



The Mountain GAZETTE

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An Official Publication of the Train Mountain Institute and TM Railroad - Issue: Vol. #4 Issue #1 **September 2018**

Beginning with this issue of the Mountain Gazette, the publication becomes a joint venture of Train Mountain Railroad "TMRR" (the Members Association) and Train Mountain Institute "TMIInst" (the Owner of Train Mountain). TMIInst also operates the Train Mountain Railroad Museum. The Museum provides educational opportunities for both Members and the general public to learn about railroads through the operation of a miniature railroad.

The trees and bushes are starting to show their Fall colors. Even the pine trees are showing lots of brown needles they plan to drop on the track for our enjoyment.

The Fall Colors Meet should provide for some spectacular scenery, so make your plans to attend and enjoy nature's beauty.



Train Mountain will begin accepting renewals and new memberships beginning October 1st. Any new members that join on October 1st, or later during 2018, receive a Train Mountain membership for the rest of 2018 and all of 2019

Join Train Mountain now!!

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

Fall Colors TACO Potluck

Central Station Kitchen

Saturday October 5th, 2018 6:00PM

Jeff and Pam are going to bring

5 lbs of cooked, lightly seasoned Ground BEEF and

2 lbs of cooked Chicken, unseasoned and sliced

to start the ball rolling!

Please think of what you'd like to see there and bring a Dish or Ingredient to Share such as:

Beans, Tortillas, Sour Cream, Salsa and Hot Sauce, Shredded Lettuce, Green Salad, Tortilla Chips, Taco Shells, Guacamole and Avocados, Tomatoes, Olives, Jalapenos, Bell Peppers, Corn Salad, Fish, Pork and CHEESE!

Give us your preferences, ideas or ask what we still need

(don't want too many duplicates or *leave something out!*)

Jeff Mills at 253-740-6013

Or Pam Williams at pjwilliams525@comcast.net

And of course,

Bring your Appetite for Good Company because we have lots of that at Train Mountain!

From The Desk of the TMRR President

By Jeff Mills

The Big Build Meet is now behind us and we are looking forward to the last meet of the year, Fall Colors. A small but skilled and dedicated group of volunteers led by Dennis Ward got the switches and track laid at South Portal Circle. All that was left for Dennis and Charlie Bill was some more ballast to be laid and new track to be trimmed. The South Portal Circle was in dire need of replacement and was slated to be done last year 2017. However Central Station Yard ended up getting priority.

Dennis Ward is the Track Supervisor and is looking for input on the next Big Build project. He has a mandate from TMI to replace all track with wooden ties before any new track can be laid. Please feel free to contact Dennis with your ideas and concerns.

Thanks to Dick Peterson and Jeff Pape the annual TMRR Board Election ran smoothly and we had a very qualified group of candidates to vote upon. The Results of the election were read into the annual Board Meeting minutes with the incumbents Jeff Mills and Tom Watson being re-elected and Danny Chamrad newly elected. I'd like to thank the other candidates and encourage them to run in future elections.

The Fall Colors meet does not have an official work week however Jerry Crane and I will be coming for the week before the meet to start the winterization of Train Mountain Facilities. We can use some additional help during this week so feel free to come early and lend a hand.

Jeff Mills, Tom Watson, Jeff Pape and Jerry Crane met on September 6th with the multiple agency forestry project for the North Klamath basin. This group consists of all the region's forestry organizations and private property owners. We are applying for a Grant or Grants to meet our forestry goals of a healthy and fire resistant forest. Our volunteer hours will come into play with these grants as we have shown that TMRR/TMI is actively working to improve our forest land. Please continue to log your volunteer hours as these are important.

There is the possibility of an additional event at TMRR in 2019. As the details are solidified, we will be asking for volunteers to assist with this new Event. We also need Meet and Greet docents for the tourist that arrive each day that Train Mountain is Open. These tourists are important to TMI and TMRR but have the Office on overload. One day a week is all we are asking people to consider doing. Barbara Ward has been doing Mondays so, in that vein, getting just 1 person each weekday would help tremendously. A husband and wife team would be great!

The Fund Raising for the AED (Automated External Defibrillator) has reached 88% of our goal of \$3,000. This is an important piece of life saving equipment which we need. Any contributions are very much appreciated. Thank you, JEFF

From the Vice President: John Cooper

At the September TMRR Board of Directors meeting, the board voted that I should become the Vice President to replace Jeff Pape. The primary responsibility of this position is to oversee elections, and thus I report the following:

Danny Chamrad was seated as a new member-at-large, replacing Jeff Pape. Jeff Mills was re-elected and will continue as President. Tom Watson was also re-elected and will continue as a member-at-large. The votes were counted by TMI and accepted into the TMRR minutes.

