



The Mountain GAZETTE

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February

So we have a goal of having another stellar Triennial. In order for that to happen will take a lot of work from you the members! We have track that needs maintenance, track that needs to be replaced via our no wood tie track program, we have some infrastructure projects in the works, and of course there is our ever popular, let's clean the place up theme! So now that you know what the final goals are, what should be our priorities and who is going to see that all these projects get done.

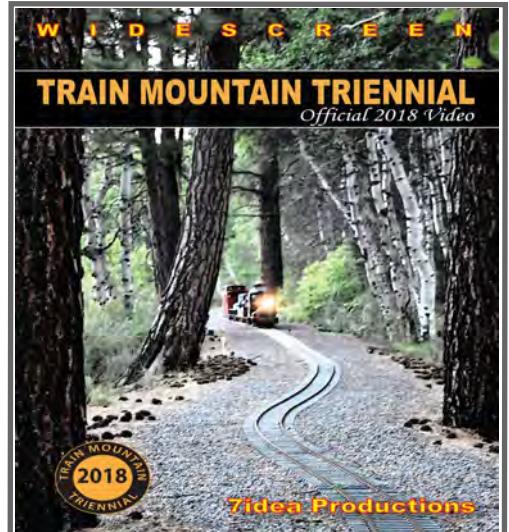
Further in this issue Dennis will outline the Track Committees goals and what he needs in the way of track crews.

For those of you who have been here a season or two, you know the early season games of rake and haul. It takes you the members to step up and take on some of these projects, and do so early enough so that, we as an organization, are not scrambling, last minute to get projects done.

The number on the bottom of the page tells the story, only SIXTEEN months until the Triennial. We have Five Work Weeks in 2020 and Two more Work Weeks in 2021. We also have two Kitsap Weeks between now and then. That gives you all plenty of time to come and give your club a hand at putting another great Triennial.



2018 TRIENNIAL VIDEO AVAILABLE NOW



Click Here to Purchase Online Or Go To:

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



Tick, Tick, Tick, Tick, Tick, Tick

For local Lodging please go to our web site and click on Local Lodging. We think it's accurate as of last summer so if you call one of these folks, and they have changed or are no longer available PLEASE let us know.



Triennial 2021

Prep June 12th – 20th
Meet June 21st – 27th

From the Desk of Jeff Mills, President TMRR

February is the shortest month of the year and is also a month of little activity at Train Mountain. This year's snow fall has been lighter than the that of the previous winter. However, there was enough snow for the **Polar Bear Meet** where some snow was plowed by couple of intrepid members.

Tom Watson provided us several great **YouTube videos** including the Polar Bear Meet. He produced a video to show Visitors to Train Mountain when there is no **Rail Tour** available. It provides virtual tour of the railroad and exhibits on the south side of the property. He also made a two-part video highlighting the **2019 meet season** covering each meet last year. These can be accessed from the Train Mountain Railroad web page. Scroll to the **very bottom of the TMRR web page**, select the 3rd YouTube icon from the left to bring up a directory of Tom's Video. Select the "**Train Mountain Video Tour 2019**" or any of the videos on that page or the TMRR website. Please be sure to sign into YouTube and "LIKE" these videos to encourage Tom to keep making them.

I have a commitment from **Jordon Dobson** to be **Volunteer Coordinator** for the **Spring Awakening Meet**. Thank you, Jordon for stepping up to take this task on! There is a need for volunteer coordinators for ALL the other meets. It is a great opportunity to be involved with the members and tasks we must complete to keep our railroad operating. Please contact me if you are interested at oldcatd399@hotmail.com. I will be there to help these volunteer coordinators to accomplish the work weeks.

Prepping for **2020 season**, we are compiling "**To Do**" lists. There are a number of tasks to be accomplished beyond the endless raking. If you have seen something that needs repair or attention, please let me know or inform someone in the Business Office.

