the Train Mountain Store, given by Train Mountain RR, Breakfast or lunch for two at the Pot Belly Café, and posters of the 150th anniversary of the completion of the Transcontinental Railroad, donated by Pete Robbins.

It always takes an army of volunteers to make this meet happen, and this year was no exception.

We depend on members to loan cars for the operation, and this year the following members supplied them: Jim Armstrong, John Cooper, John Croll, Richard Croll, Mike Hoak, Leonard Houpt, Bill Kludt, Mike Mattioda, Walt Oellerich, Steve Panzik, Michael Raypholtz, Rodger Rude, Dennis Ward and Ron Williams. As usual, Train Mountain Institute allowed us to use many of their cars.



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After locating the cars, the next order of business was to run the cars through the back shop and inspect for safety chains and proper coupler operation. Helping with this were Jim Armstrong, Jim Henry, Jim Voss, Larry Debroy, Bill Kludt, John Croll, Kirk Devine, Bob Donker and Dennis O'Brien. Jim Henry was kept busy doing minor repairs on cars.



Richard Croll decided that it would be a good idea to have actual weights of the cars, and since there was a scale handy, all the cars were weighed. Jim Armstrong was then able to add the weights to his data base, and the switch lists now print out with the car weights and the total.



Once all the cars were inspected, they next needed to be sorted out for delivery on the railroad. Assisting with this task were Jim Voss, Bill Kludt, Dennis O'Brien, Gil Dominguez, Larry Debroy, Rodger Rude, John Croll, Richard Croll and Jim Armstrong.

After being sorted, the cars were spotted around the railroad by the following: John Rodgers, Dave Bardwell, Mike Mulder, Rodger Rude, Gil Dominguez, Pete and Sheryl Robbins, Jim Henry, Bob Donker, John Croll, John Lovely, Larry Debroy, Jim Voss, and Ken, Scott and Artem Olsen. Kirk Devine checked off the cars as they left the yard. Jordan Dobson helped the crews, especially hooking up safety chains.



While all this other work was going on, Mike Hoak and crew were busy replacing track on Wedding Cake. Dennis Ward also had a crew working with Mike. I am sure anyone who used this appreciated the effort greatly.

Once operations started on Thursday morning, volunteers helped with Dispatch, Tower and the Freight and Passenger Office.

Helping Bill Dwyer in Dispatch were John Cooper, Dennis O'Brien, Aiden Day, Ian Day, Steve Passmore, Jim Pendley and Larry Debroy. New this year is a 50" high definition monitor for the dispatcher.



Helping John Cooper in the Tower were Ian Day, Aiden Day, Daniel Day and Ricky Branin.

Helping Jim and Gwen Armstrong in the Freight and Passenger Office were Ian and Aiden Day and Mike Wishart.

Helping Bill Dwyer in Dispatch were John Cooper, Dennis O'Brien, Aiden Day, Ian Day, Steve Passmore, Jim Pendley and Larry Debroi. New this year is a 50" high definition monitor for the dispatcher.

Helping John Cooper in the Tower were Ian Day, Aiden Day, Daniel Day and Ricky Branin.

We added a Yard Master position in the Main Yard for a while on Thursday, and this was taken on by John Croll.

All good things must come to an end, and Sunday was pick-up day. The freight cars were brought back into the main yard, sorted, stored and/or returned to their owners. Those observed helping with this were: Bill Kludt, Jim Helwig, Ted Svendsen, Roger Rude, Fred and Ethel Smith, Conrad and Tammy Firkus, Ed and Mike Wishart, Carl Bradley, Ricky Branin, Jim and Gwen Armstrong, Richard and John Croll, Walt Oellerich, Jeff Shelby, Leonard Houpt, and Pete and Sheryl Robbins.

My apology if I missed anyone among the helpers.

We tried a lot of new things this year, with mixed success. We had hoped to keep the meeting on Thursday Morning shorter than it turned out. The committee is already working on solutions to that one.