The current Board is comprised of the following members:

<u>Member</u>	<u>Years left in term</u>	<u>Position</u>
Danny Chamrad	3	
John Cooper	2	Vice-President
Jeff Mills	3	President
Dick Peterson	1	Secretary
Joe Simon	1	
David Waterstreet	1	Treasurer
Tom Watson	3	

The election results are as follows:

<u>Candidate</u>	<u>Votes</u>
Jeff Mills	80
Danny Chamrad	52
Tom Watson	52
Steve Panzik	50
Jeff Pape	38
Richard Miller	33
John Lovely	28
Pam Williams	21
Gordon Branin	2

Forestry Report by Jeff Pape

A year ago Train Mountain entered into an agreement with the Oregon State University Extension in Klamath Falls to receive advice to help us better manage our forest. Our contact person is Dr. Daniel Leavell, PhD and Professor of Forestry at OSU.

In the ensuing year the extension service has studied and mapped our forest in detail. In addition Dr. Leavell has introduced TM to a consortium of forestry agencies that constitute a committee devoted to improving forest health in the Chiloquin area. Their primary task is to encourage and help the many landowners in the Chiloquin area to manage their plots of forest to better resist fire.

On Sept 5 we – Jerald Crane TMI President; Jeff Mills TMRR President; Tom Watson TM Operations Manager and Jeff Pape TMI Forest Coordinator all met with Dr. Leavell and representatives of the various forest agencies involved. The title of the group is CHILOQUIN COMMITTEE of the FOREST and FIRE PROJECT of the KLAMATH-LAKE FOREST HEALTH PROJECT. It sounds like a mouth full but it is a group that is very important to TM.

By working with this committee TM is receiving excellent detailed advice on how to manage the many different parts of our property. In addition this group advises us on how to apply for grants to help us improve our forest and make it fire resistant. It is our wish to be good stewards of our land and not addressing certain issues means we will fail in stewardship.

In the next few weeks we will study the advice we have received. Our goal is to understand the advice we have received and to chart a path forward. Possible actions can include adopting a more comprehensive plan, creating and prioritizing specific projects and applying for grants.

The committee we met with includes employees of the US Forest Service, the US Bureau of Land Management, the Oregon Department of Forestry and the OSU Extension service. Our strong impression is that these people support our forest goals and want to help us succeed.



Russ is having a little trouble getting anything done. It seems he is getting a little too much help from the new Office Assistant named "Charlie."

Now, the "Charlie" helping Russ should not be confused with the Charlie helping Dennis finish-up the South Portal track replacement project.

Charlie Bill and Dennis will soon have the project that began as the 2018 Big Build project completed. For those not in attendance, the goal of this project was to replace the wooden tie track panels with steel on plastic panels in the South Portal area. That included all of South Portal Circle and its lead tracks.



The 'Big Build' 2018 - Track Superintendent Report

The 2018 Big Build project was to replace all the mainline track at or near South Portal Circle which was laid on wooden ties. *Steel rail on recycled plastic ties is the goal for all Train Mountain mainline track.* The 150' diameter circle, the approach from Red Ant Junction to the 'Circle, and the track between South Portal and the Circle received the new track. Most of the ballasting has been completed as I type this. And the track in the circle has been tuned (i.e. aligned).

The plan is to have everything completed and runnable in time for the Fall Colors meet. Hopefully by the time you read this.

There is a lot of track at Train Mountain that still has wooden ties to support the rail and hold the gauge. This track was estimated to have a 25-year life span. Most of it was installed at least 30 years ago.

The areas that still need track replacement include most of the Rio Grande subdivision, Midway Circle, Lucky North, Sharon's Shortcut, Central Station yard and mainline, Wedding Cake, Central Station bypass (Bond Sidings). The mainline around Main Yard, Main Yard is still comprised mostly of wooden tied track. In addition, on the north side, the track from Dam 3.5 across Dam 4 and back to Dam 3.5 is still mostly wooden ties. Main track across Timberlake Railroad, which is also the responsibility of Train Mountain is also composed mostly of track with wooden ties.

The goal is, first replace mainline wooden tied track with steel rail on plastic ties. Next, replace all yard and siding tracks which is built using wooden ties with aluminum rail on plastic ties. Mainline track which already has plastic ties under aluminum rail or yard and siding track with steel on plastic will be replaced when problems arise.

Expansion (i.e. new track) will not be done until all existing mainline rail is on recycled plastic ties. So, if you want to see Train Mountain grow you can help by assisting in track replacement. You can also help by renewing your membership, buying premium memberships, donating above and beyond memberships.

We would love to have the public pay for everything. One way to do that is to ensure that their visit is enjoyable enough to entice a large donation. We want the visitors to rave to their friends so that the friends are also encouraged to visit. An excellent way to make all of this happen is if you volunteer as a docent. Your help in the office and with the Rail Tours is greatly encouraged. We can also use help build track panels and installing track.