I was contacted last fall by group called **PNWSTE** (Pacific North West Scale Tractor & Equipment). They are radio-control hobbyist who build and operate **scale trucks and construction equipment**. They have 597 members and run their version of Operation meets. I have extended an invitation for them to attend the 2020 Operations Meet as **Guest Demonstrators**. U-Tube videos can be found by searching PNWSTE which will illustrate what they do. There will be more information on this in upcoming issues of the Gazette.

There has been much going on behind the scenes this winter. Danny Chamrad is updating and revising the **TMRR Encyclopedia**. Dale Furseth has powered a GP40 engine to add to the TMI Tour Fleet. Bill Dobbs has been ballasting the track to his home and Dennis Ward has been seen working on track.

Now is the time to finish your train projects and start planning your trips to Train Mountain. Please renew your membership and **sign up for the meets** as soon as possible. I look forward to seeing ALL of you this Spring and throughout the year.

2020 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	5/2 to 5/7	5/23 to 5/28	6/20 to 6/24	7/25 to 7/30	8/29 to 9/3	none
Meet	1/17 to 1/20	5/8 to 5/10	5/29 to 5/31	6/25 to 6/28	7/31 to 8/2	9/4 to 9/6	10/9 to 10/12

Article Number Six on “Understanding TM” By: Jerry Crane

In last month’s article I mentioned that the 2007 agreement between Quentin Breen and Friends of Train Mountain (FTM) that was the first action that would eventually lead to the non-profit ownership of Train Mountain. The action that finally resulted in non-profit ownership of what once was three multiple million dollar liens filed against the Train Mountain properties by United States Internal Revenue Service (IRS). The subject of this month’s “Understanding” article are these liens and their resolution.

After the signing of the 07 agreement, FTM became very involved in the operation of Train Mountain. All the employees now worked for FTM and this organization took over all capital expansion and track construction work. Quentin continued directing day to day operations until he passed away in 2008. His widow, Sharon Breen then continued directing operations. This situation continued through the summer of 2009 when the IRS filled its lien. All Train Mountain members owe a debt of gratitude to John Black, the then President of FTM, who worked very hard to resolve the lien

Understanding Train Mountain IRS Liens

When Quentin Breen formed Train Mountain he registered one non-profit corporation with the State of Oregon, Train Mountain Railroad Museum, one regular corporation, Train Mountain, Inc. and used the name Train Mountain Foundation for the third corporation. No record can be found of a registering of the Foundation name. Train Mountain Railroad Museum was never truly a non-profit corporation because Quentin never acquired 501-c3 federal non-profit status for the corporation. Quentin also never kept separate business records for these corporations. He mixed their financial dealings with his own personal dealings.

In August 2009 the IRS filed three liens on the three corporations in the amount of \$17.3M for non-payment of taxes. The IRS stated that all three of the corporations were in fact the alter ego of Quentin Breen. The IRS also filed other liens on Quentin’s properties that were not associated with Train Mountain. Sharon Breen (Quentin’s widow) was not able to remove any of these liens.

Because of Quentin’s actions, it was unclear who was the true owner of the properties held by these three companies. A law suit was filed to resolve this problem. The State of Oregon Attorney General’s office was involved in these proceedings at the request of Friends of Train Mountain.

In August 2012 the Circuit Court for Klamath County issued a stipulated order that allowed Friends of Train Mountain (FTM) to become custodian of these three corporations. This order allowed FTM to negotiate with the IRS for removal of the liens and then to sell the properties to Train Mountain Institute (TMI). FTM came to an agreement with the IRS for removal of the liens on all but three of the properties. Three properties that the liens were not removed on were the three properties located in downtown Chiloquin. The IRS liens were discharged for \$665K. All the properties with the exception of the three Chiloquin properties were then sold to TMI for this same amount and the IRS was paid off. The sale of properties was closed In May of 2013.

