



The Mountain GAZETTE

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An Official Publication of the Train Mountain Institute and TM Railroad—Issue Vol. #4 Issue #31 **March 2021**

March

As we approach this summer's Rail Tour season it is time to remind EVERYONE, that TMI has graciously supplied us with those TWO seat riding cars for members use and to share. The THREE seaters are very CLEARLY marked as TOUR EXPRESS passenger cars and are NOT for members use. The two seaters are available on a day use basis and are located on the center two tracks in the Back Shop. They SHOULD be returned to the Back Shop at the end of the day. PLEASE don't leave them in your train for the duration of your visit. We have a limited number of cars that MUST be shared amongst all of our visiting members. Thanks for your cooperation on the use of these rail cars. Please see the article on Rail Tours later on in this issue, we need your help!



Coming up next is a great event it's called Kitsap Week! So what the heck is that? Well our friends from up north come down to help us open the park and get ourselves ready for another fun season here at Train Mountain. They have all kinds of projects going on and are a lot of help. There is no fee for the week, just be a paid up member and come join in the fun. There is a lot of expertise in that group and some us might actually learn something! Anyhow remember, masks, social distancing, small groups, and most of the buildings are still closed and only available to staff.

Here's one we are all guilty of, regarding Train Mountain owned goodies that seem to migrate off campus during the regular season. I am of course talking about those items like tools and If you need a tool to work on your train and or the railroad, that's fine but please return it when done. If you need one or more of the work cars same rules apply, please return them when you are through. So before you leave your house and when you are loading up your train for your Train Mountain visit, please take a look around and see if some of "OUR" goodies might be able to be returned to their proper abode! This also includes those of us that have containers on property. Take a quick look around and please return da' stuff. Thanks for listening.

15 And Counting

Join Train Mountain Now!

Register or Join - https://trainmtn.org/tmrrmembers/Member_Portal.aspx

From the Desk of Train Mountain Railroad President March 2021

By Jeff Mills Board President

March finds us looking forward to Spring. Many things are happening at Train Mountain which need hard work from our faithful volunteers. First, the **Kitsap Live Steamers Work Week is April 10th thru 17th**. Followed by the **Spring Awakening Meet, May 1st to 9th**. These work weeks will allow us to get the track cleaned and back into service. There will be continued work on the **Timber Lake replacement track** as only 1 of many needed projects to prep TM for the 2022 Triennial.

Dale Furseth has volunteered to lead the **“Screw the Yard”** project which will take place during the Narrow-Gauge Work Week **starting May 22nd**. However, we still **need a volunteer coordinator for that Meet** to oversee all the volunteer work projects. Please contact me or the office if you are interested in this position. It is a great way to gain experience for the Triennial.

During the Pandemic, the **TMRR Board has been meeting** in various alternative methods such as online, by e-mail and small in-person meetings. This has been a learning experience for us all. Announcement of our meetings and agendas have not been published to general membership. However, efforts have been made to keep the **Board’s Minutes up to date on the Web site**. I will begin maintaining a list of **e-mails for members who want to be notified of the meetings and the agendas**. In some cases, the meetings will be on GoToMeeting or Zoom. When we can use the Library again, we will use the conference call, as we did a few years ago. If you wish to be on this **notification list please e-mail me** and in the **subject** block enter **“Be notified of TMRR Board Meetings”**. I will then provide the meetings ID’s and passwords or other information to you. My email is oldcatd399@hotmail.com.

Currently, **Klamath County has been rated “Moderate” for Covid-19** risk. This allows us to **hold outdoor meetings** up to 150 people. This will still require social distancing and face masks. These are **similar procedures** to those used **during the meets held last year**. Because of cleaning and monitoring requirements, we will not be able to use the Central Station building for group meetings and will not be able to use the kitchen. Upon any **changes** to these restrictions, we **will make announcements** regarding them. Please be aware that these restrictions can go either way as situations within the pandemic change.

When Covid restrictions rescind, we can expect a lot of pent-up desire to engage in travel and outdoor activities. When we once again host day visitors, we look forward to **resuming Tour trains**. For the tour trains, we will need volunteer train crews again as well. We now have **three locomotives that have been converted to electric for this use**. All *volunteer engineers must be checked out* on the operation of these engines. For any who might be concerned, TMI has **Liability Insurance coverage**. Your **membership in TMRR also makes you a member of Train Mountain Institute**. When operating tour trains, you are acting as an agent of TMI. If you wish to review TMI Insurance policies, please see Joyce in the Business office while at Train Mountain. This review can only be done **in person, at the Office**.