Respectfully

Dennis Ward

LILLYVILLE FAKENEWS TABLOID

Seymour Skandles - Editor

Treaty Progress

Western Union & Telegraph spokesperson, Roger Andout, has been unable to contact the outside world via the telegraph lines to Lillyville.

Repairman Rick O'Shea reported the Indians shoot at him every time he attempts to repair the telegraph lines going through their land stating, "I'm pretty safe if I hold still, but I do worry about a bullet bouncing off something. They are really lousy shots!"

Rick's partner, Miles Prower, is still running from stray bullets.

Officials, led by Stan Still, Government Treaty negotiator announced that a treaty with the Indians is progressing.

According to spokesperson Krystal Ball, they have agreed in principle as long as they get a Casino, with the only remaining issue being how much additional money they will get.

Temperance March

The temperance ladies are planning a surprise march to the Beer Thirty Saloon, where they will set up picket lines they hope will prevent beer deliveries. Saloon patron Barry Cade plans to block their entry to the loading dock area.



Stage Coach Service

The Wells Fargo and Express Company stage coach service to Lillyville is in full operation. The Stage Coaches are delivering passengers and mail regularly.

Baggage employee, Carrie Case, has been joined by Kerry Erbag to help passengers with their luggage. Rick Shaw's local taxi service is running ahead of all the competition.

Church Report

The Reverend Dale E. Bread has reminded us he continues to get no cooperation in building a new church. He has enlisted the aid of Anna Mosity of the temperance movement to put pressure on the wives of the local men. They believe that the men continue to spend too much time in the Beer Thirty Saloon instead of working on the church building.

Saloon spokesman Al Coholic plans legal action to stop the riots he blames on the temperance movement caused beer shortages and referred us to attorney Lou Pole for details.

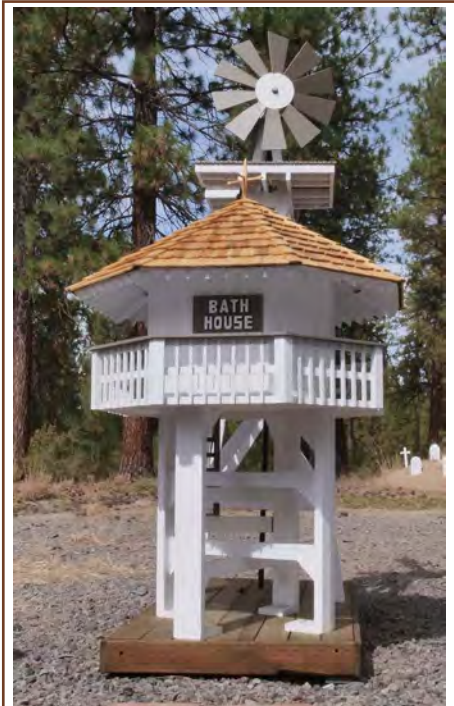
A new church volunteer, Brighton Early, has been given the task of ringing the church bell every morning at dawn.

New Jail

Abel Carpenter of the Eakin Construction Company is making progress on the new Lillyville Jail.

Restaurant Celebrates Fourth Anniversary

Candice B. DePlace, celebrated the fourth anniversary of her restaurant earlier this month. She did report that Duncan Disorderly and Donny Brook got into it again.



Mallery's Grand Opening Announced

According to Jim Shorts, the manager of Mallery's Bath House, Anita Shower and Anita Bath will be joining the staff.

Mallery's has hired entertainers Carrie Oakey and Dan Sing for the Grand Opening entertainment.

YOUNGSTOWN CHRONICLE

Chad Terboks - Editor

Long Snowy Winter Predicted

Local meteorologist Ray Norshine has predicted a long cold snowy winter ahead. When questioned about the basis for the prediction, Ray stated, "I obtain weather information from a Native American Shaman in whom I have a great deal of trust." Ray finally admitted that the Shaman based his prediction on tribal observation stating, "There must be a very bad winter coming as our tribe has been observing white people putting up a very large amount of firewood this summer."

Youngstown Beautification Program

The ongoing beautification program in Youngstown sponsored by the Kludt Construction Company has garnered praise from school marm Abigail Rainwater.



However, Ms. Rainwater continues to express concern about the barnyard odors from the McDonald dairy located close to her school.



When asked how the students were doing, she said that Reid Enright is in the accelerated program, but Willie Everlearn will be repeating grade 4 again.



Timber Shortage

Again this year, the sawmill was able to receive several train car loads of logs recently shipped from the logging camp near Steuer, there is still a shortage of logs in the area.

Electric Rates

Alec Tricity, manager of Blackout Electric, reports that the electric rates will remain stable for the rest of the this year.



