



# The Mountain GAZETTE

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An Official Publication of the Train Mountain Institute and TM Railroad—Issue Vol. #4 Issue #24 **August 2020**

## August

So what is supposed to happen during the Work Week for an Operations Meet? Well we are supposed to get done all those many little jobs needed so that we can operate Train Mountain as though it is a real railroad. That did happen but the great news is that the members here for the Work Week, that were not part of the many Operations Meet committees, stepped up and did a whole host of jobs including finishing up the raking, hauling, and general cleanup of the park. There were so many folks doing so many jobs to make our park run smoothly and of course to make the park show off its natural beauty. What a great bunch, thanks to all for a job well done.

If you were here last year for the Operations Meet or any of the other meets and attempted to use the Main Yard, you can certainly approve of Bert's untiring handy work in bringing the Main Yard trackage back into some sort of passible order. The Operations committee and all of your fellow members thank you sincerely! Well done Bert!

The 8:30 morning meetings were well attended and Rose and Barbara kept us fed with lots of goodies to go with our morning coffees! In addition Barbara ran the Visitor Center office to take some of the load off of the Front Office. Thank you ladies!

One of the signs of good things coming for Train Mountain in the future was the appearance of some new members and lots of new equipment. We even had some Harvest Host folks visit during the week and several of them joined the club. In addition several members stepped up and when possible gave some of these welcome visitors a tour of the park by rail, thanks guys.

Next up is Big Build and for this year's endeavors we will return to the project started last year and that's the completion of the Dam 3.5 to Dam 4 removal of wood tie track and replace with steel on plastic tied track. This will certainly be good news for those folks that make that trek on a regular basis. In the interim the Track Crew (Dale, Gil, and others) are continuing replacing wood ties track with steel on plastic track. Right now they are working their way up North starting at South Portal. They have already replaced all of the wood tied track including switches on the entire length of the Serpentine. Thanks for all of your work on OUR behalf.

### TMRR BOARD ELECTION TIME AGAIN

TMRR Board elections are coming up in **August**. TMRR is soliciting candidates now. If you are interested in being a candidate, please contact TMRR Vice-President, John Cooper at

**ELECTION** [johncoop@charter.net](mailto:johncoop@charter.net) **ELECTION**

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.**

### 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 Train Mountain Railroad President August 2020

By Jeff Mills, TMRR Board President

August still finds us in the grip of the Covid#19 Pandemic. We were able to proceed with the delayed **Operations Meet** in July under certain restrictions. These included **wearing face masks, social distancing and holding most activities outdoors**. I want to **thank** our members for **observing these safe practices**. The turnout was lower than the previous year which is understandable as scheduling this meet was at the 10<sup>th</sup> hour so everyone had to adjust their plans. Those members at high risk chose to stay home.

The **leadership** positions for this meet had to be revised, as well, only weeks before the meet. Our Train Master Richard Croll had a family situation which required his attention. **Jim Armstrong** took up the challenge as **Train Master and Freight Agent**. **Ed Saber** took on **Yard Boss** during the car sorting phase of the meet. This was previously done by John and Richard Croll. Fortunately for Train Mountain, we have many experienced people who are willing to take on new challenges.



This OPS Meet was our **first use** of the **UHF radios**. We now have no “dark country” on the property. Many attendees had purchased radios prior to their arrival. Dick Miller had a supply for sale on site. We also have 19 radios owned by TMRR which were loaned out on daily basis. Overall, the radios performed very well. There was one problem with the handhelds calling in from the north side and south side users “walking” on north side users transmitting in the north end. The **Radio Committee** recognizes the problem and is working on a solution.

A big “**Atta Boy**” to those volunteers who jumped in and got **raking and hauling** completed before the weekend. The task is perpetual and Debra has worked on it diligently. Members have been able to help only since the park was **reopened in early June**. Some members came during non-meet days to rake and haul forest debris which made all the difference. Then a group of volunteers finished up during the Work Week.

Another task accomplished last month was the installation of a **Fire Hydrant in 6 Acre Campground**. This Hydrant was salvaged from the junk pile and adapted to the **OCE Tank Car** in 6 Acre Campground. **Richard Cox and Dustin Barnes** finished the installation and started filling the tank car with water. **John Merwin with the Chiloquin Fire Department** came by and gave his approval of this project. Currently, we fill the tank car with water out of our tank truck but expect to eventually have it connected to our water system.



The **next Meet** is the **Big Build** with the **project** of completing the track replacement from **Dam #3.5 to Steuer**. We need volunteers to do track work as well as haul track panels and ballast. If you can attend, there will be plenty of work to do.

I am looking forward to **another great Meet**. Remember **face masks and social distancing** is our **New Norm**. Continued member cooperation is vital to staying open and enjoying our great hobby at the world’s best railroad of its kind!

## Article Number twelve on “Understanding TM” By: Jerry Crane

Last month we looked at the properties that make up Train Mountain. This month let's look at some of the unusual items on these properties. Let's examine the cell tower sites located on Steiger Butte.

### Understanding TM Cell Tower Sites

There are four cell tower sites located on TM property. These sites are located on Steiger Butte. This butte can be seen from much of the northern part of Klamath County and therefore has become a primary site for communications equipment. We receive monthly rental fees from the companies occupying these tower sites.

