



# The Mountain GAZETTE

© 2019, Train Mountain

An Official Publication of the Train Mountain Institute and TM Railroad—Issue Vol. #4 Issue #13 **September 2019**

**September** This has been a great season for Train Mountain. We have great success with the Walking and Rail Tours. We got some much needed track maintenance done. We crept up on our goal of eliminating all of the wooden tie track ties. We have a master plan in effect with the Oregon Department of Forestry and oh so much more. I have lived locally for some 19 years now and have been here through most of the summer seasons since then. This summer was really special because of you the members. We had member trains here almost every day all summer. Not just during Work Weeks or Meets, but all summer. Some of you actually brought your fellow club members from your home clubs to share in the fun. It was just great to see so many modelers enjoying the park. BTW, the tourists loved it too!

Big Build was a huge success with the Idaho Mafia taking charge in Dennis's absence. Dennis and his crew had prepared all of the necessary track panels prior to his leaving, some 300 panels and 5 switches I think.

Next up is Fall Colors but you do remember YOUR park is open to you any time, right?

## 2018 TRIENNIAL VIDEO AVAILABLE NOW

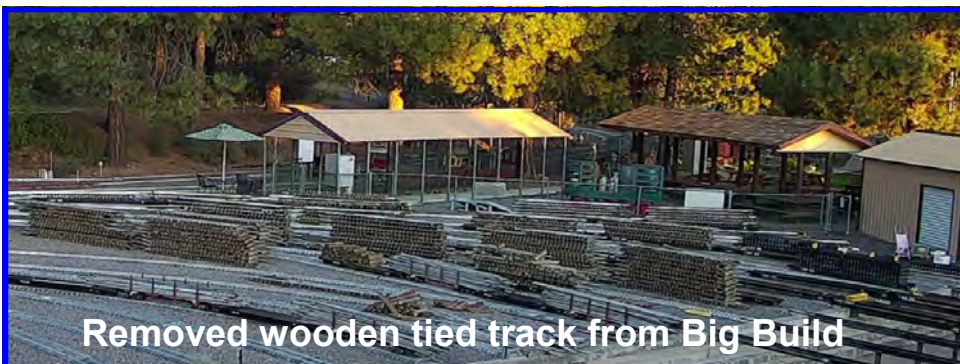
W I D E S C R E E N

**TRAIN MOUNTAIN TRIENNIAL**  
*Official 2018 Video*



**Click Here to Purchase Online  
Or Go To:**

<https://trainmtn.org/tmrrmembers/videosales1.aspx>



Removed wooden tied track from Big Build



**Join Train Mountain Now!**

Register or Join - [https://trainmtn.org/tmrrmembers/Member\\_Portal.aspx](https://trainmtn.org/tmrrmembers/Member_Portal.aspx)

## From the Desk of Jeff Mills, President TMRR

The Big Build Meet is in the history books. Thanks to a great group of volunteers, the old aluminum rail on wood ties at Dam #4 to Steuer Siding was upgraded to Steel on Plastic. This took 120 track panels and four switches to accomplish. The track laying crew consisted of the Idaho Mafia and four Australian volunteers. These Australians are very familiar with Train Mountain: Lloyd, Chris, Shane and Norman. Additional volunteers provided support by delivering new track panels and hauling old track panels back to be salvaged for usable parts. While all the track work was going on, there were crews cutting brush on the right of way then picking up and hauling forest debris. For the most part, the track is clear however there are piles left to be picked up between Cooper Junction and Schubert Wye. Also more raking is required at Crane Station on the Main Line.

The work week had numerous activities. Sunday, the Vanderspecks hosted their annual Lawn Party which was well attended. Special thanks to Carl, Marg and their Guests for putting on this gathering. It was another great success. We were visited by over 130 people from the Garden Railroad convention held in Portland Oregon this year. The majority of the Garden railroaders arrived on Monday and were shuttled by rail to the TMRR Midway Garden Railway. This endeavor required a contingent of volunteers for Train Crews. The comments received were positive, so it was worth the extra effort. We also had our normal tourist traffic who were provided Train Tours. After Labor Day, their frequency slowed but we always need people to be available to do those tours. They continue to promote our Museum and bring in donations we might not normally receive. The Visitor's Center received significant donations in August, up slightly from July.