Fence Problems at McDonald's

McDonald's Dairy can't seem to keep the cows fenced in. The larger high producing cows just push it over at will. McDonald has hired Barb Dwyer to upgrade the fencing as soon as she can make the trip from Lillyville.



Tire Sale

Reggie and Ethyl Moregas are having a tire sale next weekend at their Youngstown Gas Station.

Earl E. Bird plans to be the first in line.

Dynamic Braking verses Retainers by Dick Miller

For the last edition of the Gazette I wrote about changes in the railroads that led to the significant downsizing of crews on freight trains. Use of diesel locomotives and other technology allowed the changes. The addition of dynamic braking on diesel locomotives offered improved control of trains on downgrades, without the need for brakemen, as was the case with steam locomotives. Dynamic braking turns the diesel engine traction motors into generators with the resulting electrical energy being dissipated in grids on the locomotives. The traction motors, acting as generators, produce energy from the downgrade train, the energy production effectively slowing the train.

Steam locomotives had no dynamic braking, thus requiring the air brakes to control the speed of a downhill train. The Westinghouse Air Brake system uses a reduction of air in the train air line to apply brakes on each car in the train. The train air line typically maintains a pressure of 70 PSI, or higher, that charges the air reservoir on each car in the train to the same pressure as the train air line. 70 PSI, in our example, is the normal state of the train air line of a running train when not braking. To slow, or stop, the train, the engineer will reduce the train line pressure by say 10 PSI, (resulting in a train line pressure of 60 PSI) causing each car to apply the difference of 10 PSI to the brake cylinder on each car, thus slowing the train. A break in the train line, or emergency application by the engineer, would reduce the train line to 0 PSI, causing every car to apply the full 70 psi to the brake cylinder, thus bringing the train to an emergency stop. Basically the difference in the reservoir pressure and the train line pressure, determines the amount of air pressure applied to the brake cylinders on each car. Recharging the train air line to 70 PSI will normally release the brakes, and recharges the air reservoir on each car to 70 psi. This is no problem unless the train is going downhill and needs the continuous braking to control speed.

As just stated, with each application of the train brakes, the train line pressure, and reservoir pressure on each car is reduced, if not somehow recharged. Increasing the pressure in the train air line would essentially release the brakes on each car, allowing the train to gain speed, and if the train line is not recharged, each subsequent brake application, without recharging the train air line results in a reduction of train line pressure and also reduces the air pressure in the air reservoir on each car, and in the extreme, eliminates all braking. This is where retainers come into play. Each car has a multi-position lever that enables the retainer in one, or more modes. When turned on, the retainers maintains the pressure in the car brake cylinders and braking, while the train line and air reservoirs on each car are being recharged, while not releasing the brakes. This procedure required a brakeman to manually set the retainer valve on whatever number of cars were required for the train tonnage and particular grade. This required walking atop the cars in the days of steam engines, and was a dangerous job.

The dynamic brake mostly eliminated the need for retainers, and the manpower to set them, so long as the train has enough dynamic braking to control the train, and if no dynamic brakes are cut-out (disabled), and the tonnage of the train is calculated correctly. There have been events where this was not the case, especially in the case of the Southern Pacific runaway train in Cajon Pass several years ago, resulting in a disastrous accident near San Bernardino. The runaway was the result of multiple mistakes, beginning with a clerical miscalculation under estimating the train tonnage, one or more locomotives with inoperative dynamic brakes of which the engineer was not informed, and the failure of the engineer to recognize the seriousness of the problem before losing so much air pressure he was unable to stop the train. And, I suspect engineer was not even accustomed to setting retainers given the reliability and use of dynamic brakes. The result was a runaway train, followed by a serious wreck, followed by a rupture of a high pressure gas line during cleanup, and a fire.

Train Mountain has 3% grades that can easily result in a runaway, absent sufficient planning by the engineer. Steam locomotives, and other locomotives without hydrostatic drives, can run away, absent proper planning, before descending a grade. Be sure you know the limitations of your engine and train before leaving Central Station or the main yard. And remember, our cars do not have brakes in most cases, and those that do have straight air system, and no retainers since they would not be needed with straight air braking. Mo brakes and straight air systems do not have the safety features of the Westinghouse Air Brake System, hence the need for chains or cables between the cars to prevent a runaway in the event of an uncoupling.

In the next edition of the Gazette we'll discuss 'dynamiting a train' with no property damage or personal injuries to anyone. The information presented will be of no use for training terrorist.