There are hundreds of documents that have the details to the above narrative. They can be found in the Train Mountain server.

Last Updated October 19, 2019 By: Jerry Crane

Greetings from Joyce at the front office:

Is it really past the middle of February already? It is looking like 2020 will be another of those fleeting years! But now I am remembering being a little kid and 10 minutes taking an absolutely gruesome amount of time. After giving that some thought and comparing fast with too slow, I've decided not to complain. It seems I am happier when time flies!

Nearly all of the snow is gone. Days have been warmer (but not that warm) and the skies have been blue. Mornings and evenings are still cold. The roads have been nice and dry. Area driving is good.

Train Mountain Institute got around 34 visitors in January. So far in February there have been 32 and there is still a half a month to go. So, despite the cold and sometimes not so great weather we continue to get visitors. January and February visitors came from Australia, Peru, Tennessee, California, Washington and Oregon. The four Australians I mentioned last month came especially to see Train Mountain. They are active in a number of train clubs at their home in Australia. The Visitor Center will get busier and busier as the year progresses. A special thank you goes to Barbara Ward, Sabra Rickman and Marcia Furseth who volunteer in the Visitor Center regularly. If you would like to meet and greet lots of people, volunteer in the Visitor Center or volunteer to run tour trains.

Kitty, Charlie, is happiest when he has visitors and members to greet and walk around with. He and Maggie have been happily keeping the spider plants trimmed and Maggie has been busy helping shred more paper. They both often enjoy a warm snooze in the office, too.

The AED donations are at \$2,800 with just \$200 left to go! The Pullman Sleeper Car project donations are at \$2,100.

Work is being done to catch up on the backlog of name badges and to get membership packets sent out. This is a lengthy project and your patience on this is very much appreciated.

2020 memberships are at 231, and climbing, with 400 members including family.

I know it seems like the 2021 Triennial is a long way off, but it takes a lot of planning, coordination and preliminary work and that all consumes lots of time. Please volunteer now to help in any capacity you can to make the 2021 Triennial the greatest ever!

I am looking forward to seeing you here!

WE ARE ALL VOLUNTEERS

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

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.

Register to attend a Train Mountain Meet Now!

TM's Freight Switch List System And How It Works – Part 6

Welcome back to “TM's Freight Switch List System and How It Works”, Part 6.

In Part 5 we learned how a freight crew can select specific cars to be included in their delivery consist.

This month we'll review some other recently added options for way freighters to try during the Ops Meet.

Use your radio to notify the Freight Office of your car deliveries as they happen (and your pick-ups too) so you have room for another car in your consist. Now you don't have to deliver all the cars before requesting more cars while still running your current Switch List. Once you've reported your delivery, you can then immediately request a new car to be added to your Switch List without having to stop by the Freight Office. Your new Switch List can be delivered to you while still out on the rails making your other movements. We'll bring you your newly updated Switch List pretty much anywhere on the south side of South Chiloquin Road. Wow, your production just increased with just a radio call!

Did you know that freight movements have been expanded clear up to Hope Circle? Yep, there are now 5 industries to be serviced beyond M & M Corner with more coming in the near future.

Want to make an express run between two yards without stopping for other deliveries? Just request a group of cars that need to go from Main Yard to Appendix Yard (new 3 track arrangement in South Meadow at Appendix) or vice versa. From Appendix Yard, there is an opportunity to make “local” movements between the yard and other industries in the South Meadow, Midway, and South Portal areas without having to go up or down the “hill” or crossing into the “Northlands”. Just talk with the Freight Office or select those rolling stock from the “Available Cars for Movement” list.

There are groups of cars (from 2 up to 5) available that go as a unit from one industry to another if you want to limit how many stops you make while servicing your Switch List.

A brand-new feature that will be added to the 2020 Ops Meet is “fixed route consists” that originate and terminate from Main Yard or Appendix Yard. This means you will be given a set of car assignments that limits your switching to a smaller area and have a designated route for pickups and deliveries. We are trying to introduce more prototypical operating functions into the Ops Meet.