During this meet, our Tour Train crew included Raymond from Great Britain. He is President of a full-size historical steam railroad near his home. Being a member in good standing with Train Mountain Railroad Club, he performed as a conductor all week after viewing the Safety Video and Tour training.

Bill Kludt needs volunteers to rebuild the Blue Mtn. Coal Structure. Earlier this summer, the walkways and stairs were removed and rebuilt. It was then discovered that the building itself is in poor condition as it was constructed of particle board and now needs a complete reconstruction. Bill is unable to work from a ladder anymore and is looking for someone with carpentry experience to lead this project. Bill will be available to advise and offer the use of the Wood Shop. If you are interested, please contact Bill or me at [old-catd399@hotmail.com](mailto:old-catd399@hotmail.com).

Luke Conner has made progress on the Pine Straw Boxes for his Eagle Scout Project. The boxes have been constructed and painted. The next step is to add the graphics, which will be road names and logos of major railroads. This spring, he will be organizing a group of Scouts to build and lay replacement track to complete his project and earn his Eagle Scout Rank.

Jerry Crane and I will be coming to Train Mountain the week before the Fall Colors Meet. We have quite a few projects that still need to be completed. Additional volunteers would be appreciated since there is not an "official" Work Week for that Meet. If interested, please contact me via e-mail or meet with us in the Central Station Kitchen, starting Monday morning Oct 7<sup>th</sup>.

Dana from the Pot Belly will be catering the Fall Colors Banquet Saturday, October 12<sup>th</sup>. Please purchase your banquet Tickets by Noon Friday, the 11<sup>th</sup> so we can get a head count and ensure plenty of food. If you plan to arrive after noon on Friday, please call the office and let Joyce know you want to be included in the banquet.

We are looking for Coordinators to prepare for the next Triennial in 2021. If you are interested in becoming a Triennial Coordinator, you must act as Volunteer Coordinator for at least **one** meet in 2020. This is the best way to gain experience and prepare yourself for the Triennial. Please contact me or Tom Watson if interested.

We have had a very productive year with great attendance at the meets and many tasks completed.

Hope to see you at the Fall Colors meet.

## **Series of Articles on “Understanding TM” - By: Jerry Crane**

Since becoming the President of Train Mountain Institute I have written over 20 short one or two page information summaries that lists pertinent data about Train Mountain. The subjects range from Corporations to Septic Systems. I wrote these summaries as a learning tool for myself and, hopefully, a way to pass on information to future Train Mountain leaders. The information in these documents should be known by all volunteers involved in the running of Train Mountain and anyone dealing with the public visitors. For the next several months I will present one of these documents in each Gazette. I have shortened the original document for publication by taking out unneeded items like registration numbers etc. The full documents are available to anyone that requests them. The first article is about our corporate structure.

### **Understanding Train Mountain Corporations**

There are six State of Oregon corporations that make up greater Train Mountain. There are also two State of Oregon corporations that are associated with Train Mountain. There were three heritage corporations that are no longer active.

#### **Train Mountain Institute (TMI)**

TMI is an Oregon public benefit non-profit corporation. It is designated by the IRS as a 501c3 non-profit, educational corporation. Donations to TMI are US tax deductible. Its charter is to educate the public about railroad operations and safety. TMI operates a museum and does business as Train Mountain Railroad Museum.

TMI is governed by a three person Board of Directors.

TMI owns almost all of Train Mountain's real and personal property. It acquired all of the property from the custodian of the heritage companies in 2013. It owns no licensed vehicles or any major wheeled or tracked equipment. It has no employees.

TMI acquires its income from rental of its property and facilities, dues paid by members, sale of railroad related items, grants and donations.

#### **Friends of Train Mountain (FTM)**

FTM is an Oregon mutual benefit non-profit corporation. It is designated by the IRS as a 501c7 non-profit, corporation. Donations to FTM are not US tax deductible. Its charter is to advance and assist Train Mountain.

FTM is governed by a three person Board of Directors.

FTM owns one piece of Train Mountain's real property. It leases several pieces of TMI's property and has right of way and scenic easements on all Train Mountain railroad tracks. It owns no licensed vehicles or any major wheeled or tracked equipment. All of Train Mountain's employees work for FTM.

FTM acquires its income from dues paid by members and donations.