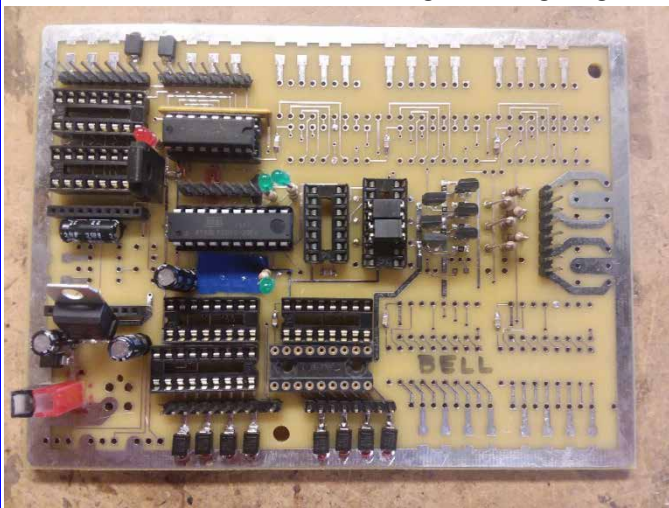
From the Signal Maintainers: By John Cooper and David Waterstreet

As the season winds down, here is a recap of some of the major projects the signal maintainers have worked on this summer. Perhaps most visible was the installation of several crossing flashers, the most involved being the prototype flashers at Rio Grande. Those flashers have been sitting inoperative for maybe two decades due to lack of a power source. In conjunction with the Rio Grande caboos restoration project we were able to deploy solar panels large enough to keep an automotive battery charged. This power is used by the flashers and will also be available to the caboos for internal lighting. This was a huge project that took many people several days. Our thanks go out Richard Cox, Steve Passmore, Jordan Dobson, Joe Simon, and Nate McConnell. Work included trenching under the road, laying conduit, installing an electrical cabinet, and interfacing new circuitry to the prototype equipment.

During the triennial, we installed new crossing flashers at Crisp Yard to protect departing trains as they cross the road. New construction is always a big job and involved digging, researching existing conduit and power sources, and burying new. We had plenty of help and thanks go out to Ricky Branin, George Fitzgerald, John Harley and Alec Harley.

The crossing flashers at Containerville nearest the Backshop parking area were also brought back on-line after at least a decade of disrepair. (We know they are still somewhat dim. That's because of a high resistance ground connection that we still have to attend to) This location nearly completes a two-year project to upgrade all of our crossing flashers. With only one exception, we have completely removed all automotive inductive loop sensing equipment that was originally used to detect trains. Trains are now detected by track circuits and will be much more reliable. (The exception is the track approaching Crisp Yard just east of the Hall of Flags.)

Perhaps less visible to everyone, but no less important, has been the upgrade of all of the circuitry that controls the signals in Central Station. After lightning damage in August 2017, we realized that we needed to address the fact that some of the circuitry was over a decade old and had no lightning protection whatsoever. So we began designing the 3rd version of our signal control boards. We had the



boards fabricated professionally, but Dave and I did all the part placement and soldering. Lightning protection is integrated onto these boards, and all of the components are all socketed which helps immensely in diagnosis and repair of problems.

With the availability of the new boards, we began systematically upgrading the wiring and electrical boxes for all of Central Station. Including the Tunnel, there are 7 locations in Central Station that we re-wired. Along with the upgraded wiring, we upgraded the route selector push buttons which have been featured in previous Gazette articles. While we finished the last electrical box during the September meet, we still want to upgrade the cable in the conduit near the flag pole. When this happens we will install the last set of planned push button boxes which will allow trains to control the crossovers between the flag pole and the grade crossing.

With all of our systems in good repair as we head into the winter season, that begs the question about what to do next. If you have an idea, please pass it along to either of us. We do have several ideas too, so stay tuned ...

Understanding Train Mountain Institute

By Jeff Mills

Train Mountain Institute (TMI) owns all the land, buildings, track and equipment that make up Train Mountain. When you join Train Mountain Railroad you also become a volunteer of Train Mountain Institute. When you act as a docent, help on a train tour crew and work on infrastructure or train maintenance projects, you are volunteering for Train Mountain Institute.

Train Mountain Institute coordinates with two other groups to maintain Train Mountain; Train Mountain Railroad and Friends of Train Mountain. These three organizations are dependent upon each other for use and maintenance of the facilities.

Train Mountain Institute Provides:

- Educational programs with emphasis on Railroading
- the Train Mountain Store
- the Train Mountain Library
- Responsibility for the Museum of full-size railroad equipment and artifacts
- Provides a venue for educational events
 - The 2015 Boy Scout Regional Camporall
 - Union Pacific Railroad Safety and Training Programs
 - Burlington Railroad Employee Regional Picnic
 - Meeting place for various antique truck and car groups
 - Various other Railroad groups

All events are coupled with tours of the museum, both full-size and scale. and lectures on Railroad-ing.

