



The Mountain GAZETTE

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An Official Publication of the Train Mountain Institute and TM Railroad - Issue: Vol. #4 Issue #2 **October 2018**

October was actually a fairly busy month, beginning with the Fall Colors Meet. Museum Train Tours are still in demand, keeping our few volunteers busy. The Klamath & Western Pumpkin Express was really busy with two Saturdays of sunny weather and large crowds. Finally, the 2018 Triennial DVDs and BluRays on the last day of the month. The video can be ordered on-line by using the link on the right. The Link is also available on the TMRR homepage.

AED update by Tom Watson

The AED has been ordered and delivery is expected on Monday, Nov. 5, 2018.

Here is what we have coming:

Zoll AED Plus (Fully-Automatic) w/prescription includes:

ZOLL AED Plus - Fully-Automatic with AED Cover

(1) RX Medical Prescription

(1) Set of CPR D-padz electrodes (1) Battery Pack (1) User Manual

(1) Demo Setup DVD

(1) Carrying Case

(1) ZOLL - pedi•padz® II Pediatric Multi-Function Electrodes

(1) Heart Smart AED Wall Cabinet (w/standard alarm)

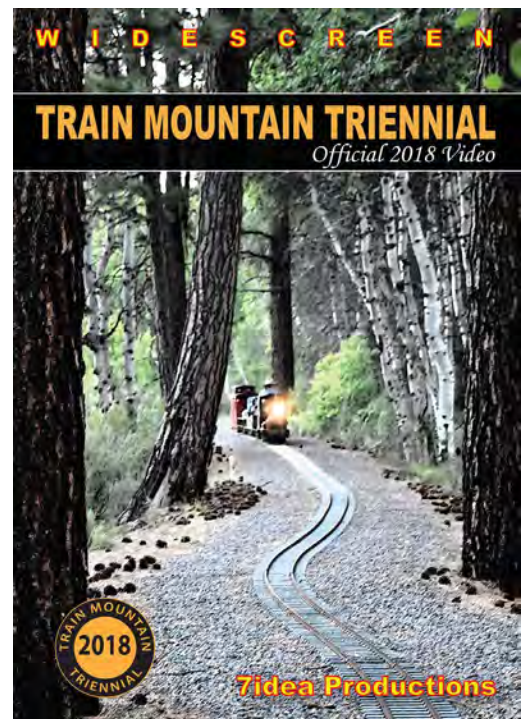
(1) 2-Way AED Wall Sign

(1) Heart Smart CPR/AED Rescue Kit

(1) HeartSmartPro - AED Management Program.

I had a number of Murphy's Law difficulties getting this order processed, but it was meant to be as when everything worked there was a \$250 discount available. We paid \$1713 for the above items. Next will come the very expensive process of getting people trained to use the device. John Merwin will coordinate the training.

2018 TRIENNIAL VIDEO AVAILABLE NOW



Click here to purchase online
or go to

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

A PUMPKIN
EXPRESS video
can be found at this
link:

[https://youtu.be/
FGjE4i55x5I](https://youtu.be/FGjE4i55x5I)



Join Train Mountain now!!

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

From the Desk of the TMRR President, October 2018

By Jeff Mills

The first weekend of October was the last meet of the 2018 season. The preceding week was rainy and stormy, so it didn't look favorable for this meet. However, those intrepid members who waited out the weather were rewarded with a Saturday afternoon and a full Sunday of good weather for some great runs.

We had a Taco potluck on Saturday evening attended by 45 members. Compliments to Pam Williams who organized the Potluck and thanks for the ample contributions by members. Everyone in attendance had plenty to



eat and the dessert spread was unbelievable. At the Potluck, our AED fund goal was accomplished. Then we passed a hat for Training costs where additional funds were raised!

There were many accomplishments for the 2018 year, the greatest being a successful 2018 Triennial. The 2018 Triennial prompted us to complete quite a few infrastructure projects that will be useful in the future. Just to name a few; bird netting was installed in the vendor shed, addition of a yard at Appendix with a Lift for load/unload, track repair all

over the railroad, improved signaling system, improved radio communications, new track at South Portal Circle, refurbishment of Quinten's Dash 9 locomotives for Tour use and creating an Event Office in the old beanery. That's a lot of work from our volunteers and made this an exceptional year!