On the freight side, Jim Armstrong is to be commended for all the work he did to make the freight operation more flexible. This year, crews were able to call in and report the cars as they were spotted. This allowed faster turnaround for getting new switch lists. Crews were also offered the ability to have new switch lists delivered down to Katy Lane, so they did not need to come all the way back up to Central Station. For the first time, crews were able to look at available cars, and choose those they wished to add to the switch lists. Among other things, the total points available for each car were shown.

Also, for the first time, industries were added out near Hope. It is not known how many trains went out that far, but 10 cars were set out or picked up in that area. A lot of activity was noted at times on the North side.

It is also to be noted that thanks to John Croll, there are three new stock chutes on the railroad. These are located at Colton, Helena and Cucamonga.

I want to thank everyone who helped make this meet a success. It takes both the volunteers who help set up and run the event, as well as all who participate in the operations themselves. It is always pleasant to see the many happy faces on those taking part in the meet.

I always welcome any comments or suggestions for next year's Operation meet, and beyond. I can be reached at railroc66@yahoo.com.



Crews picking up their paperwork at the Freight & Passenger



Young tower operators at work!



Register to attend a Train Mountain Meet Now!

The Mountain Gazette

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July 2019

Banquet Ticket Sales

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

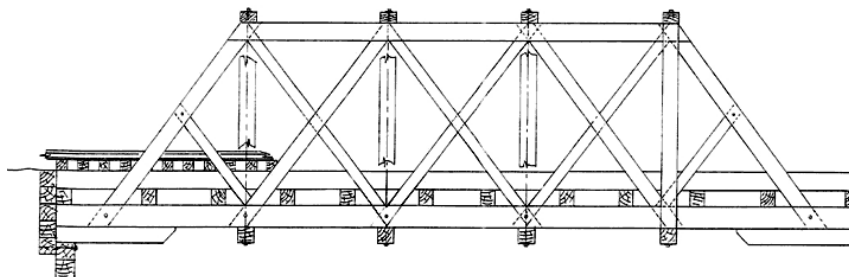
We must get the number of attendees to the caterer to make sure there is enough food to feed everyone.

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

This is your newsletter!
Thank you to everyone that took the time to submit articles this month.
Please keep it up!

WE ARE ALL VOLUNTEERS
DON'T YELL AT ME, I AM A VOLUNTEER!



Please Volunteer at a Train Mountain Meet!



35TH NATIONAL GARDEN RAILWAY CONVENTION

August 27th - 31st, Portland Oregon

<https://2019ngrc.wildapricot.org/>

<https://2019ngrc.wildapricot.org/NGRC2019Event-Descs>



September 4-7, 2019
Sacramento, CA

2019 National Narrow Gauge Convention *An Invitation to Participate*



We west coasters are putting together a 2.5" (1.5", 2.5", 3.75") extravaganza at the 2019 NNGC to be held in Sacramento, **Sept. 4th-7th, 2019.**

We would love for you to attend with equipment if possible. All the usual suspects are planning to attend. I hope to have 20 ish engines running during the convention. We are listed on the official convention layout tours and will be at the Sacramento Valley Live Steamers in Rancho Cordova.

We plan to give rides to conventioners on **Sept. 4th and 5th.** Let me know if we can save you a steaming bay!!!

Contact me with any questions.

Ken Burns (rgsken@sbcglobal.net)

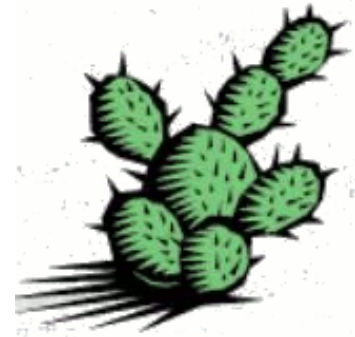
Camping will be available at the track for participants.

Hope to see you there.

Please Volunteer at a Train Mountain Special Event!