Major projects completed or in progress:

- Improved energy efficiency LED light conversion, project is completed
- Bring all buildings up to code project completed
- Expansion of Containerville is completed
- Water System: additional well was brought on line.
- Water Well Maintenance project is on-going
- Forestry Management to improve the health and fire resistance of our forest resource is on-going.

It is evident that Train Mountain Institute plays a major role in our experience at Train Mountain. Providing not only the visiting public but TMRR members, special interest groups and the community of Klamath Basin a ***comprehensive*** Railroad experience.

Weed Spray Train Crews Needed

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 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,
and can be viewed without being a [Facebook member by clicking here.](#)

(AED) Automated External Defibrillator

Delores Bartholomew (store lady)

July 12, 2018

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

Circulation Article: THE CONCEPT OF EARLY DEFIBRILLATION

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

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

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

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

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

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

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

**As of September 25, 2018, the AED Donations are at \$2,646.
The goal is \$3,000. Just \$354 still to go.**

We're close! Let's push this over the top!

Train Mountain Library



Thanks to Dale Furseth for donation of train books and to Mike Hoak for additional train books. Thank you too Carolyn Steuer for the donation of at least 60 or 70 VHS tapes and DVDs from Frank's collection. We encourage people to come up and use our video library. We have 100's of tapes and DVDs that need to be viewed. We are grateful for the bounty but find that now we need additional bookcases to house book and video collection. Anyone with carpentry skills who would like to build some sturdy hardwood bookcases please get in touch.

We have heard from one individual about the possible donation of "O" scale track and boxcar for our planned scale model display for school visits and for others to learn a little more about scale and the hobby. Still need other scales. Please consider donating a piece of track and a boxcar.

Visit in October to say hello to TM Pete, our new library porch sitter and musician who will answer all your questions and play any requests (train songs only).

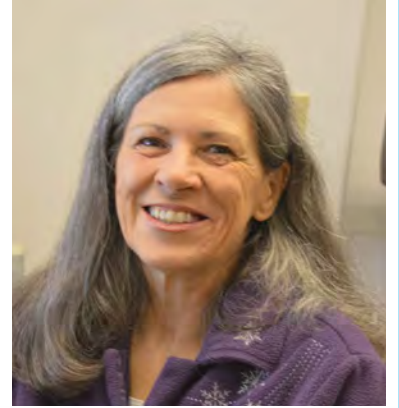


Happy Fall and Halloween!

From your Library Staff



Greetings from Joyce at the front office:



The Big Build meet was great. The work week was even greater and actually a few more people came for the work week than stayed for the meet. A lot of work got done on the track at South Portal Circle.

Blue skies have prevailed over the past month. Fall seems to be hitting at least a month early here. Mornings have been very chilly and in the low 30's. Afternoons have been in the 60's.

Train Mountain's sweet kitty "Jack" disappeared without a trace over the weekend of August 25th and August 26th. Any number of things could have happened, but I am hoping it is one of the kinder ones like he stowed away out of here in or on someone's vehicle or trailer and that he is still well and safe somewhere. And I am wishing he will find his way back home or that someone will call and say "He came home with us. We'll bring him back." I know we don't really live in fairy tales and I've lived long enough to not get my hopes too far up, but also not to completely drop them either. There are times in my life when I have seen the impossible happen. It would be nice if the impossible could happen again...

Dustin, a Train Mountain employee, brought us a new kitten last Friday. He is around three to four months old. He is adapting to Central Station and the office very quickly and has a personality well suited for here. He is taking up penmanship (or maybe just playing with pens) and warmed up Russ' laptop keyboard one chilly morning by laying on it. He's a good creative typist, too.

Beginning on October 1st, you will be able to renew your membership for 2019, or if you will be a new member, get your membership for 2019. Information on 2019 meets should also be available by then.

Last month I mentioned I had some ideas concerning the rail tours and that I would say more later. Well, this is later and now I'll mention them. First, visitors are very important to Train Mountain. They like it here, they have a most enjoyable time, they sometimes become members and they also leave nice donations. Their donations to Train Mountain Institute are crucial because they help toward funding things like electricity for the buildings, the signals, electrical switches and things like building, grounds and track maintenance plus lots of other things. We want to grow this area BIG. It is presently growing and to keep it growing, we, of course, need more volunteers.

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

It would be ideal, by my thinking, to have for each day at least 2 engineers and 2 conductors running Train Mountain's trains and giving the educational rail tours. There would be 20 train volunteers so that each volunteer would only need to be here one day per week and all five days of the week would be covered. And, the train crews could relieve each other for lunch and breaks.

There should be a volunteer office docent getting people signed in and prepared for their visit for each weekday. If there were 5 volunteer office docents, each person would only need to be here one day per week. The office docent area would be in a separate area from the crowded Main Office.

There might be other ways to cover all the bases, like out-of-town members each coming for one day to one week or more during the year and volunteering on a staggered schedule.