As they say, variety is the spice of life, so try some of these newer switching options to see if they might just be your thing.

Well, this wraps up the series of “SLS and How It Works” for now but as the Ops Meet continues to mature, I'm sure there will be additional updates in the future.

Thanks for taking time to learn a bit more about SLS and TM's Ops Meet. If you have questions or would like to see a future article on some other aspect of the Ops Meet, please shoot me an email at Armstrong.jandq@gmail.com with the subject of interest and I'll try to cover it in the next issue of the Gazette.

Hope to see each of you at the **2020 Ops Meet (June 20 through 28)**.

Train Mountain 2020 Operations Meet By Richard Croll, Trainmaster

It is time to make plans to attend the 2020 Operations Meet. The Work Week starts on Saturday, June 20th, and the Meet will begin on Thursday, June 25th.

We added many new features last year, and will continue with them this year. In addition to new industries, the following were added:

- The ability to request a new switch list before delivering your last car.
- Delivery and pick-up of switch lists on request at Appendix Yard.
- Ability to report pick-ups and deliveries by radio.
- Option to customize your switch list from available movements.

While there is no requirement to bring equipment to the Ops Meet, we do encourage members to bring freight cars to add to the pool. It is a great opportunity to see your cars in operation. Great care is taken to insure the cars are not damaged. All cars must go through an inspection to be sure the couplers work, and that they have correct safety chains. This is done in the back shop, and any needed repairs can be done there by their owners.

We will make every effort to help any attendees without equipment, or who are not part of a crew, to get connected to a crew. Train crews will be encouraged to take along additional members, and there will be 2 seat passenger cars available to use. A white board outside the Freight Office will be used as an "Extra Board" to help people get connected to crews.

Volunteers are always needed at Train Mountain, and the Operations Meet has plenty of opportunities. The schedule for the work week is as follows:

- Sunday-gather up the TMRR cars used during the ops.
- Monday-car inspection and initial sorting
- Tuesday-final sorting and additional inspection
- Wednesday-additional inspection and spotting cars on the railroad

Volunteers are needed for all those tasks, and the Wednesday car spotting has always been a favorite, plus it is a good chance to get familiar with the railroad.

The actual meet will start on Thursday with a general briefing meeting at 8:30AM. That will be followed with breakout meetings for freight and passenger. Those will be repeated so anyone can attend both meetings. Operations will begin after the meetings, and once the tower and dispatcher go on duty. All participants are encouraged to attend the meetings, even if you have previous TM Operations experience.

Saturday evening will be our usual Banquet, and the most productive crews will be recognized.

Sunday will be spent gathering up all the cars and getting them back to their owners or storage locations. We always need plenty of help with this, and the more crews we have, the quicker the job is done.

So make plans to attend the Operations Meet. There will be plenty of fun and camaraderie for all.

If you have any questions, wish to volunteer or provide equipment, please email me at Railroc66@yahoo.com, or call 510-227-9174.



Track installation at Train Mountain Prioritized

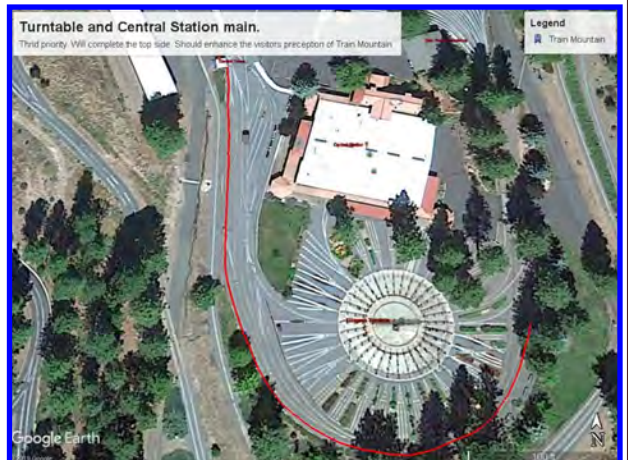
an article by Dennis Ward—Track Superintendent