Yuma Territory Live Steamers



**Announcing our Fall Meet
November 15, 16 & 17, 2019**

**Come and enjoy a fun weekend running
your trains and enjoying other enthusiasts.
We have close to 5000' of track, a 40' bridge and The Baby
Grand Canyon of Yuma.**

**For additional information:
Call and leave at message - (928) 782-1988
E-Mail livesteamersofyuma@yahoo.com
Web: www.yumalivesteamers.org
Facebook: Yuma Territory Live Steamers**

**President: John Schwartz
Vice President: Chuck Finnila (928) 247-7190
Event Coordinator: Ted Svendsen
Operation Coordinator: Jeff Shelby
Past President & Promoter: Leonard Houpt (530) 908-9732**

**Tentative events:
Friday evening: Pizza
Saturday: Operations
Saturday evening: BBQ**



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/tmrrmembers/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!

Weed Spray Train Crews Needed

Repeated Request

This request from Boyd and crew is a function that must be done to maintain our park. Please reread this request and give us a hand if you can.

Train Mountain has an extensive weed control program. We have a dedicated weed control train as well as a dedicated weed control 'gator. For the past several seasons Boyd Butler and Bill Kludt have operated the equipment. Now both members feel that the equipment is sufficiently well developed that the general membership can participate.

The weed management season coincides with the TM organized meets season: the Spring Awakening Meet until the Fall Colors Meet. Generally one pass over the railroad per work week is sufficient. Different volunteers can arrange to do one or more sessions.

Members interested in participating should contact Boyd Butler directly. You will receive thorough on-the-job training and Boyd will be available to provide supplies, parts and repairs.

This is a neat opportunity to contribute to TM in a big way while running an interesting train. Arrangements to use a TM loco on the train are possible. You get to see all the railroad while contributing a much needed service.

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.



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,

Visitors to Train Mountain and YOU:

Train Mountain is very popular and is continually attracting visitors from throughout the world. We announce that our hours are from 9:00 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 when 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

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

LILLYVILLE FAKENEWS TABLOID

Seymour Skandles - Editor



TRUBLE IN PARADISE

The Reverend Dale E. Bread, fearing retaliation from the Saloon supporters, asked Sheriff Kris Lilly for extra protection. The Sheriff, fearing his deputies were split between supporting the church or the Saloon, requested the Governor send troops to protect both the jail and the church. The Governor sent a detachment of National Guard and a tank unit led by Col DeBEER.

What Happened to the BEER?

Anna Mosity, head of the temperance movement, is being accused of bribing a railroad employee to lose the Coors Beer shipment. She is blaming the weather.

The missing beer was found stranded at the MOPAC siding.



There is a rumor that Budweiser is considering regular beer deliveries to Lillyville.

BEER TRAIN sighted nearing Lillyville

Miners and farm hands were seen swarming towards the Freight Depot in anticipation of the beer delivery. The Sheriff appears to be relieved that the crowd is more interested in partying than rioting.



LATE REPORT from Chad Terboks: When the crowd reached the Freight Depot, there was no one in attendance, leaving the Coors car vulnerable to pillaging. Duncan Disorderly, Donny Brook, Anita Drink, and Al Coholic were arrested for leading the Coors car break-in.

Once the beer was made available, the party was on. Entertainers Dan Sing and Carrie Oakey led a rousing rendition of *99 Bottles of Beer on the Wall*, followed by a call to get the Saloon rebuilt. Al K. Seltzer supplied remedies to everyone the next morning.