This would all be a goal for next April through November. Now, goals can be gradually worked toward until they are reached, but ideally all would be built up to this by next Spring.

The volume of TMI tourist traffic may grow to needs for volunteers beyond those mentioned here, but I think what is enumerated is good for now.

Being an office docent or part of a rail tour train crew is a great opportunity for meeting lots of people from lots of different places and lots of different lands.

Barbara Ward is continuing to do great as a docent in the office on Mondays! David Savage puts big smiles on faces on the rail tours he gives and Jim Helwig has been here a couple of days this week assisting David. Leonard Houpt and Dennis Ward have helped with some rail tours, too. Thanks to all of you and to anyone else who has helped in this area!

Visitors this year have come from nearly all of the 50 United States plus Canada, Italy, Germany, Switzerland, Australia, United Kingdom, China, Vietnam, Netherlands, Holland, Czech Republic, New Zealand, France, Thailand, Taiwan and Japan.

Coming soon is the Fall Colors meet. Come join in the fun!

Joyce

September 19, 2018

Banquet Ticket Sales

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

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

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

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

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

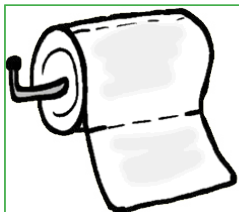
"the computer guy"

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/tmr-members/Member_VolunteerHours.aspx

Choose your name from the drop down menu, enter your total hours in the box that matches the month you are reporting your hours for and click on "Update Information" to submit them. So-o-o simple! We hope you enjoy using this new feature.

Please submit your volunteer hours. If you work off site or at home on Train Mountain projects - these hours count.



REMEMBER: No job is complete without the paperwork!

WEB-CAM GALLERY

Photos by: The Web-Cam



WEB-CAM GALLERY

Photos by: The Web-Cam



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

NOTICES

Gazette PUBLICATION DEADLINE:

Submissions to the Gazette must be received by the 15th of the month of publication. The fifteenth of the month is to be the last day to submit material. Material received after the 15th of the month may be held until the following month or rejected.

SUBMISSION CRITERIA

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

Please use a common open source FONT such as ARIAL that can be displayed in all Browsers, and is easy to read. Please do NOT use the Calibri font, as we must take the time to convert it to Arial.

If your document has an embedded image, you must also include the image separately as a jpg, png, or similar image file.

Visitors to Train Mountain:

Train Mountain is very popular and is continually attracting visitors from throughout the world. We announce that our hours are from 10:00 AM until 3:00 PM Monday through Friday during the summer, and 10:00 AM to 2:00 PM during the winter. The office is closed on weekends except during meets, and then only when volunteers are available to open the office.

Our insurance advisors request that all people (members and visitors) complete and sign a liability release. If **YOU** as a member encounter visitors on the property without a visitors pass please direct them to the office so that we can insure that a release has been completed and a visitors pass has been issued.

If **YOU**, as a member, open the gate and allow visitors to pass through - **YOU** are responsible to see that the release has been completed, and **YOU** are liable for them until they sign a release. Releases are available in the mailboxes near the office for those times the office is closed. There are also releases available in the kitchen and in the back shop.

If you do not want to, or do not have the time to, ensure that the releases are completed - then please graciously explain that the train park is closed to visitors and that the open hours are normally (Winter - 10:00 AM until 2:00 PM)(Summer - 9:00 AM until 3:00 PM) Monday through Friday. To arrange other hours visitors should call the office at 541-783-3030.

Join Train Mountain now!!

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

Train Mountain is a NO SMOKING Facility

During recent events, many Members and their Guests have been ignoring this policy. There are only three designated smoking areas at Train Mountain:

- (1) Outside the front of the Backshop**
- (2) Outside the east door of the Hall of Flags**
- (3) Outside the Motor Pool (Maintenance Building)**

Due to the high fire danger at Train Mountain during the summer, we have zero tolerance for anyone smoking outside one of the designated areas.

There is NO SMOKING anywhere out on the track!

Members, Guests, and Visitors that continue to violate the Train Mountain Smoking Policy may be asked to leave.

What is Amazon Smile?

In a nutshell, it is a way for Train Mountain to receive 501c3 donations from Amazon.

According to Amazon: AmazonSmile is a simple and automatic way for you to support your favorite charitable organization every time you shop, at no cost to you. When you shop at smile.amazon.com, you'll find the exact same low prices, vast selection and convenient shopping experience as Amazon.com, with the added bonus that Amazon will donate a portion of the purchase price to your favorite charitable organization. You can choose from nearly one million organizations to support.

When you go to Amazon Smile, choose Train Mountain Institute as your charity. In order for this to work, you must always start from Amazon Smile. Then all else is the same, your account, wish lists, etc. Also available is a direct link: <http://smile.amazon.com/ch/27-4031025> for the TMI account.