Because the Mainline around the south side of Main Yard is barely viable (a lot of the ties are so bad they can no longer hold the track screws or the gauge) this will be the number one priority for replacement during the 2020 track replacement season. As soon as the weather permits we will begin replacing the track at the southeast end working back to Cox Bridge. The worst part of the track is beneath the signal bridge at the southeast end and has been blocked at the crossover. This is approximately 890 feet of track.



Once the Main Track around the Main Yard has been replaced we would like to finish last years Big Build project. To wit, complete the replacement of the main track at Steuer Siding (approximately 790 feet). This could be followed by replacing the wooden tied main track north of the Timberlake property line for both north and south bound traffic (2320 feet north, 2140 feet south).

As soon as can be negotiated the licensed track across Timberlake needs to be the third priority. However, while negotiations are ongoing we would like next to replace the main track from Central Station Tower around Ellingson Turntable to where the wood ties end at the east side of the turntable. Another 530 feet approximately.



Also on the list of main track replacement projects is Sharon's Shortcut (550'), Lucky North (990'), Dogwalk from Dogwalk Crossing to Youngstown (1188'), and Rio Grande loop (4300'). We have prioritized Rio Grande toward the end because Jeff Phillips has done such a great job in keeping this in very good repair.

ED: For those keeping score that's 3,158 feet of track before Timberlake which is 4,460 feet, and that's before we do Rio Grande. A mere 762 track panels and of course a few switches along the way. Should keep the boys in the TrackShop busy for awhile!

Register to attend a Train Mountain Meet Now!

To the Editor and Guest-writers of the Gazette

You are creating a delightful newsletter. I enjoyed reading about all the activities anticipated for 2020 and I laughed out loud when I read the account of the Polar Bear event.

The FTM article was really clear. I know I ought to know all of this but it was good to have a meander through history (07 seems a long ways in the rear view mirror) and realize how a few wise people pulled off the very scheme that helped us keep it from the clutches of the IRS. Thank you to all.

I am in awe of all the volunteers who make things happen at Train Mtn. A special thanks to the teams and individuals who dream BIG dreams and help the rest of us see them.

Marg Hope

So during February the weather is kinda iffy! It's in the teens at night but warms up to a balmy 40-ish just after lunch. So here is the February, *just after lunch*, track crew. Foreman Dennis, worker bee Dale, and way in the back is camera man Tom. The snow is mostly gone, but the ground is still frozen, so only selective portions of the railroad can be worked on. There is a rumor going around that spring is coming, but

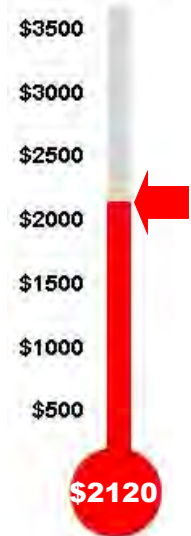


Register to attend a Train Mountain Meet Now!

Pullman Repaint Project - *Fifth Call for Assistance*

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

From the ED: Donations for this project are to TMI so therefore if you need a tax deductible receipt make sure you let Joyce know.

Register to attend a Train Mountain Meet Now!

SOS! From your store lady, Delores Bartholomew. UPDATE ON THE AED:

Central Station is ready for an emergency! The AED is attached on the wall by the restrooms. You can't miss it! Our THOUSAND THANK YOU'S TO ALL WHO CONTRIBUTED SO QUICKLY! However we have another problem at TM. Ideally you want to get to an AED and back to the person in need within 3 to 5 minutes.