TMI and TMRR are implementing our forestry plan and starting an application process for grants. The intention of all this is to create a healthy, fire resistant forest. The executives of TMI and TMRR have been involved in several meetings with local forestry agencies. This has put us in good standing with the potential to be the leader in our local private forest health.



This month an interested group of members met with the idea of creating a TMRR Modular Railroad group. At this point, we are trying to find members interested in participating in this group. The gauge of Trains and style of modules are still under discussion. As are the type of membership to be used for this group. We need to hear from everyone who is interested. Please contact Gil Dominguez or me to get more information. This is an opportunity to expand our membership and increase the experience we can share with visitors. This group could also be the basis for additional events at Train Mountain.

During Saturday of the meet, a film crew led by Scott Ballard, a Portland-based Cinematographer, writer and producer, was at TMRR. Jerry Crane and I were interviewed at length and several hours were spent videotaping trains and the property. The video is a documentary on Railroading in the Northwest. When the video is complete, we will announce where it can be viewed. Speaking of videos, the 2018 Triennial Video is being proofed as this article is being written and the videos will be available sometime in October.

Watch the website for the announcement. Aaron of 7 Idea Productions filmed and produced this video and we expect it to be a great compliment to TMRR.

We still have visitors arriving each day and desperately need Docents to meet and greet these tourists thus relieving some of the work load from Joyce in the Office. Please consider helping her for one day a week. Even a half



day would be of great help. Please contact Joyce if you can volunteer. Dick Miller and Russ Wood are writing the requirements and procedures for train tour crews. Post Triennial, we observed several ways improvement can be made. We will also need volunteers for tour train crews during the reduced visiting hours for the winter.

Thanks to everyone who volunteered this year. We need your expertise and willingness to help Train Mountain continue to be a World Class Facility.

DYNAMITING A TRAIN by Dick Miller

Last month I mentioned dynamiting a train without harming any equipment or personnel. I also discussed the operation of the brake system used on all trains today. All railroad cars are equipped with an air reservoir (tank) capable of stopping the car in the event of a reduction or loss of air in the train line that runs from the engine to the rear of the train. If the train line breaks due to the cars coming uncoupled, the train air line hose also uncouples, resulting in a sudden loss of air in the train line, or if the engineer makes an emergency application of the brakes, also reducing the train air line pressure to zero, each car applies the entire air pressure in the reservoir to the brake cylinder, or cylinders, on each car for maximum braking. The valve on each car in the train also releases all air from the trainline, speeding up the brake application, with a sudden release of air. When this happens, and the train line pressure is suddenly evacuated under each car, it sounds like an explosion (even if only air) throughout the entire train, dust flies, hence the expression 'dynamiting the train'.

Unfortunately, few trains at Train Mountain have any air brakes at all, and those that do have what can be called straight air, where the air pressure on the train air line directly applies air pressure to the air cylinders on some, or all the cars in the train. If the train uncouples, or the train air line is compromised, the result is no brakes. So while air brakes may be a good idea for our trains, they are not fail safe.

So, how do we stop the trains. Placing our feet on the ballast may work with a short train going slow, but not with a heavy train moving faster. Passengers are usually the source of weight on our trains, so safety of our passengers is a factor. We can stop our gasoline powered trains in two ways, depending on the transmission type used in the hydraulic drive. A standard hydraulic drive uses a pump to force fluid into the motor coupled to the axle, the direction of the motor determined by which of two hoses the fluid is directed to the motor. The fluid in the non-pressurized hose is simply returned to the fluid reservoir on the locomotive, with no pressure or back flow resistance applied to the return line. The only way to use the motors on the axles (trucks) to slow, or stop the train, is to use the fluid drive transmission to apply hydraulic pressure to the return line, same as if the direction of the locomotive was reversed. This is a crude way to stop, but it works so long as the gasoline engine is running, and if done carefully to avoid stalling the gasoline engine.