#### **Train Mountain Railroad (TMRR)**

TMRR is an Oregon mutual benefit non-profit corporation. It is designated by the IRS as a 501c7 non-profit, corporation. Donations to TMRR are not US tax deductible. Its charter is to administer Train Mountain membership, conduct meets attended by members and conduct the day to day operations required for Train Mountain.

TMRR is governed by a seven person Board of Directors.

TMRR owns a few pieces of office equipment. It owns no licensed vehicles or any major wheeled or tracked equipment. It has no employees.

**Register to attend a Train Mountain Meet Now!**



## Understanding Train Mountain Corporations (cont).

TMRR acquires its income from dues and meet fees paid by members.

### Holding Companies

There are three Oregon Limited Liability Companies:

Train Mountain Holding A, LLC., Train Mountain Holding B, LLC. and Train Mountain Holding C, LLC.

These three companies hold the titles for all except one of the TMI real properties. They generate no income and their only expense is Klamath County real property tax. This tax is paid by TMI and FTM. The one share holder of these companies is Train Mountain Institute.

### Lions Gate Equipment Rentals, LLC (LGER)

LGER is not part of Train Mountain but is closely associated with it. It is an Oregon Limited Liability Company. It owns all the licensed vehicles and the major wheeled and tracked equipment used at Train Mountain. Its share holder is a third party.

### Klamath & Western Railroad (K&W)

K&W is not a Train Mountain corporation. It is a separate Oregon public benefit non-profit corporation. It is designated by the IRS as a 501c3 non-profit, educational corporation. Its charter is to educate the public about railroad operations and safety. It leases a portion of Train Mountain property and track and gives train rides to the public during the summer months.

### Heritage Corporations

There were three State of Oregon corporations that Quentin Breen managed that are no longer in existence. They were Train Mountain Railroad Museum, Train Mountain Foundation and Train Mountain Inc. These names will appear on heritage documents. Friends of Train Mountain was made custodian of all holdings of these companies by court order in 2012.

Last Revised August 26, 2019 By: Jerry Crane



Some more goodies from the Carpentry Shop. A new station / warehouse for Anaheim and a couple of smaller depots for out on the line.

What a crew!

**Register to attend a Train Mountain Meet Now!**

## **Greetings from Joyce at the front office:**

Okay, who turned the outdoor air conditioning on too high? It has been chilly at night and cooler in the day than I am remembering for this time of year. Maybe it is just that I don't want summer to be over or that it is just that time is going by way too fast.

Carl & Marg's party, the Big Build work week and meet were great. The weather was nice and the atmosphere was relaxed. Of course, lots of work got done in the track shop. I watched over the week as boxes and boxes of track screws, rail joiners and tie plates got taken through the office to go out to the track shop. Then lots of work got done on the tracks and I hear that a really bad spot by the Rio Grande that had the old wooden ties and aluminum rail got replaced. The Saturday night banquet was terrific. There were 85 people there plus Dana's catering crew. Thanks to all for lots of volunteering, good food, a great meet and a fun time.

We have just passed the half way mark for gathering the donations needed for the two AED's for the Backshop and the Motor Pool buildings. The goal is \$3,000. Every second counts in the matter of a cardiac arrest so the more devices we have in more locations, the better! Donations for the AED's can be made online, in the business office, by mail or by phone. A warm thank you goes to those who have already contributed.

The year-to-date visitor donations to TMI recently surpassed those of 2018. August saw over 750 visitors to the museum. We are still getting plenty of tourist traffic, but it has slowed down a little since school has started and fall approaches. Our greeter kitty, Charlie, was at his wits end one day when he thought it was a little too slow and walked in one door and out the other around and around the building about eight times looking for people to greet and walk around with. It finally got busy enough toward afternoon and all was good with him again. Maggie takes care of the inside of the building and spends most of her days in the office with me. More docents, engineers and conductors are desired for the visitor program. Now would be the time to learn how and practice up in order for volunteers to prepare well for next year's season. If you want to have fun helping out in the Visitor Center, showing the safety video and answering questions or running a tour train, visit or call the Business Office, 541-783-3030 or see Barbara Ward in the Visitor Center.

This spring and summer have been fantastic seeing more members here in between the meets and at the meets. And that is what Train Mountain is for; running trains, socializing, enjoying the great outdoors, the birds and the critters and volunteering on a 7.5" gauge railroad that is beyond belief!