The AmazonSmile Foundation will donate 0.5% of the purchase price from your eligible AmazonSmile purchases. I found that just about everything I purchased lately is eligible.

If we can get a large number of Train Mountain supporters to take advantage of the Amazon Smile program, this could result in sizable donations to Train Mountain.

[Click here for more information.](#)

Gate Code

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

The Gate Code was changed on July 12, 2018

Join Train Mountain now!!

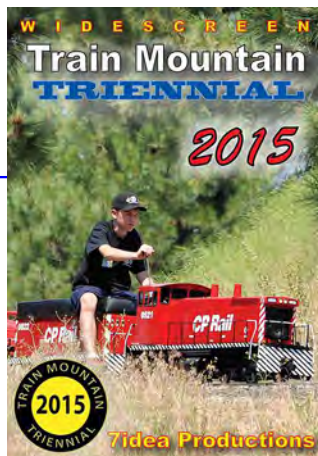
Please Use the Online App to Register or Join-- <https://trainmtn.org/tmrrmembers/>

CLASSIFIEDS



2015 Triennial Video is available now!

The 2015 Train Mountain Triennial video from Aaron Bentsen at 7Idea Productions is now available through the [Train Mountain on-line store](#) or the main office at Train Mountain. Give them a call at 541-783-3030 and get a copy on the way to your place. It's \$29.95 for the video and free shipping and handling lower 48, \$6 S&H for all others. A most enjoyable video shot by a true video artist and of course our favorite subject, Train Mountain!



Our good friend Jim over at Discover Live Steam has placed ads for us on his terrific website, thanks Jim. discoverlivesteam.com Did you see the great article and front cover story from the November / December 2015 issue of Live Steam and Outdoor Railroading? It is a great article covering the 2015 Triennial. and the great gang of folks that hang around the place and put on terrific live steam train meets. Pretty cool! web: livesteam.net



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

HAVE SOMETHING YOU WANT TO SELL?

Place an ad in the Gazette!
1/8 Page: \$25/month or \$250/year
1/4 Page: \$40/month or \$400/year
1/2 Page: \$70/month or \$700/year
Full Page: \$125/month or \$1250/year

Published by Train Mountain Railroad
P.O. Box 438
Chiloquin, OR 97624
Email: info@tmrr.org Phone: 541-783-3030

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



Join Train Mountain now!!

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

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.



Located only 1.5 miles off Hwy 97 in Downtown Chiloquin in the same building as the Post Office
212 1st Avenue, Chiloquin, OREGON 97624 -- Phone: (541) 783-0988



Crater Lake/ Train Mountain Vacation Rentals

Crater Lake Chalet

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



and contiguous to Train Mountain.



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

Can sleep up to 6 people.

Panoramic View Ranch House /

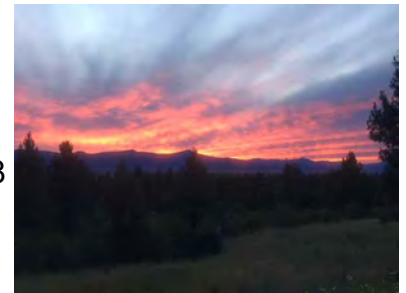
Crater Lake
This ranch house is located on Hwy 62, and attaches to the west side of Train Mountain.

The 56 acres of land features



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

Can sleep up to 8 people.



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

10% off for train mountain members

www.getawayvacationhome.com

Crater Lake Junction Travel Center

34005 Hwy 97 N
Chiloquin, OR 97624
541-783-9800

The Crater Lake Junction Travel Center opened for business in 2010, and is owned by the Klamath, Modoc and Yahooskin Tribes. Open 24 hours a day and located just next door to Kla-Mo-Ya Casino as you enter, this travel center offers competitive fuel prices and many convenience items.

Travelers can fuel up with gas, diesel, or propane. Stop in for a snack or soda, or grab a quick meal featuring Mexi-Go or Mountain Fresh Pizza. Free Wi-Fi, a comfortable lounge with large screen TVs, laundry and shower facilities, and ATMs are all available.

Make sure to ask for a Crater Lake Junction Travel Center rewards membership card so that you can earn points for each purchase and visit. Your earned points can be applied toward future purchases.

Truckers, ask about trucker services and benefits for each visit. Convenience items and truck accessories are for sale, along with many useful daily provisions.

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

Crater Lake National Park

Crater Lake National Park is located off Highway 62, just 34 miles from Kla-Mo-Ya Casino and the Crater Lake Junction Travel Center. After playing and fueling up, discover the world-famous beauty and amazing history of Crater Lake. Groups and parties, ask about casino shuttle service for your outing or adventure.