A superior method is the use of a hydrostatic hydraulic drive that uses a closed hydraulic loop method for powering the drive motors on each truck. The return line from the motor is connected directly to the hydrostatic control where valves are used to control the flow of fluid into and out of the hydraulic motors. This method results in a continuously variable transmission, controlling the flow of power and direction of fluid to the motors. In the reduced speed, or neutral position, the flow of fluid into and out of the motors is restricted, resulting in smooth braking action, much like the dynamic brakes on a prototype locomotive. A slight amount of reverse power may also be applied to enhance the braking. Obviously this is a preferred method, but also somewhat more expensive.

For a prototype train, or our 1/8 scale trains, stopping and controlling the speed of the train is as important, if not more important, than the method used to move the train in the first place. Before operating your train, especially with passengers, be sure you know how to control the speed, or stop the train, on any of our many downgrades.

End of Fire Season 2018

By Jeff Mills

October 12th, at 12:01 AM Fire Season was declared closed by SCOFMP. What this means is forest waste can now be burned and campfire restrictions are lifted. This fire season was a month longer than in 2013, reflecting our drought conditions and elevated temperatures. Quite a few weather measurements factor into determining the end of Fire Season, including weather data collected daily and available weather forecasts. Temperatures, both high and low, wet bulb temperature (used to determine dew point), dew point, humidity, wind speed, solar radiation, accumulated rainfall and Oregon Fuel Moisture were all evaluated. These measurements can be accessed on the SCOFMP website at scofmp.org. Also, current general adjective as well as IFPL conditions are defined and posted on this website.

All fluid fire extinguishing equipment has been stored to prevent freezing. It's still recommended to carry a shovel and Pulaski when traveling the railroad. Light fuels such as grasses and pine needles do not absorb very much moisture and still present a fire hazard. It is also recommend that a fire watch is performed after the completion of any work by machinery, chain saws and welding equipment.

Our burn pits are to be lit by Richard Cox **only**. No one else is authorized to do so. While ODF and USFS have lifted burning ban, we still need to have a **burning permit** and the Chiloquin fire has to be notified. The Oregon Department of Transportation has to be notified as well. Richard also makes sure the proper equipment is available to monitor the burn. If there are any questions regarding this policy, please contact Richard or the Office.

Anyone who has traveled south on the I-5 corridor has noticed the damage done by the fires around Redding and Lake Shasta were devastating. It is a grim reminder of why our goals for fire prevention are important. The emphasis on raking the track as well as clearing all forest debris are vital to our efforts. I have created a Parts Kit for the fire extinguishers we place out on the track. Spring 2019, we will be installing new pressure gauges, O-rings and Schrader valves on all these extinguishers making them easier to service and more reliable. Thanks to Ryan Handel for the donation of the Schrader valves.

From the Signal Maintainers: By John Cooper and Dave Waterstreet

In the previous Gazette, we mentioned that we were pondering ideas for new projects. Well, a new one has presented itself.

Hank Stiles and the Folsom, El Dorado, and Sacramento Historical Railroad Association have donated some prototype-size signals to Train Mountain. The hope is to be able to integrate these into our signal systems so that they are not merely static displays but function prototypically within our operations. Two of the signals are complete Pennsylvania Railroad position light signals. The third signal is a B&O color light position signal.

The Pennsylvania developed their iconic position light signals in the early decades of the 1900's. They used rows of 3 lamps to imitate the position of the blade of a semaphore signal. Lamps would illuminate as a row either horizontally, diagonally, or vertically. This arrangement eliminated the moving parts of semaphore signal, added redundancy in case of burned out bulbs, and the lack of colored filters helped with ghosting issues due to low angle sunlight at dawn and dusk. The drawback was their size. Each head is 4' 4" across and contains 7 cast iron lamps in addition to other cast iron mounting hardware. We have quite a task in ahead of us as we tackle the restoration project, and we welcome any TMRR member participation. PRR position light signals still survive today, though the push to upgrade to positive train control (PTC) threatens their continued use. The Norfolk Southern is rapidly replacing them on predecessor PRR lines. Amtrak continues to embrace them on the Northeast Corridor though, as their size makes them easier to see by engineers among all the electrification catenary wires.