WEB-CAM GALLERY

Photos by: The Web-Cam



WEB-CAM GALLERY

Photos by: The Web-Cam



WEB-CAM GALLERY

Photos by: The Web-Cam



WEB-CAM GALLERY

Photos by: The Web-Cam



WEB-CAM GALLERY

Photos by: The Web-Cam



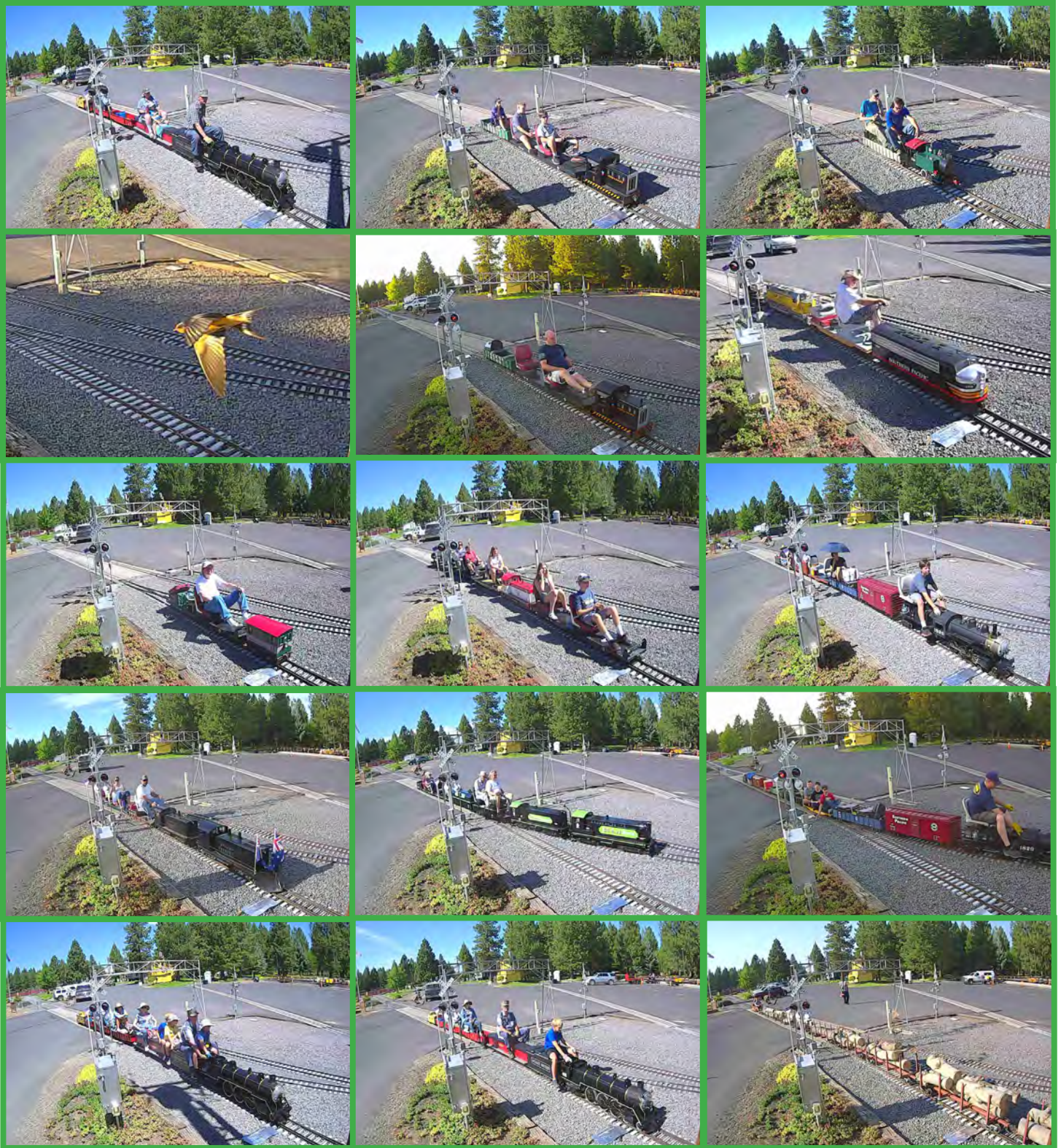
WEB-CAM GALLERY

Photos by: The Web-Cam



WEB-CAM GALLERY

Photos by: The Web-Cam



CLASSIFIEDS



Chiloquin, Oregon
\$699,900

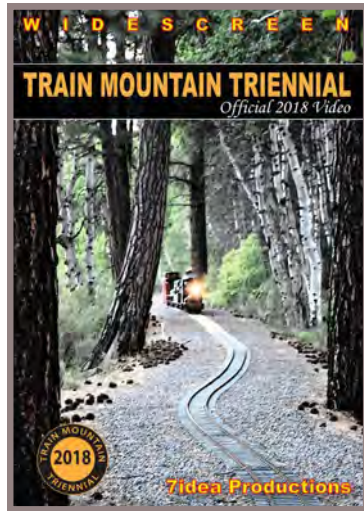

Windermere
REAL ESTATE

Ryan Weider, Principal Broker
541-885-4400 or 541-891-4343
ryanweider@windermere.com