This is a major problem at TM. We need an AED in every building, because of the great distance between buildings. So we are asking you, TM members, to consider digging deeper into your pockets and help purchase at least two more AED'S, one for the Back Shop and one for the Track Shop. A bit of education for ALL of us in regards to this reasoning.

"We should have an AED in every place we work, play, or pray."

Mary Tappe, an advocacy group, Iowa AED Access for All Sudden cardiac arrest is result of an arrhythmia, in which the electrical pulse of the heart goes out of control, causing the heart to quiver. Doctors don't understand why this happens, but they do know that shocking the fibrillating heart is the only effective treatment. An estimated 350,000 people in the US die each year from it---that's more than cancer, car crashes, house fires, and handguns combined. Mary's heart stopped beating on May 17, 2004. Mary, 47, walked into a work meeting, sat down, and fell over. A retired nurse started CPR and another grabbed the AED. Within 3 minutes of her collapsing, the AED shocked Mary's heart twice to help it return to normal rhythm.

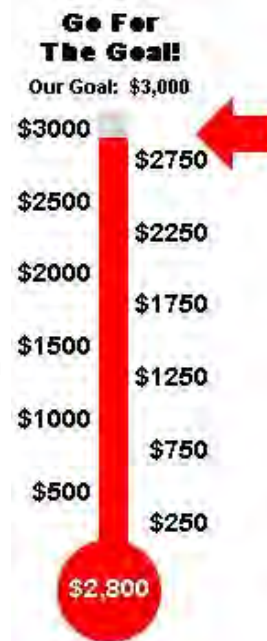
The survival rate for people who have sudden cardiac arrest is about 5-7 %. Those odds rise to 70-80 % when a person is shocked with a public-access AED or one used by a paramedic. "For every minute a victim is down, her chance of survival is reduced by 10 percent," Mary says. So within 10 minutes, you have little or no chance for survival." IDEALLY, you want to get to an AED and back to the person in need within 3 to 5 minutes.

Just think about where you spend your time at TM and if you might be the VERY ONE that needed the AED, but they couldn't get to you in time. IS YOUR LIFE WORTH \$3,000!?

The public is also donating, but in small denominations. Our donation box is still in Central Station and we have \$2,800 at present, but our goal is \$3,000 more to purchase two more AED's for the distant buildings. We know this is stretching in asking for more, but a life is worth every penny.



Thank you, Thank you, Train Mountain Members, you are the BEST!



Register to attend a Train Mountain Meet Now!



Great Northern & Cascade Railway

A call for some help

The GN&CR is the 7.5" gauge railroad in the city park at Skykomish, WA. The BNSF donated an SD9 several years ago to be part of the City Railroad park. After 7 years of setting on railroad land adjacent to the park with no plan for its final resting place, the BNSF gave an ultimatum that it is time to move or scrap. That finally seems to have lit a fire under the city council and maybe we will finally get it moved to a proper display location. We started repainting it about three years ago to the original GN paint scheme but quit when the city could not come to terms on a final location. Now the mayor is showing some real interest in saving the locomotive as part of the city's history (see GoFundMe link below). The loco is unique in that it is one of only two SD9's that the GN bought with dynamic brakes. It served Skykomish for many years as a road switcher.

A great looking picture of the subject loco, it has Alan Jesmers electric SD9 in front. Nearly an exact replica except it is one number off. Ours is 599, Alan's is 600.



<https://greatnotherncascaderailway.com/> Link to the club's web site

<Members@gncrailway.org> Link to the club email site

<https://www.gofundme.com/f/save-599> Link to the GoFundMe site



Register to attend a Train Mountain Meet Now!

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



The Collier Park calendar for next year has some events going on at the same time as Train Mountain events. They are just up the road from Train Mountain and is really a worthwhile place to visit.

Special Events 2020 Collier Memorial State Park



Dutch Oven Cook-off

Sunday, May 24th | 8am—2:30pm

Join as a chef to compete or a judge for the people's choice award at this tasty event hosted at the Cookhouse.