The B&O developed their own unique signal system that blended the color of the lamps with the position of the lamps to communicate information to the engineer. The B&O arranged colored lamps in pairs; 2 green lamps vertically, 2 yellow lamps diagonally, and 2 red lamps horizontally. Thus the color and the orientation of the lamps created redundancy. However that's not all of the lamps. The B&O system supplements the colored lamps with additional lunar white lamps that are placed in any of 6 locations around the main head. The extra lamps are called orbitals and augment the meaning of the main head. Orbitals can appear in a matrix either above or below the main head, and either left, center, or right of the main head. Some signal enthusiasts consider the B&O system one of the most interesting, and once understood, is highly intuitive. Others would argue it is just downright confusing. Our donated signal does not have any orbitals so at TM we will just stick with the red, yellow, and green. B&O color position light signals are quickly being removed by the CSX as they upgrade to PTC.

We have not made any final decision as to where to place these signals on the TM property. The current thinking is to place one of the PRR signals at the west end of

Six Acre Campground to protect the entrance into the Main Yard. This location would allow the legitimate use of all possible PRR indications. The other signals would be placed around the Six Acre loop which we have been wanting to signal anyway, thus integrating with other prototype museum pieces in the area. Your assistance in restoration and input on placement is most welcome. Let us know.



Thanks again to Hank and the FEDSHRA for this donation. Thanks also go to Jim Henry for the use of his trailer to transport these pieces.

LILLYVILLE FAKENEWS TABLOID

Seymour Skandles - Editor

Temperance March

The temperance ladies moved their march from the Beer Thirty Saloon to Candice B. DePlace's restaurant, where they set up picket lines to prevent delivery of alcoholic beverages to the Anniversary celebration. They were unsuccessful. Somehow, the booze got into the restaurant. There is a rumor that there is a developing tunnel system underneath Lillyville. Laborer, Doug Hole, denies any knowledge of said tunnel system.

A second temperance march targeted Mallery's Grand Opening party. This march also did not go well for the temperance ladies. Marcher Estelle Hertz required first aid after her husband pushed her into the Mud Wrestling pit. It didn't take much for Eileen Dover to also end up in the mud.

Following the marches, several of the men have been seen sleeping in their new dog houses.

Church Report

The Reverend Dale E. Bread is outraged over the heathen behavior during the recent Lillyville celebrations. Anna Mosity of the temperance movement is outraged over the blatant disregard to their movement by the men. She and Reverend Dale appear to be planning something big, but will not disclose what and would only say, "They will pay for their recent Sins!"

Lawyers

Lawyers and Accountants have been sighted in the territory. According to local attorney, Lou Pole whom they have retained, they are looking for sites for a new distillery and also a brewery. With all of the temperance movement unrest, they probably will not build their plants in Lillyville.

Lillyville Station Repairs



A ravaging gang of vandals known as "The Chipmunks" have been on a massive destruction rampage throughout Lillyville. Extensive damage to the Station will require a major remodel. The railroad has hired Abel Carpenter of the Eakin Construction Company to perform the work, which should be completed before Spring.

There is also damage to many of the tent cabins that were constructed when Lillyville was first settled. These will not be repaired, but will be replaced with regular buildings as city funds become available..

Treaty Progress

Western Union & Telegraph spokesperson, Roger Andout, reports that the telegraph lines to Lillyville are still down.

Repairman Rick O'Shea got tired of ducking stray bullets and returned to Lillyville pending resolution of the Treaty. Rick's partner, Miles Prower, hasn't been seen lately, but Rick said he is was last seen speeding east.

Officials, led by Stan Still, Government Treaty negotiator had no update on the treaty with the Indians.

Spokesperson Krystal Ball, maintains her prediction that all the Indians want is a Casino, with the only remaining issue being how much additional money they will get.

Restaurant Celebrates Fourth Anniversary

Unfortunately, Candice B. DePlace, reported the fourth anniversary celebration of her restaurant last month resulted in her being closed the following Sunday and Monday for repairs. Local janitor, Armand, Hammer took care of the clean-up duties.