#### Train Mountain Site

The southernmost site, at the point of the ridge, is the Train Mountain site. The building here is owned and maintained by TM. It is not know when Quentin built this building, probably early 1990s. In November 1993 Quentin rented space in the building and adjacent tower space to Eugene Cellular Telephone Company Inc. dba Cellular One. Over the years there were several mergers, name changes and amendments to the original lease. In 2008, Verizon Wireless took over this lease. Verizon Wireless vacated this facility in the spring of 2016. They had a second facility at the SBA site and no longer needed this site.

Another tenant at the site is Pacific Cascade Communication Corp. (radio KVIP). Their original lease was made in November 2002. There are two other tenants at the site, Chiloquin Fire Department and the Klamath School District. They have repeaters for their radio communications at the site. We do not charge these two organizations to use this space. There is also a ham radio repeater unit operated by TM members at this site.

#### SBA Site

The next site north of the TM site is the SBA site. It is a fenced area about 40 foot by 60 foot with two buildings and a 110 foot red and white tower. Nextel Communications leased this site in October 2004 and built the fence, one building and the tower. A second building was built inside the fenced area and more antennas were added to the tower. In October 2008 Tower Co acquired the site and in October 2012 SBA acquired the site.

#### New Cingular Wireless (AT&T) Site

The next site north from the SBA site is the New Cingular Wireless (AT&T) site. It is a fenced area about 25 foot by 60 foot with one building and a 100 foot galvanized tower. New Cingular Wireless PCS, LLC (AT&T) leased this site in June 2009 and built the fence, one building and the tower.

#### U.S. Cellular Site

The most northerly site is the U.S. Cellular site. It is a fenced area about 50 foot by 50 foot with one building and a 100 foot red and white tower. Crook County RSA Limited Partnership dba United States Cellular Wireless Communications leased this site in May 1999 and built the fence, one building and the tower.

*Last Updated August 8, 2020. By: Jerry Crane*

#### Trivia Fact

There is a fifth communication facility on Steiger Butte that is on land not owned by TM. There is a small square piece of land (1/2 acre) owned by Union Pacific Railroad on the south side of the butte. The two large green metal billboards on this site were used by the railroad as microwave reflectors use to communicate with their trains.





## 2020 Ops Meet Generates Impressive Stats - Jim Armstrong

The 2020 Operations Meet allowed members, guests, and volunteers to work hard and play hard in rising above the hardships and restrictions imposed by Covid-19 to safely conduct Train Mountain's first organized event this year.

We had 30 plus volunteers pitching in to get rolling stock inspected, sorted, and spotted throughout the railroad in order to start the meet on Thursday morning, July 30. 153 cars were available for movement this year; 68% of those cars were member owned thanks to Steve Panzik, Mike Mulder, Mike Raypholtz, John and Richard Croll, Dennis Ward, Mike Mattioda, Ron Williams, Mike Hoak, Walt Oellerich, Bill Kludt, John Cooper, Rodger Rude, and Jim Armstrong. The remainder of the rolling stock was furnished by Train Mountain Institute.

During the 3 day meet and the Sunday car wrangling, another 25 plus volunteers worked in Dispatch, Tower Control, Passenger & Freight Office, Loaner Radio Desk, Track Repair & Emergency Recovery, and the Visitor Center to make the meet successful and an enjoyable time for all who participated.

More than 65 individuals made up 25 crews that used 23 different motive power units to run passenger, excursion, and freight trains during the meet. There were 18 freight trains dispatched multiple times during the 3 days to make 235 deliveries to over 75 industries throughout Train Mountain. 7 excursion trains were dispatched this year.

Please see John Lovely's "Wild Ride" article in this issue of the Gazette to learn of the hard working Passenger Train crews and their adventures on the railroad.

We tried "Zooming" this year by allowing those interested in participating in the morning Briefing Meetings via an internet connection instead of attending in person. It worked relatively well but participation was light due to us not getting the word out soon enough. We will Zoom again next year and give plenty of advance notice to those wanting to try it out.

Camp Abbot and its sister industry, Abbot Team Track (at Lucky South siding in the Midway area) were added to the growing list of industries available for car movements this year. A new type of consist was available for the first time this year; it's called "Local Routes". This grouping of cars and industries tries to simulate a local switcher running from the yard to various industries via a predetermined route picking up and delivering cars in a certain order and then returning to the yard. Several brave souls accepted the challenge and found it to be another fun twist in running freight at TM.

This year, we separated the steamer Train Numbers from the diesels and electrics when it came to earning points. Here are the results of the points earned by each Train Number in the two groupings:

### Steam Freight Trains

Train #	Engine Owner	Engine Type	Cab Markings	Cars Moved	Points Earned
324	Brandon McCracken	S	SP 1275	36	164
326	Ed Wishart	S	Tahoe Truckee Ry 2	15	53



**Diesel/Electric Freight Trains (cont)**

<b>Train #</b>	<b>Engine Owner</b>	<b>Engine Type</b>	<b>Cab Markings</b>	<b>Cars Moved</b>	<b>Points Earned</b>
302	John Cooper	E	PRR 4867	28	94
322	Carla Brock	E	WP 2010	20	86
304	Dave Bardwell	D	SP 5853	21	82
316	Jim Pendley	E	NP 248	11	59
314	Dick Miller	D	CSX 9010	15	56
306	Gary Bos	D	Nevada Copper Belt 21	16	54
300	Jim Armstrong	D	Texas State RR SW1500	12	49
312	Doug Maywald	E	GERR 23	10	41
318	Ron Williams	D	BN 4064	12	40
332	Dave Waterstreet	D	Air Force SW	10	38
310	Mike Getscher	D	Lima Loco Works L2006	7	31
330	Angela Hoak	E	GP -	8	29
308	Larry DaBroi	D	California Northern 104	4	16
320	Peter Wood	D	GN 13	5	15
336	Dan Mattioda	E	SP 7649	3	8
334	Brian Benjamin	D	BNSF 4429	2	5

And finally a huge “Thank You” to each and every one of the following volunteers that made the meet possible this year. I hope I didn’t miss any names but if I did, I sincerely apologize for the error.