We are presently at 800 members including all primary, lifetime and family members. I believe this is a highest ever outside of a Triennial year! 2020 memberships and meet registrations will become available on October 1, 2019. The individual and the family membership rates are increasing slightly for 2020. The individual membership will be \$70 and the family membership will be \$95. All of the other membership rates will remain the same. When you join or renew for 2020 you will get a 33 year pin. What does the number on the pin mean? For those of you who might be wondering, it is the number of years that Train Mountain has been in existence. Train Mountain was started in 1987. Your year pin lets other members know that you are a current member, so once you get the year pin, please wear it on your hat, jacket or shirt. Body piercing with the pin is NOT advised! (Seriously, I don't know of anyone who would do that but I just had to say it!)

The following are a few reminders that help to keep things running more smoothly and to keep things equitable for all:

Members arranging their own get-togethers with over 10 people or using the Hall of Flags must schedule with the Business Office before doing so. This is to prevent scheduling conflicts with other previously scheduled TMI events, school field trips and the use of facilities, trains, volunteers and other things.

If you are bringing guests to a meet, you must register and pay for your guests. If you want to add guests or family members to your meet registration after you have registered, you can do so at the office when you arrive or by phone before you arrive. If you register for a meet online and don't receive an email confirmation, please call the business office, 541-783-3030 for assistance. Members, who are not a family member of a primary member, are not guests of other members and must register separately for the meets.

**Register to attend a Train Mountain Meet Now!**



## Greetings from Joyce at the front office (cont).

If you volunteer, please remember to submit your hours on a paper form or online. The paper forms are available in the business office and in the kitchen. Or, you can print out a form from this newsletter. Please include only one person per paper form and use a separate form for each month. Please use only one method of reporting, not both.

Thank you again to all of you who volunteer! You are all so vital to Train Mountain and so extremely outstanding!

We have one more meet left for the year, the Fall Colors meet! Come to see the lovely fall colors and enjoy another meet! We hope to see you here! Joyce



**Blue Mtn Coal**

# HISTORICAL



**Colton**



**A Little Dirt Work!**

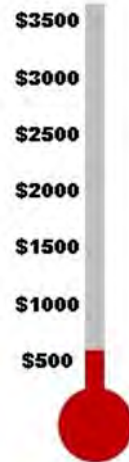


**Da Bridges!**

## Pullman Repaint Project

Hi, my name is Duane Kaasa.

For those who don't know me, I am the person who headed up the painting of the three cabooses at the front gate and at Willamette Western and the wine car. I have wanted to get the big Pullman car painted but life has gotten in the way. I am hoping to get this done sometime next summer (2020). The intent is to restore the exterior of the car to its original New York Central paint scheme.



I am with this letter, starting a fund to accomplish this project. I personally funded the painting of the two cabooses at the Train Mountain main gate, by about 95 %, including doing the red one twice due to paint issues. The Pullman car will cost about \$3500 for materials alone. I am asking for donations toward this project since I cannot afford this on my own. I am personally starting this fund with a \$500 startup donation.

I have already talked to Bill Shepherd who has offered his old pickup as a mount for the scaffolding. This setup can then be driven alongside the Pullman car to accomplish the various tasks. The rental outfit in Klamath Falls has available a pressure washer to which you can add sand. This can be used to sand blast the rusting flaking areas on top, after rough grinding. With the scaffolding thus mounted we can work while leaning out over the roof of the car. After blasting, the bad areas can either be filled with Bondo or fiberglass as necessary.

I have been researching high end catalyzed paint. I am working with someone with "Stewart Systems" water based paints. This stuff is aircraft certified and sold the world over. They have a soft paint for fabric surfaces, for flexibility, and a hard paint for metal surfaces. I have seen this stuff on very nice restored classic cars and aircraft. They have "how to" videos of their paint systems being applied.

Donations will be totally handled by Train Mountain in a fund for this project. Help, volunteers and donators will be highly appreciated.

Thank you, Duane

**Register to attend a Train Mountain Meet Now!**



## Train Mountain's Freight Switch List System And How It Works – Part 2

Welcome back to “TM’s Freight Switch List System and How It Works”, Part 2.

In Part 1 we learned that the “Train Number” is the identifier in SLS (Switch List System) which enables the system to quickly associate details about the locomotive and its crew members.