Mallery's Grand Opening Party

found most of the guests in the new Hot Tub feeling no pain. The Mud Pit brought in for the occasion featured Duncan Disorderly and Donny Brook in a marathon mud wrestling event that ended when they both collapsed from exhaustion and booze.

Carrie Oakey and Dan Sing provided the entertainment. Al K. Seltzer provided hangover first aid for those in need, which was everyone.



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/>

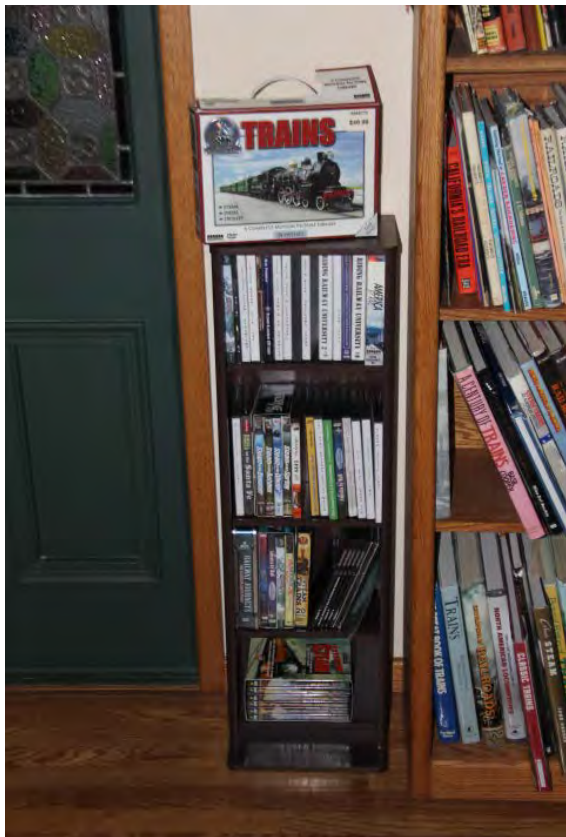
OPB has made the Train Mountain part of the broadcast available on Facebook,
and can be viewed without being a [Facebook member by clicking here.](#)

Train Mountain Library



From Train Mountain Library – Fall Greetings!

We ask and you answer. In previous Gazette columns the library asked for track and cars in different scales to prepare a “scale” display for visitors, especially young people visiting from local schools. Elbert Silbaugh saw the need and answered by sending us track and a complete Christmas train in “0” scale. Thank you! We still need – “Z”, “N”, “TT” (tabletop), “HO”, “S” and “G” scales. We are asking that you send one piece of straight track, one boxcar (or other car), and a figure in a particular scale. If you can provide any of the above, contact jrpaint03yahoo.com or see library staff upstairs in the Library on Tuesdays.



We also asked for more bookcases to shelve all the donations which have been coming in. Dale and Marcia Furseth answered the call and brought in two bookcases, one of which will shelve dvds.

Thank you Elbert, Dale, and Marcia.

If you come up to Library over the holidays we will be running the Christmas train on the Library table – Tuesdays.

Your Library Staff



Greetings from Joyce at the front office:



Pam Williams did a great job of organizing the Fall Colors Pot Luck and of preparing the meats for the meal. Everyone brought lots of delicious food and desserts and the eating was terrific!

There was a pretty good turnout for the Fall Colors Meet and it was great, too.

Thanks to Jim and Sabra Rickman, Pam and Steve Panzik, Russ Wood and David Savage for helping with a home School group field trip.

Thanks also to Barbara Ward for organizing another school group field trip and to Dennis Ward and the other volunteers she recruited for that. Thanks to Barbara Ward, too, for helping in the office on Mondays.

This month we have had visitors from Guatemala, Brazil, Czech Republic, Washington, Idaho, Florida, Colorado, Texas, Hawaii, Arizona, Missouri, Pennsylvania, Michigan, Minnesota, Massachusetts, Maryland, Nevada, California and Oregon.