Ed Sarber, Bill Kludt, Walt Oellerich, Dawson Knight, Jim Voss, John Lovely, Mike Smith, Harry Nystrom, Rodger Rude, Gwen Armstrong, Michael Wetterauer, Peter Wood, Larry DaBroi, John Cooper, Samuel Cooper, Barbara Ward, Jeff Pape, Bill Dwyer, Cynthia Lovely, Russ Wood, Steve Passmore, Dick Miller, Jeff Mills, Doug Maywald, Bailey Maywald, Nancy Voss, Ken Olsen, Scott Olsen, Jim Pendley, Andy Breeding, Lisa Pendley, Chris Haaland, Mike Getscher, Tom Watson, Mark Baldwin, Tom Van Tress, John Brock, Carla Brock, Mike Mattioda, Dave Bardwell, Robert Darby, John Rodgers, C. Powell, Ed Wishart, Glee Willis, Pete Robbins, Sheryl Robbins, Brian Benjamin, Ted Volz, Conrad Firkus, Mike Hoak, Angela Hoak, Lynne Miller, Steve Eddie, Lindsay Eddie, Gary Bos, Dave Koetje, Marcia Bos, Lynn Koetje.

I also want to thank the TMI and TMRR Boards of Directors for allowing the Ops Meet to happen this year along with the staff of Friends of Train Mountain that keep our grounds, infrastructure, Main Office, and Central Station in wonderful condition. My thanks also go out to Dennis Ward, Bert Newberry, and Boyd Butler who along with other numerous local volunteers keep the track, Main Yard, Backshop, and right-of-way in great shape so all members and guests can enjoy this wonderful playground destination we call Train Mountain!

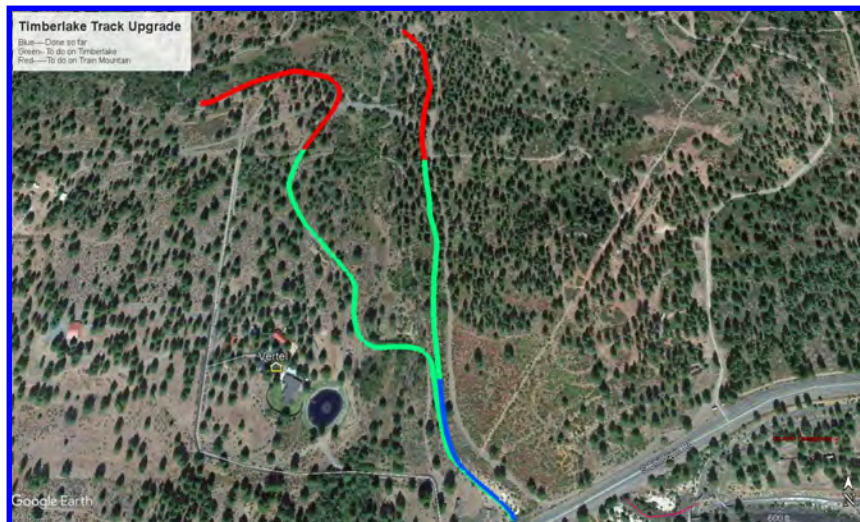
Hope to see all of you and even more back next year for another fun Ops Meet at TM.



## Upgrading Timberlake Track

an article by Dennis Ward—Track Superintendent

With the go ahead and strong encouragement from the Train Mountain Institute Board of Directors, work has begun on upgrading the track from North Portal to Dam 4.0. As of 14 August, 550' of new track has been installed. The estimate is that there is 945' of track on Timberlake and 739' on Train Mountain for a total of 1,684' of track plus four switches to complete the northbound track. Dale Furseth and Gil Dominquez with part time help from Matt Thomas and his entourage have done the majority of the work so far.



Charlie Bill Schubert, Russ Wood and I have been working steadily in the Track Shop trying to keep up. Richard Cox has been a big help preparing the rail and maintaining the Track Shop equipment. The plan is for Dale and Gil (and anyone who volunteers to help them) to continue northbound to the Dam 4 Junction. The Track Shop crew is also accepting volunteers.

Meanwhile, The Big Build Project will be to start where it left off last year (at the Aspen Loop/Aspen Cutoff switch) and continue south toward North Portal. The estimate is that the southbound track on Train Mountain will require 1,020' of track and one switch. The estimate for southbound across Timberlake is 1,891' track with four switches. The goal is to have all of the main track north of North Portal rehabilitated with plastic ties before the season ends.

Dale and Gil make sure the track they are working on is passable when they finish their days work. Usually by 11:00 AM. They have also managed to dig enough roots from beneath the Containerville lead to provide firewood for a small house for a season. They had help on this project from Rodger Rude.



Bert Newberry continues work on the track in Main Yard. He always welcomes help on this project. We believe that adding additional/longer screws into the existing wooden ties will add an additional ten years to the existing track. We still need to do some fine tuning before the next Tri/Quadrennial in 2022.

Future rehabilitation includes Sharon's Shortcut (550'), Lucky North (992'), Sharon's Shortcut/Lucky North Connector (232'), Dogwalk (1,482') and Rio Grande Loop (4,305'). The total feet for the south side is estimated to be 7,561' for main track only.