If you have participated in a previous Ops Meet, you may remember filling out the following form (“Motive Power and Crew Assignment”) at the start of the meet:

### Motive Power and Crew Assignments

Road Name	
Cab #	
Type of Engine (Steam, Diesel, Elec.)	
Engine Rating (Light, Medium, Heavy)	
Owner Name	
Engineer	
Conductor	
Flagman	
Brakeman	
Select One Below	
For 1st assignment of the Meet:	
(    )	<b>Passenger Train</b>
(    )	<b>Excursion Train</b>
(    )	<b>MidWay Local Freight: # of cars - maximum 5 ( ____ )</b> <small>(Freight agent chooses cars)</small>
(    )	<b>Express Freight from Main Yard to Appendix Yard</b>
(    )	<b>TM Way Freight: # of cars - maximum 5 ( ____ )</b> <small>(Freight Agent chooses cars)</small>
<b>OR</b>	
If you want to choose your cars to be moved:	
Move Cntl #	Car ID

The form’s content is entered into SLS and this defines the initial values associated with a Train Number such as locomotive data, crew data, and the type of train wanted to start the meet. The Train Number allows Dispatch and Tower personnel to uniquely identify each train during the meet and also serves as the ID under which freight movement points are accumulated.

The first digit of the Train Number defines what type of train is being operated; the 100 series of Train Numbers are passenger trains running on a fixed schedule and route (Timetable), the 200 series are excursion trains running without a fixed schedule or route (not delivering freight) , and the 300 series are freight trains hauling freight throughout the railroad.

If desired, you can request a change to the crew information associated with a Train Number at any time during the meet but only the current crew information (previous crew information will be lost) will show on generated Switch Lists, reports, and screens when referencing the Train Number.

**Please Volunteer at a Train Mountain Special Event!**



### **Freight Switch List System (cont).**

If you run any combination of train types (passenger, excursion, or freight), you will need to fill out a separate "Motive Power and Crew Assignment" form in order to get and use the proper Train Number for each type of train you are operating during the meet.

During the Ops Meet, all train types must communicate with Dispatch and Tower personnel to obtain authority to move around on the railroad. This is one of the basic rules that the Ops Meet requires and is not used for any other TM meets.

Next month, we'll begin digging into how Freight Movement Points are calculated and assigned to each individual rolling stock movement done during the meet.

Thanks for taking time to learn a bit more about SLS and "Happy Rails" to you and yours.

### **Train Mountain on Oregon Public Broadcast Links**

A video segment on Train Mountain and other Oregon destinations was aired on the 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.

## I First Visited Train Mountain . . . Steve Panzik

I first visited Train Mountain in the Summer of 1998. Met Quentin Breen and was shown the place and heard about his "Dream". Joined on the spot and my first pin was a 10.

Returned in the summer of 1999 to spend a month volunteering. This is where I was surprised to see there was much more to TM than the railroad and equipment. In that month I met other members with the same goal and was smitten by the fellowship that I experienced. Truth of the matter, TM was a large "extended family" and I was a new member.

Over the past 22 years, I have seen members come and go, but a large portion were members we lost through passing away. Some we heard about promptly, some not.

Being a "family", we would like to know of the passing of members so others can be made aware through a new "In Memory" addition to the "Gazette".

Please consider notifying the TM office of a loss with the name of the member along with the date of birth and date of passing. A short obit would also be welcome.

Also, another way we try to remember the passing and to honor the memory, is to engrave a plastic crosstie with the members name. It is then inserted into the track by the flag pole as a memorial. These ties have been done since the passing of Quentin Breen in 2008 and continues to this day. I am sure a lot of members ride over this portion of track and not notice the names, but do take a minute to observe the way we memorialize our late members. It is a fitting tribute.