The funds have been raised for the first AED, supplies and training. Well done to everyone who contributed and to Delores Bartholomew and John Merwin for researching and organizing the efforts! We want to have at least three defibrillators – one at Central Station, one at the Back Shop and one at the Motor Pool. So now we are going for raising the funds on AED #2. So far we are at \$161 for the second one. The one for Central Station has been ordered and should arrive soon.

No word ever came on kitty Jack. It looks like I might just have to accept that we will never know what happened to him or where he ended up.

New kitties, Charlie and Maggie are getting into the way things roll around here, and making some things roll themselves. Charlie is working on his penmanship and may try to help you with yours when you come in and fill anything in at the desk.

We got a couple days of much needed rain earlier in the month. The rest of this month has been mostly blue skies and brisk chilly mornings, but nice in the afternoons. Fall colors have been in full for awhile, but now the leaves are dropping.

The nearby Klamath Tribes Sleep Inn is having its Grand Opening on November 1st!

We are at 60 plus Memberships and 97 members including family members so far for the 2019 year. 2019 memberships are coming in. Just a reminder: you can renew or sign up for 2019 membership online, by mail and in the office. You can also register for 2019 meets.

Klamath & Western Railroad's Pumpkin Run brought in lots of people last weekend and lots more are expected for this weekend.

Happy Autumn!