## Greetings from Joyce at the front office:

Days have been downright hot here in the high 80's and low 90's for the past month, but the nights are still cooling off nicely. I hear some of you are getting temps in the 100's. That is sizzling!

The Ops work week and set-up was productive. The meet looked amazing from where I sat—and stood--in the office. I hope everyone had as much fun running as I had watching the trains going through the yard at Central Station. I just love hearing the radios come to life with all of the dispatching going on! Once again Barbara Ward did a great job of manning the meet office outside the Visitor Center and this is very much appreciated. Thanks, Barbara! Thanks, too, to the fabulous meet coordinators who organized and put on this great meet.

The Big Build work week and meet will be happening as originally scheduled. The work week will be August 29<sup>th</sup> to September 3<sup>rd</sup>. The meet is September 4<sup>th</sup> through September 6<sup>th</sup>.

Due to health and travel authority restrictions on international travel Carl & Marg's annual Crusin' to Canada event will not be held in conjunction with the Big Build meet this year. We will miss attending this special event, but perhaps that will make next year's all that more special.

We will also miss seeing all of our Aussie friends at the Big Build this year, but they are all planning on being back for the 2021 Big Build and the 2022 Triennial. We can't wait to see them all again!

Lillyville expansion has been delayed due to the heat. Work is scheduled now for September. I hope no more riots break out down there over the lack of a saloon!

The [info@tmrr.org](mailto:info@tmrr.org) email was badly hacked twice recently. This email address has been taken down and is not currently operable. If any of you have gotten any weird looking emails that look like they were from me, Tom or any other Train Mountain members, they are probably spam sent by the hackers and do not bear any of our actual email addresses. You can report to your email provider any such emails as spam.

The email service being down means that no automatic confirmations of membership payments or that of meet registrations are going out. You can call the office at 541-783-3030 if you would like to verify if your payments or meet registrations have come through.

The 2021 Triennial has been postponed until 2022. The dates for the work week and the Triennial meet will be June 11, 2022 to June 30, 2022. The dates for when the work week ends and the Triennial meet begins will be established by the TMRR Board and announced later.

The primer and paint have been purchased for the Pullman Car Paint Project. Duane Kaasa is beginning work on it this weekend.

Purchases of the two new AED's will be happening soon!

If you are coming to Train Mountain, masks are required to be worn outside if a distance of at least six feet from others outside your immediate family (or the people you arrived with) cannot be maintained. If you are coming to the Business Office, I have a table set up outside to take care of your needs. Unless something has pulled me out of the office or kitty Charlie is taking me for a daily walk, I will come out to help you.

Please bring things along that you might need such as hand sanitizer, bottled water, sunscreen, insect repellent, etc.

The store is presently not open, however, if there is something you would like to purchase from the store while you are here, just let me know and I will bring the item or items out to you. I keep a supply of safety chains and flags near the outside business office table for sell in case anyone needs them.

I hope all of you are staying safe and well. I'm looking forwards to seeing some of you at the Big Build.

### 2020 Train Mountain Train Meet Schedule

	Polar Bear Train Meet	Spring Awakening Train Meet	Narrow Gauge Train Meet	Operations Train Meet	2020 Ops	Big Build Train Meet	Fall Colors Train Meet
Work Week	<del>none</del>	<del>5/27 to 5/27</del>	<del>5/27 to 5/28</del>	<del>6/12 to 6/24</del>	<del>7/25 to 7/29</del>	8/29 to 9/3	none
Meet	<del>1/17 to 1/20</del>	<del>5/8 to 5/10</del>	<del>5/29 to 5/31</del>	<del>6/25 to 6/28</del>	<del>7/30 to 8/2</del>	9/4 to 9/10	10/9 to 10/12



## Safety Education Council Danny Chamrad

In the July 2020 Gazette, Jeff Mills TMRR Board President, presented an article which talked about Safety at TMRR and the need for a safety council which could monitor and educate members about safety at TMRR. I will be coordinating the work of the Safety Education Council (I will refer to this as SEC in this article).



At this time, there are no elected members to the SEC, and anyone who wishes to attend SEC meetings or submit suggestions to the SEC is encouraged to do so. The SEC will begin by establishing a path forward for identifying safety issues which have the Highest Severity to the safety of members, and how are we going to mitigate the risks while doing these tasks. We will start defining Where We Want To Go with the SEC, and How Are We Going To Get There. This will not be an easy task, and I expect that we will be modifying our program to make it more effective as we go forward. As you know, many corporations

have large Safety Departments with thousands of people to do these things. We won't have their resources, but we can still develop a program with our member volunteers which can be effective.

As we develop our program, we must Educate our members about our Safety Policies and Procedures, Monitor our member's Safety Progress, and have our members assist each other when we have a member who is performing a task that could cause them to injure themselves or other members. This interaction must be done in a way such that our Program does not become a GOTCHA! Program. There are ways to discuss a safety concern with a member without causing embarrassment, anger, or a confrontation. The way to accomplish these things will be one of the tasks that the SEC will do.



Considering that there are many, many times that members deal with safety issues at TMRR, the SEC has much work to do. Whether it is crossing Hwy. 97 coming from Chiloquin, using the hoist in the Backshop, going down the -3.27% grade while going to Little Falls and staying on the track (one of my personal experiences), walking across all of the tracks in the various yards without tripping on a rail, derailing your train while riding the rails at night, etc., the SEC has much work to do in order to make our members aware of all of the hazards at TMRR so that they can mitigate the risks involved and enjoy their time at TMRR. We will take it one step at a time and make our way forward.