Mike	Ackerman	Gordon	Felber	Linda	Newberry
Sara	Ackerman	Peter	Fowler	Richard	Otaski
Henry	Aquire	Robert	Gahlsdorf	Reuben	Pearson
Paul	Aragon	Art	Garnheim	John	Perry
Barney	Baningham	Jim	Haas	Austin	Peterson
Chuck	Barnes	Allan	Halliday	Lee	Pirtle
Dee	Barnes	Dave	Hannah	Jim	Rickman
Jim	Beauchamp	Robert	Harold	Darvin	Robnett
Sheri	Beauchamp	LA Bob	Hayes	Joel	Scanlon
Martin	Becker	Bert	Henning	Richard	Sivers
Joel	Blenkinsop	Richard	Hoffman	Tom	Stamp
Quentin	Breen	Don	Isom	Frank	Stuer
Lee	Breuer	Maggie	Isom	Chuck	Stuitts
Lyle	Brown	Al	Jones	Al	Taylor
Lee	Carlson	Carolyn	Jones	Dale	Taylor
James	Carpenter	Dave	Kelley	Cal	Tinkham
Douglas	Chancy	Steve	Kennedy	John	Tracy
Art	Crisp	Pat	Lancot	Bert	Van Deer Kony
Genevieve	Crisp	Tom	Lassett	Rudy	Van Wingen
Jerry	Day	Bill	Loomis	Marty	Vitz
Jean	Dent	Lilly	Lowell	John	Wheelock
Amandus	Drewes	Robert	McCalley	Pop	Wood
Marilyn	Drewes	William	McCready	Curt	Young
Bruce	Eaton	Ralph	McNutt	Ron	Young
Grant	Ellingson	Hugo	Meisser		
Floyd	Epperson	Michael	Mews		
Bill	Farmer	Art	Miller		



Register to attend a Train Mountain Meet Now!



## MUSINGS FROM MIDWAY

On Labor Day, it was a chance for Mort and Denny Ediger to show off their labor of love at the Midway Garden Railroad (which we affectionately call Gville). The large garden railroad layout at Train Mountain was the stopping off point for many conventioners and travelers coming to Train Mountain on September 2nd. The 2019 National Garden Railway convention had just closed in Portland, OR and members were encouraged to stop by Train Mountain to see the Gville display.

Mort and Denny have spent a great deal of time this summer preparing for this day. Cleaning the grounds, sprucing up the displays and making sure all the trains were in running order were just some of the things done in order to get ready for the conventioners and their guests.

Approximately 150 people stopped by on Labor Day to visit Gville and Train Mountain. Visitors checked in at the Visitor's Center at Central Station and then boarded shuttle trains for rides down to Gville. At that point, they were able to get off the train and walk around the large G-scale layout and ask questions of Mort and Denny and see some of the model trains in action. As another train brought more visitors, those persons ready to leave were able to board the train for a short rail tour back to Central Station. It was a busy Labor Day at Gville!

Please remember that Gville still has places for more ideas to be added to the layout. If you have the time this winter, perhaps you can work on something new to add to Gville and have it ready for the 2020 season. Any questions, please feel free to email Mort and Denny Ediger at [mortnden@gmail.com](mailto:mortnden@gmail.com).



The shuttles ran the visitors down to Gville where they were greeted by some wonderful scenes and of course running G scale trains. They even got to watch a golf match out on the links!



Great fun, lots of great comments, and of course a ton of smiles. Congrats to Mort and Denny for a job well done!

*Ed: PS they can always use more volunteers and donations.*



**Register to attend a Train Mountain Meet Now!**



## Priority - Russ Wood

### noun, plural pri-or-i-ties

- the state or quality of being earlier in time, occurrence, etc.
- the right to precede others in order, rank, privilege, etc.; precedence.
- the right to take precedence in obtaining certain supplies, services, facilities, etc., especially during a shortage.
- something given special attention.

### adjective

highest or higher in importance, rank, privilege, etc.: a priority task.

OK now what am I rambling about? In order for the Park to function smoothly each of the various entities needs to set **THEIR** priorities.

- TMI needs to insure that first and most in importance, is that the Park must endure!
- TMRR needs to ensure that the Park is a fun and safe place for its members to come have a really great time while supporting TMI.
- KNWRR who is the public face of Train Mountain must ensure that they are a show place for giving fun rides to the public.

So those are the most important priorities of each of the groups. However we all SHARE the Park and need to interweave our priorities so as to not cause the other groups more work or take away some of the fun we are all looking for. Let's take a look at a non-work-week / non-meet week. Monday morning we gather for a hot cup of coffee, and some telling of our usual tall tales. We also kick around some tasks that may get done that day. This usually happens around 8:30 or so. A couple of folks may go over to the Track Shop to build some more panels. A request may be put forth for some help on a troublesome locomotive. Some others may head out to do some track maintenance or repairs. This is also close to the start of the summer hours Rail Tours and the opening of the Visitor Center.

The above all sounds comfy / cozy but it will only work if the second priority of each of the groups is to INFORM the other groups of the plans for the day.