Joyce

10/26/2018

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

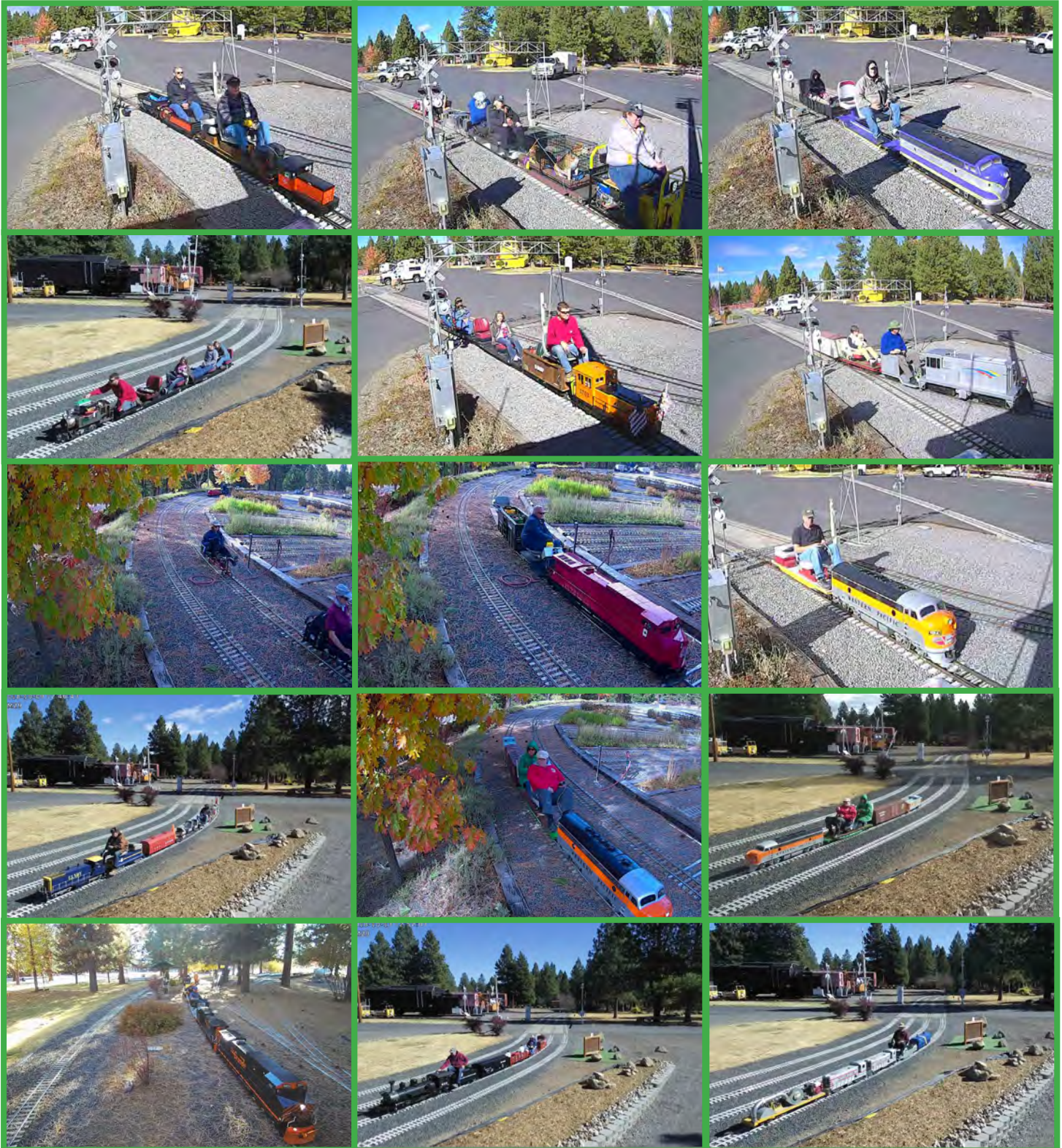
Photos by: The Web-Cam



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

WEB-CAM GALLERY

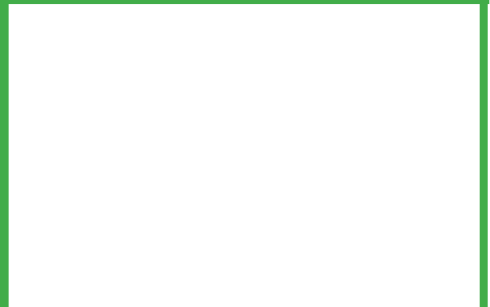
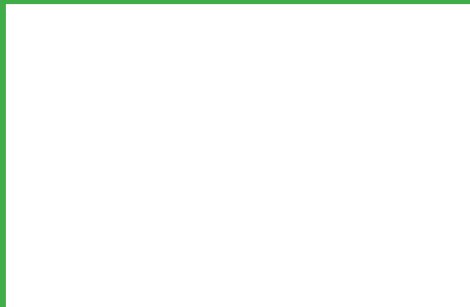
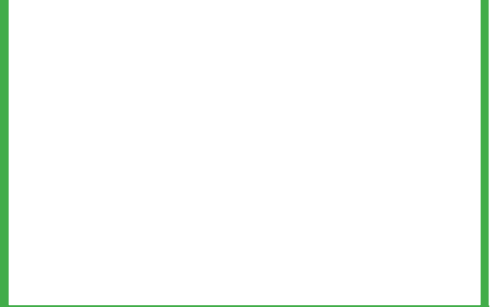
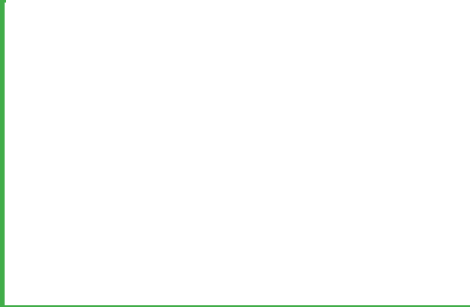
Photos by: The Web-Cam



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

WEB-CAM GALLERY

Photos by: The Web-Cam



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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

2018 Triennial Video is available now!

The 2018 Train Mountain Triennial video from Aaron Bentsen at 7Idea Productions is now available through this link (<https://trainmtn.org/tmrrmembers/videosales1.aspx>) 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. A most enjoyable video shot by a true video artist and of course our favorite subject, Train Mountain! Please have patience, as we are still trying to get this all organized.

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](http://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

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Photos: Tom Watson



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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 /

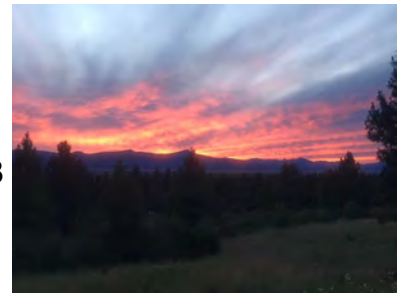
Crater Lake
This ranch house is located on Hwy 62, and attaches to the west side of Train Mountain.

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**

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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.