Stay Safe,  
Danny Chamrad



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



## Operations Meet - Passenger Trains - A Wild Ride

By John Lovely

Train Mountain passengers really enjoyed the opportunity to travel to their hearts content at this year's Operations event. Several new crews ventured into the passenger realm. From the reports turned in, six crews ran 19 trips transporting 702 passengers.

The most productive crew was Conductor Sheryl Robbins and Engineer Pete Robbins handling 183 passengers, the only crew that completed all four routes. Following right behind were Nancy and Jim Voss with a total of 144. Conductor Joyce Kludt kept her engineer Bill in line with 127 people. The Little Engine that Could with Cynthia Lovely at the throttle carried 100 people according to Conductor John. All of these people moved and run on schedule per the published Time Table.

One major mishap occurred Saturday when the depot at New Isom went missing. It was later recovered at Crane. No one was hurt and they all declared the ride was an experience but preferred not to partake in the future. We concluded it must have been a mystery tornado that swept through un-noticed by the committee.

Many people had to spend the night at M&M Corner Saturday when service to the North Country was suspended. They were safely transported the following day during the sweep. A special thank you goes out to Jim and Nancy Voss, for their assistance in placing and gathering the depots. That 4+ hour ride all around the layout is getting longer each year (nothing to do with age).

Cynthia and John also had the privilege of breaking in some student engineers: Marion and Tim Rice. They did a great job and will no doubt become experts with a little more practice.

Well, that all for this year folks. See you in 2021 either at Train Mountain or maybe Maricopa Live Steamers in January.

*Special Note from the Editor: We really didn't have that many real passengers, they were simulated for the Operations Meet but they did keep their distance!*