3 Bedrooms, 2.5 Baths, 2590 sq. ft., 10.19 acres
Waterfront Home on Williamson River

2018 Triennial Video Now Available

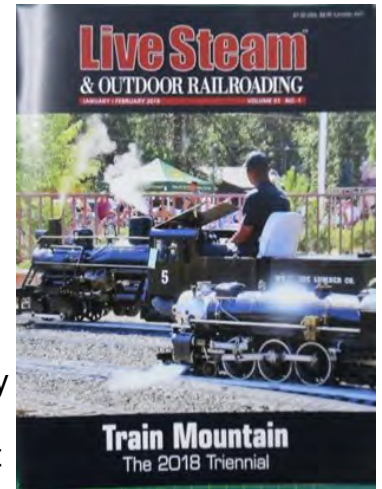
The 2018 Train Mountain Triennial video from Aaron Benson at 7Idea Productions is now available. You can order online at the link shown or you can call the office at 541-783-3030 to get your copy. This is a most enjoyable video created by a true video artist and of course it just happens to be about our most favorite subject! The cost of the video is just \$29.95, quite a bargain!



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 January / February 2019 issue of Live Steam and Outdoor

Railroading? It is a great article covering the 2018 Triennial. and the great gang of folks that hang around the place and put on terrific live steam trainmeets. As an added bonus there is a photo album by member Michelle Moore! How about that! Pretty cool!



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, OPS Committee,
Photos: Tom Watson, Richard Croll Editor: Russ Wood



CLASSIFIEDS

Castings, frames, and new boiler available for 18" gauge locomotive. This is modeled after the locomotive at The Nut Tree Railroad in Vacaville, CA. This stuff belongs to Fred Kepner, who lives off the grid and is difficult to contact. He is asking \$9500, OBO. Anyone seriously interested, can email Tom at twatson703@gmail.com, and I can email you the history of these parts and how to contact Fred



THE POTBELLY CAFE



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



Good Service
Good Food
Friendly Folks



CLASSIFIEDS

Train Mountain Railroad and Sleep Inn Hotel

Sleep Inn is the new hotel located next to the Casino in Chiloquin. The manager is **Mr. Ellsworth** and he has worked with Train Mountain for several years in his past capacity as manager of the Travel Center. The Front Desk number is 541-827-5300. He has stated that the 2019 season is already getting booked so if you would like to stay at the Sleep Inn I would strongly suggest you make your reservations now. Make sure you inform them you are a Train Mountain member to get the best rate. It is a brand new facility and has lots of great amenities not the least which is they are just across Hwy 97 from the park.

Amenities include:

- **Free WiFi**
- **Free breakfast**
- **Meeting space**
- **Fitness center**
- **Indoor heated pool**

Guest rooms feature:

- **Refrigerator and microwave**
- **Premium bedding**
- **Work desk**
- **Flat-screen TV**
- **Coffee maker**

Sleep Inn & Suites® hotel offers easy access to a variety of local attractions, including the Kla-Mo-Ya Casino and:

- **Crater Lake National Park**
- **Klamath Falls**
- **Train Mountain Railroad Museum**
- **Klamath Marsh Wildlife Refuge**
- **Collier Memorial State Park**

Front Desk number is 541-827-5300 ask for the Train Mountain discounted rate.

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.

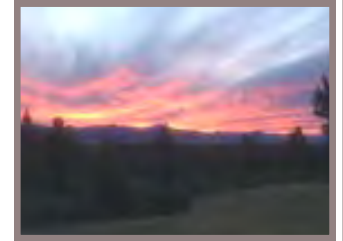
Panoramic View Ranch House / Crater Lake



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

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.