TMI has a museum function it is developing that includes the function called Rail Tours. This requires trained Tour docents, operational engines and rail cars. It also needs to know what and where track outages may be occurring on that specific day.

The folks out doing track maintenance need to remember that TMI has a need to run these rail tours 9 to 3 during the summer and 10 to 2 winters. So some consideration needs to be given towards letting the Visitor Center know where they are working. This may also include placing a cone or two, or possibly even a temporary sign or two to assist the Rail Tour crew making their rounds.

The no joy-riding rule until after 4 only applies during a regularly scheduled Work Week. As such members are encouraged to come and enjoy the park in between meets and work weeks. This also means they need to be aware of the Rail Tours and should check in at the Visitor Center before going for a cruise. Joyce in the Front Office may or may not have the most current information so checking at the Visitor Center should always be your first choice.

### ***Priorities (cont)***

**Register to attend a Train Mountain Meet Now!**

**Priorities (cont)**

Saturdays have their own set of interesting items to be checked. KNW runs their portion of the Park on Saturdays between 10 and 3. They have their own parking area and their own entrance gate. The main Park is closed on Saturdays to all but members. The Main Gate has a pass code that allows members to enter the park during off hours. Using that gate comes with a member responsibility attached to it. That is one of Park **Security**. The gate stays open for a short period of time before it starts to close. If you sail though the gate and don't watch behind you, it may allow a non-member to follow you through the gate and enter the Park.

As a member my main priority is to enjoy my membership by being able to come into the Park and know that I will have a great time today and everyday! My secondary set of priorities is to try to the best of my ability, support all of the entities, personalities and functions that are better known as Train Mountain.

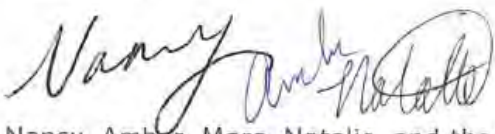
*From the Editor, Russ*

# THANK YOU FOR A SUMMER WE'LL ALWAYS REMEMBER!

Train Mountain-

Thanks for providing our campers with a fun & educational field trip! Hope to see you next summer.

Thank You,



Nancy, Amber, Marc, Natalie, and the Summer Camp Staff

THE YMCA OF KLAMATH FALLS  
1221 S. ALAMEDA AVE.  
KLAMATH FALLS, OR 97603

P 541.884.4149 [www.kfallsymca.org](http://www.kfallsymca.org)

## 2019 Train Mountain Train Meet Schedule

	Polar Bear Train Meet	Spring Awakening Train Meet	Narrow Gauge Train Meet	Operations Train Meet	August Train Meet	Big Build Train Meet	Fall Colors Train Meet
Work Week	none	4/27 to 5/2	5/25 to 5/30	6/29 to 7/3	8/3 to 8/8	8/31 to 9/5	none
Meet	1/18 to 1/21	5/3 to 5/5	5/31 to 6/2	7/4 to 7/7	8/9 to 8/11	9/6 to 9/8	10/11 to 10/14

**Register to attend a Train Mountain Meet Now!**

# How NOT to Park your RV at Blue Caboose Campground!

By Jeff Mills

Thursday Evening, I was coming down from Central Station to my RV in Blue Caboose campground. To my horror, there was a Motor Home backed over the bank with its rear bumper resting on the downhill track of the Serpentine. Now what?

It was obvious that leveling jacks and no amount of blocking materials would level this motor home to become habitable. Fortunately, I found Jerry Crane and he contacted Dustin Barnes, one of our equipment operators. Dustin was able to hook the Train Mountain Dump Truck up to the motor home and pull it to a level position on the service road. Good fortune smiled on all of us when it revealed there was NO damage to the tracks!

I've got the photos to prove this really happened!

**Please park your RV in the designated areas and do not try this parking method.**



**Register to attend a Train Mountain Meet Now!**



# LILLYVILLE FAKENEWS TABLOID

**Seymour Skandles - Editor**

## TROUBLE IN LILLYVILLE

Following the recent unrest over the construction of the Church before the Saloon, and then the collapse of the temporary Saloon, along with the Governor sending a detachment of National Guard and a tank unit led by Col DeBEER to protect the Church and Sheriff's Office, there are a number of unhappy groups.

The local Ladies of the Night are threatening to move to Yuma if they don't get a Saloon in Lillyville soon. The Temperance Ladies are elated, but Anna Mosity said they are realizing they will also need to have a presence in Yuma after learning about Molly's School for Wayward Girls in Yuma. Ima Hooker said, "That's a great school, I got my start there!"