# HISTORICAL

**Laying out  
Main Yard**



**Must be  
gonna build  
sumpin!**

**Where's the  
brush?**



**Early dirt  
work on the  
Serpentine**

*Photos courtesy of Karl Klontz 1997*



# WEB-CAM GALLERY

Photos by: The Web-Cam





# WEB-CAM GALLERY

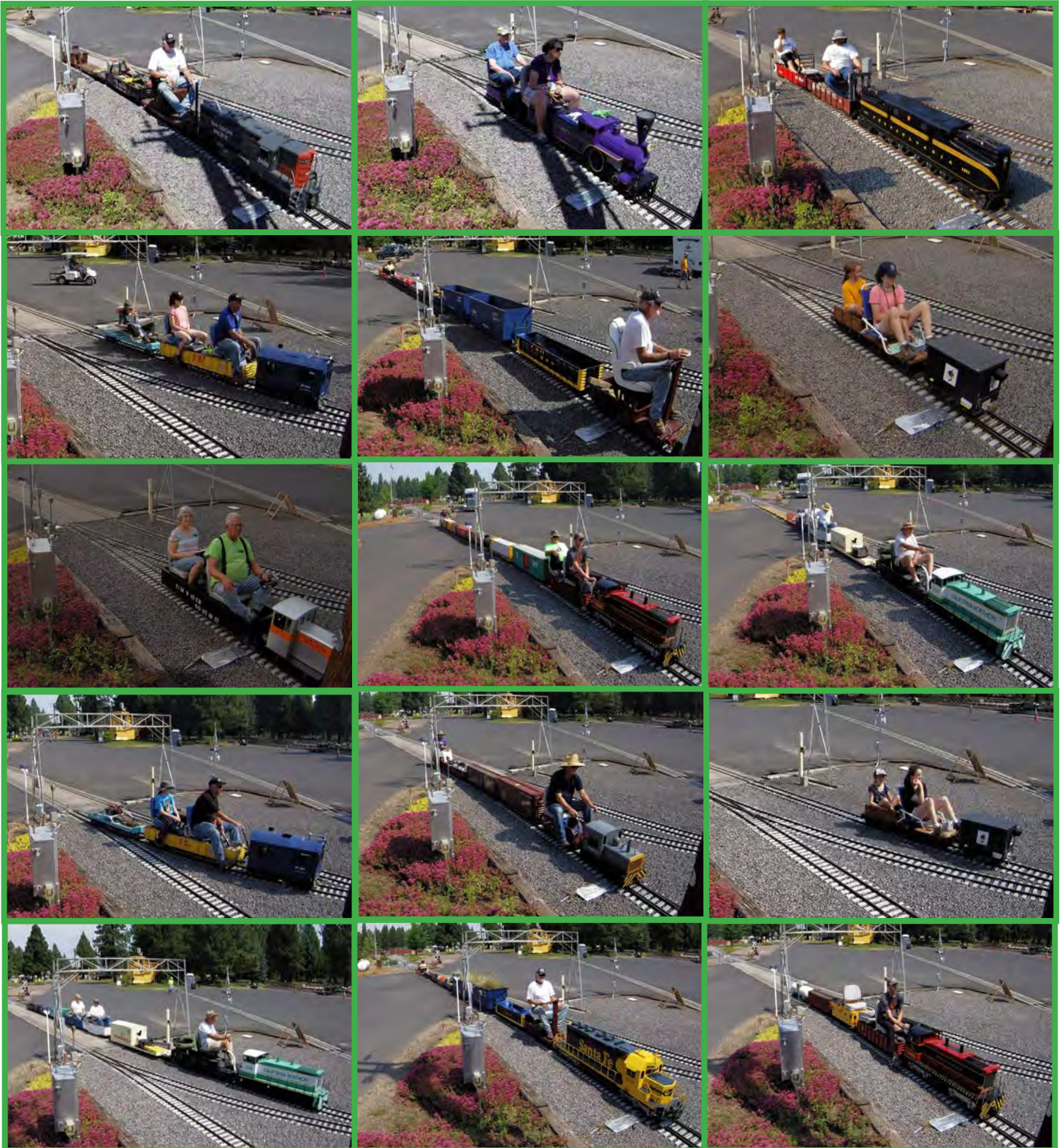
Photos by: The Web-Cam