Register online [here](https://bit.ly/320UmCy). <https://bit.ly/320UmCy>



Living History Day

Sunday, June 21st | 10am—3pm

Collier Logging Museum's largest event of the year! Historic equipment operation, trade crafts, kids activities, live music, food vendors and more.



Loggers Breakfast

Sunday, September 6th | 9:30am—11:30am

Friends of Collier Park fundraiser breakfast. Serving pancakes, eggs, bacon, sausage and more. Fee event.

All FREE

**Collier Memorial State Park & Logging Museum
46000 Hwy 97 N Chiloquin, OR 97624**

Information: 541-783-2471x 24 | www.oregonstateparks.org



There are additional events scheduled for Collier Park. If you are going to be in the area, go to their website and get the latest schedule of events.

Register to attend a Train Mountain Meet Now!

HISTORICAL

Before The Creeping Bushes

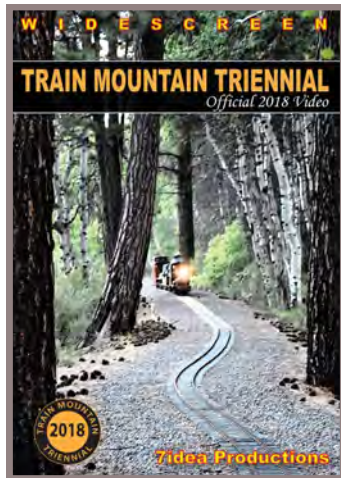


Let's Move In A Caboose

CLASSIFIEDS

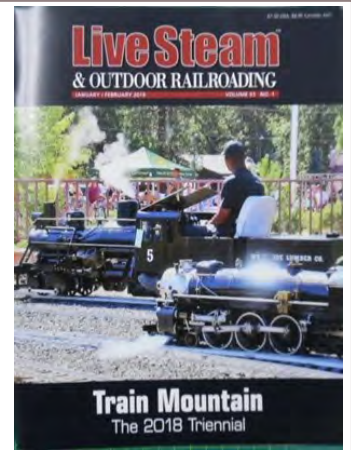
2018 Triennial Video Now Available

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!



SALE!

OPPORTUNITY FOR OTHER TRAIN CLUBS

SALE!

How would you like to have your very own Time-Share house and shop near the World's Largest Hobby Railroad? Think out of the box! A four BR, 2 Bath good house and **big insulated shop** for trains, etc. On 10.27 acres. Updated cabinetry in kitchen, laminate flooring in much of the house. Landscaping. Approx. **2120 square feet**. Detached **two car garage**. Space for RV and hook up. Easy access to HWY 97. Directions: North on Hwy 97. Turn east on Rainbow Park Dr., first driveway to left.

109 Rainbow Park Dr., Chiloquin, OR - \$279,000

This could be used as a Time-Share and be owned by three or four club members. A great place for members, children, grandchildren and train work, storage, etc.

Call S. Rickman at (541) 783-3798 or Frank Bartholomew (209) 966-4322.

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

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

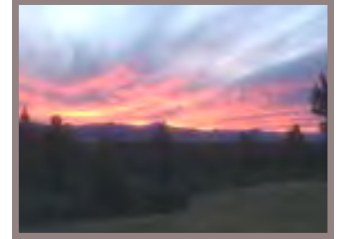
This ranch house is located on Hwy 62, and attaches to the west side of Train Mountain.



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

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.

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, 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.

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

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Photos: Tom Watson



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 food to go or you can eat it there, Free Wi-Fi, a comfortable lounge with large screen TVs, laundry and shower facilities, and ATMs are all available.

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"

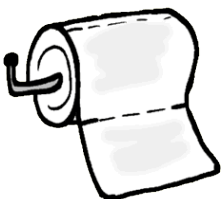
Volunteer Hours Reporting

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.



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