The miners are also threatening to move to Yuma where some precious stones were recently discovered in the area. The cattle drives are over for this year, but no saloon could be a huge problem for the cowboys that come to Lillyville next season.

Abel Carpenter has not provided any information on the construction of a new Saloon in Lillyville. Tim Burr and Forest Greene are blaming the slow saloon construction on a timber shortage.

LATE REPORT from **Chad Terboks**:

## CATTLE ESCAPE FROM PENS IN LILLYVILLE

Disaster was averted when an alert engineer managed to get stopped before hitting any of the loose cattle in Lillyville.

Stockyard worker, Brandon Cattell, said something spooked the cattle causing them to knock down the fence and escape. He suspects it may have been the bear that has been hanging around the town dump.

Brandon's girlfriend, Rhoda Hoarse, along with Terry Bull, Eddie Bull, Sawyer B. Hind, and Joy Rider, saved the day by rounding up the stray cattle.

Barb Dwyer made quick work of the fence repairs.





# WEB-CAM GALLERY

Photos by: The Web-Cam



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



# WEB-CAM GALLERY

Photos by: The Web-Cam



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



# WEB-CAM GALLERY

Photos by: The Web-Cam



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



# WEB-CAM GALLERY

Photos by: The Web-Cam



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



# WEB-CAM GALLERY

Photos by: The Web-Cam



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



# CLASSIFIEDS



  
**Windermere**  
REAL ESTATE

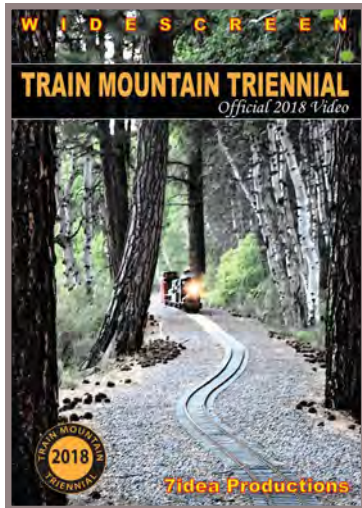
**Ryan Weider, Principal Broker**  
541-885-4400 or 541-891-4343  
ryanweider@windermere.com

**5 Bedrooms, 5.5 Baths, 7374sq. ft., 5.57 acres**

Allison York, Principal Broker <http://www.pearlofthecascades.com>

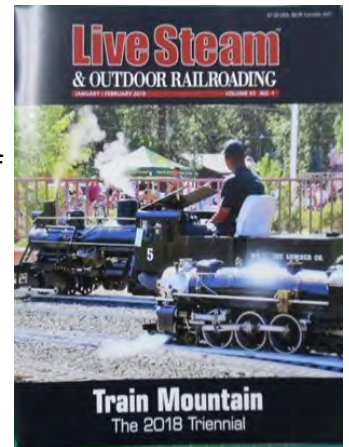
## 2018 Triennial Video Now Available

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](http://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](mailto:info@tmrr.org) Phone: 541-783-3030

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



Please Volunteer at a Train Mountain Meet!

# 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

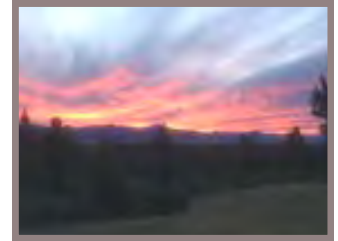
This ranch house is located on Hwy 62, and attaches to the west side of Train Mountain.



The 56 acres, 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](http://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.



Marissa Fast/Kendra Johnson  
Oregon Licensed Brokers

## Fisher Nicholson Realty 541-884-1717

2590 sq. ft. 3 Bedrooms  
2.5 Baths 10.19 Acres  
300 ft. River Front  
Greenhouse  
30x40 Shop  
3 car Insulated Garage



Please Volunteer at a Train Mountain Meet!



# 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](mailto: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**





# 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!**



# 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"

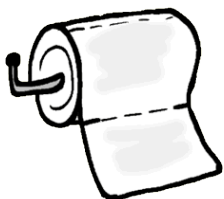
## Volunteer Hours Reporting

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](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!**

# 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

**Please Volunteer at a Train Mountain Meet!**



## **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**