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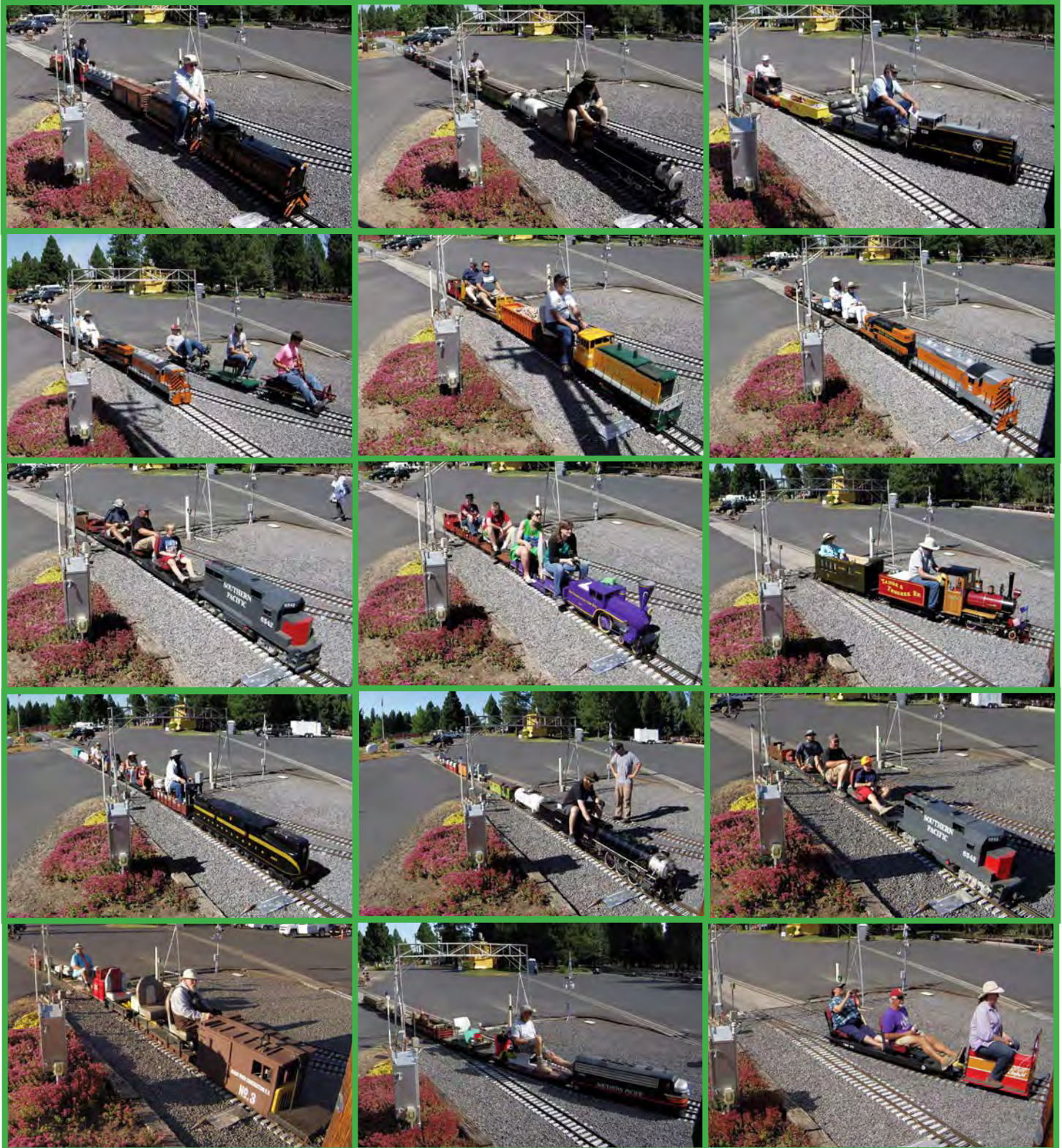
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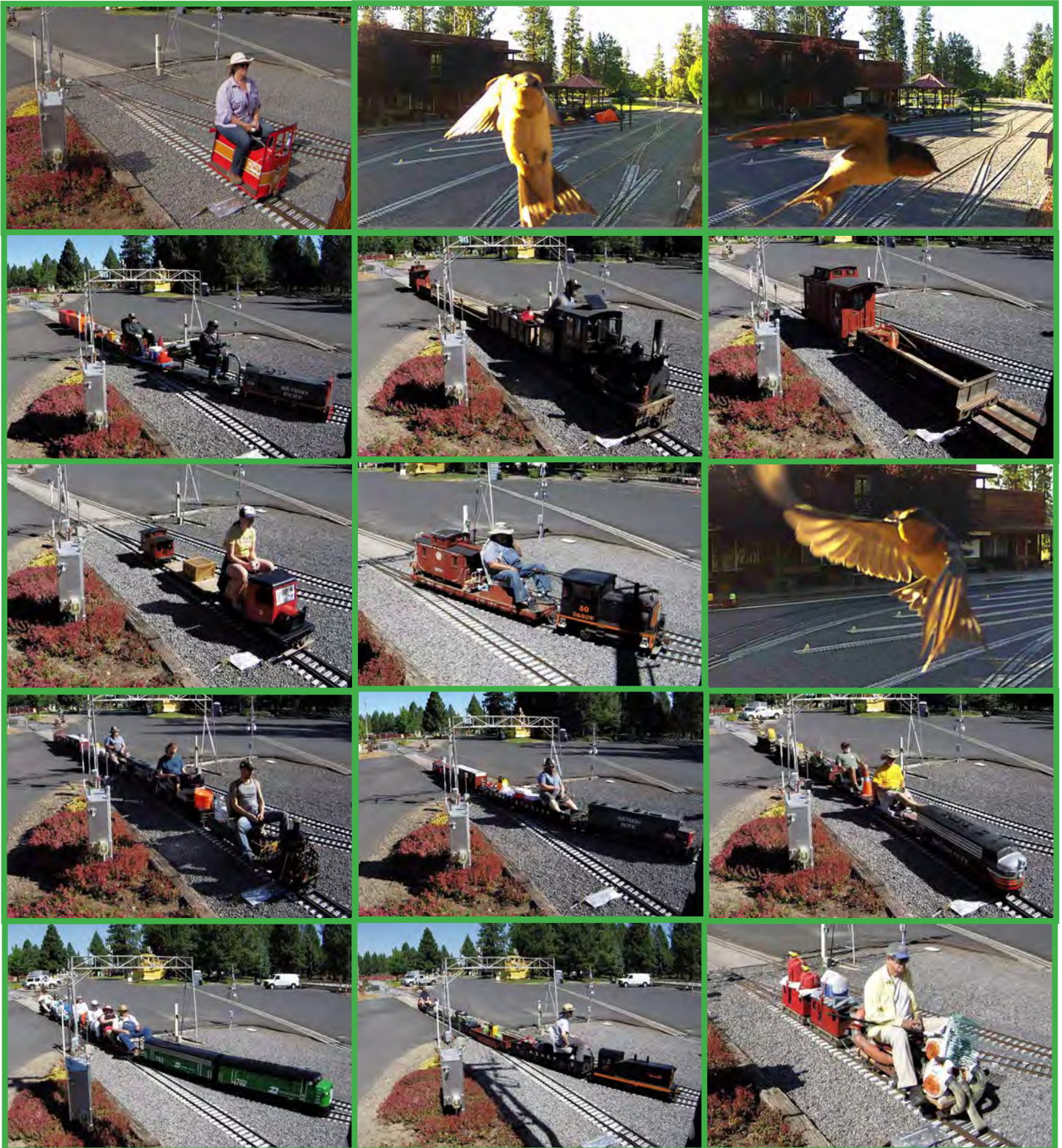
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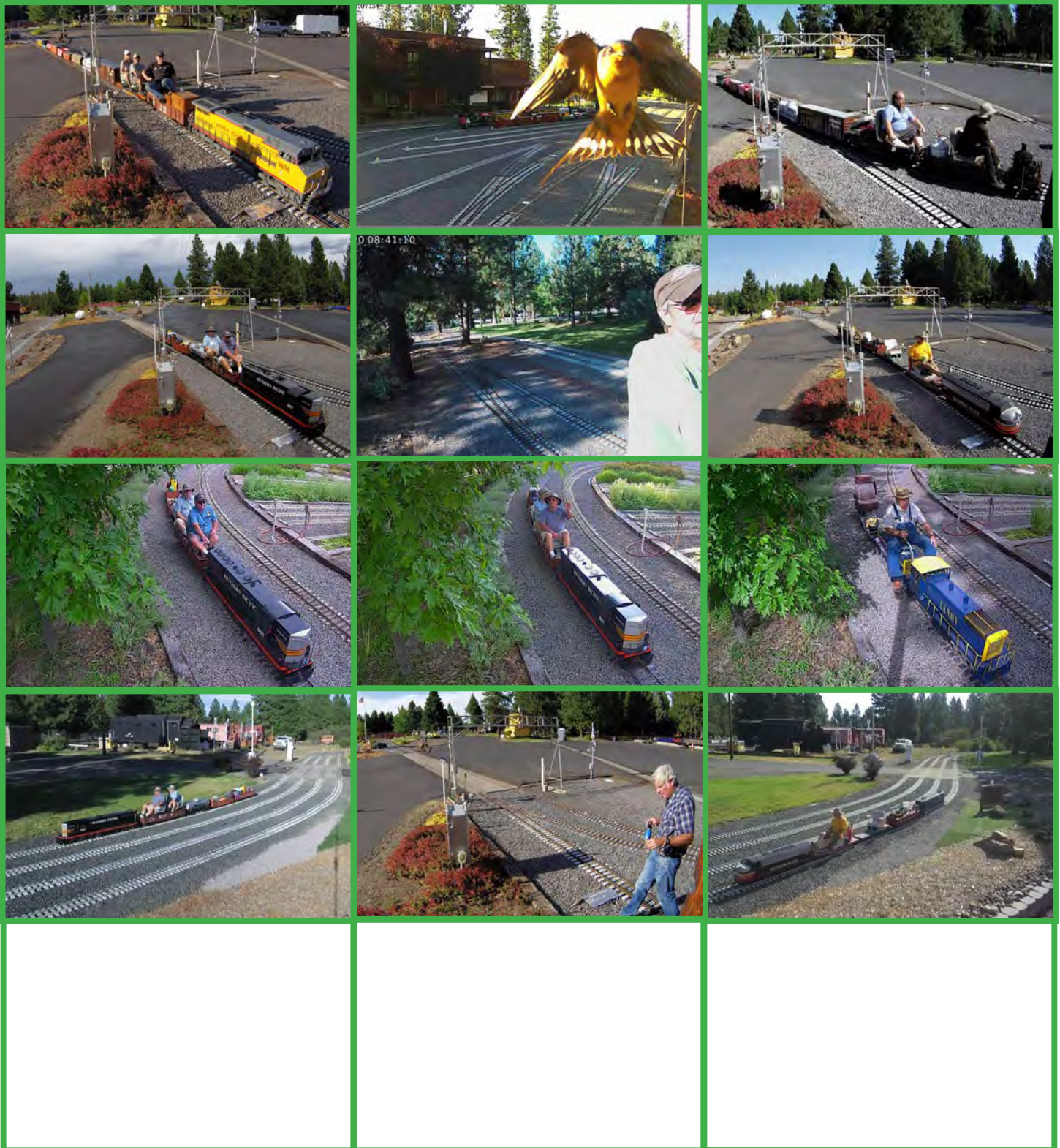
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Photos by: The Web-Cam

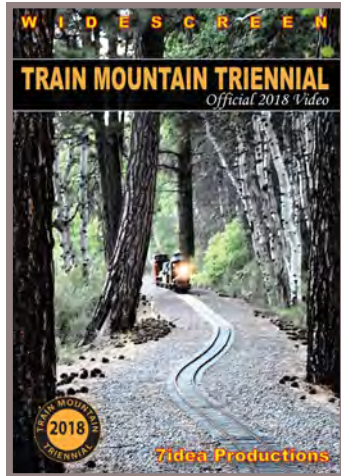




# CLASSIFIEDS

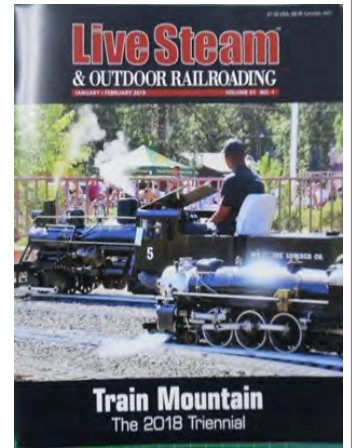
## 2018 Triennial Video Now Available

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](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!



**FOR SALE**  
1.6 Scale F7A  
Electric  
Sound  
Brakes  
Flat Car  
Caboose

**SALE!**

**See Dennis, Dale or Russ**

**This is your newsletter!**  
**Thank you to everyone that took the time**  
**to submit articles this month (by the 15th).**  
**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

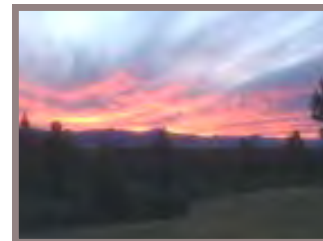
This ranch house is located on Hwy 62, and attaches to the west side of Train Mountain.



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](http://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

## 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**



## 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.

**WE ARE ALL VOLUNTEERS**

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



# 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

## 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

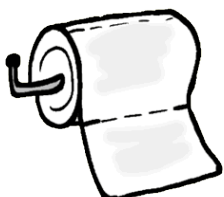
Email: [info@tmrr.org](mailto:info@tmrr.org) Phone: 541-783-3030

Contributors: TMRR BOD, Friends, TMI

Photos: Tom Watson



Please 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!**

# 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 protect our beautiful forested land, thanks!**



# NOTICES

## **Gazette PUBLICATION DEADLINE:**

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

### **SUBMISSION CRITERIA**

Articles and ads may be submitted via a pdf file, MS WORD, Open Office, notepad, or similar text file attached to an email. The email SUBJECT line must include your article title and a date.

Please give each article a distinct file name with your name and a date. If everyone submits an article named "article for gazette" or something similar it will often get overwritten by another article with the same name when downloading. Articles sent as text in a email text will no longer be accepted.

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

If your document has an embedded image, you must also include the image separately as a jpg,

## **Visitors to Train Mountain and YOU:**

Train Mountain is very popular and is continually attracting visitors from throughout the world. We announce that our hours are from 9:00 AM until 3:00 PM Monday through Friday during the summer, and 10:00 AM to 2:00 PM during the winter. The office is closed on weekends except during meets, and then only when volunteers are available to open the office.

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

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

***If you do not want to, or do not have the time to, ensure that the releases are completed*** - then please graciously explain that the train park is closed to visitors and that the open hours are normally (Winter - 10:00 AM until 2:00 PM) (Summer - 9:00 AM until 3:00 PM) Monday through



## **Train Mountain is a NO SMOKING Facility**

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

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

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

**There is NO SMOKING anywhere out on the track!**

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

## **What is Amazon Smile?**

In a nutshell, it is a way for Train Mountain to receive 501c3 donations from Amazon. According to Amazon: AmazonSmile is a simple and automatic way for you to support your favorite charitable organization every time you shop, at no cost to you. When you shop at smile.amazon.com, you'll find the exact same low prices, vast selection and convenient shopping experience as Amazon.com, with the added bonus that Amazon will donate a portion of the purchase price to your favorite charitable organization. You can choose from nearly one million organizations to support.

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

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

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

Click here for more information.

## **New 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.**

**Get New Gate Code—Call Office 541-783-3030**