The **OPS committee** is looking for a **design** to put **on a button** for the **best performing crews**. This button will be made on the equipment in the Office and if you are interested, please **contact Richard Croll** or myself. Speaking of the OPS Meet, be on the lookout for more TM Gazette Articles on this subject. Once ground conditions allow, re-grading of the Jones Tunnel Track will be completed. The **Jones Tunnel failed and was caving in**, which required its removal. The lower track will follow the original route while the upper track has yet to be moved to the North this spring.

This year will require a lot of work get accomplished. So be prepared and **make your plans to come to Train Mountain soon**. Join in on the fun as it will be a **great way to cure cabin fever**.

Join Train Mountain Now!

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March 2021

Greetings from Joyce at the front office:

We have been getting a real mixture of weather over the past month. Yesterday morning we had one to five inches of snow on the ground, depending on where one stood. By mid-afternoon a lot of it had melted away. Today it is sunny and may get into the fifty's. Later this week we may get some snow and maybe some rain again.

We have been able to reopen to visitors on a limited basis, meaning just self-guided walking tours. It is good to see more people coming in and, of course, their smiling eyes. 2021 Memberships are presently at 290 with over 500 members including primary and family members. I can't wait to see our members here!

I wanted to put a reminder out to our members that before you assume

- something is not done,
- not organized,
- not whatever,
- and before you accept bad rumors and misinformation

PLEASE contact our business office to ASK or to express any of your concerns. You will save yourself and others a lot of time and upset by contacting the office first.

Please do not

- make assumptions
- go to anyone else besides the business office
- listen to others who actually have no clue or who can only guess, but do not actually know.

If we cannot answer your question or address your concern through the office, we will either get the answer for you or direct you to the right person.

Upcoming is the Kitsap work week and then the Spring Awakening work week and meet. Our lovely Ponderosa Pines have been dropping lots of pine cones and needles just to make sure that all of our wonderful volunteers have something and plenty to do when they get here.

Take care, do well and come visit Train Mountain soon!

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"

Rail Tours 2021 Edition

Once the snow is gone or it warms up a little (which ever comes first) we will be back giving our much requested (and needed) Rail Tours. A Rail Tour is just that, a multi stop Tour of the railroad with a docent(s) **explaining** a little bit about what is at each of the Rail Tour stops. Listed below is a brief description of the role we the members play in the bigger picture of this thing we call Train Mountain:

[Train Mountain Institute](#) (TMI) owns Train Mountain and operates it for educational purposes. In order to do this function TMI provides both the railroad and safe and tested Rail Tour equipment.

Train Mountain Institute educates the public using our Museum Docent members. The membership provides **TRAINED** docents to give these tours on a daily basis Monday through Friday, weather dependent.

Notice I stated that TMI will train docents to give these tours this year. Russ, David, Dale and Tom have designed a certification procedure. The reason for this certification system is that it is for legal and insurance reasons. Our tours hope to be hauling more and more public we just need to cover our exposure to liability

There are Two parts of the Rail Tour system. First there is the Meet and Greet side, which will be called the **Visitor Center** function, which has been up to now a Front Office function. We need to embark on the task of recruiting Meet and Greeters to man the **Visitor Center** Office when the weather gets better and the crowds come back. They will be responsible for getting releases signed and for the showing of a new Rail Tour video similar to, but a shorter version of our standard safety video. If this is a function you or your spouse would like to help us with please contact Joyce and she will get you signed up. This function needs to be manned from 10 to 3 daily, Monday thru Friday during the season. If no docents are available this function reverts back to the Front Office, which is already stretched to its limit. So any help is really a double bonus. Volunteering for an hour or two or on a specific day like Thursdays for an example would be most beneficial.

The second **Rail Tour Function** is of course the **Engineers** and **Conductors** who will actually run the trains and give the tours. The tours are fun to do and only take an hour or so to give. If this is something you think you might want to do then please contact Tom, Dave, Dale or Russ and let us know. That will start the ball rolling. The main thing to remember is that these are Rail Tours **not** train rides. You will be **TALKING** with the public about trains, Train Mountain, and answering their questions. If we treat them good they reward us with donations. Donations help keep our membership dues low and keep all of the other functions that TMI provides running smoothly. So here's the deal, we really need more docents, we will give you the training necessary, and TMI provides the equipment. How cool is that!

Lastly there has been a slight change to the Train Mountain rule regarding no Joy Riding until after 4:00 during workweeks. The noted exception was of course work trains. The new change is an addendum, which adds Tour Trains to the daily mix. So during workweeks communication between the work crews, Rail Tour Office, and the Rail Tours will be necessary to alert the tour trains as to possible track and or routing issues.

Dale has got the TMI equipment operational for the upcoming season. All of the three seat Tour cars now have working brakes and the Tour locomotives have the necessary compressors and tanks for this task. We thank Dale for giving of his time and of course his expertise. Dale will do the training on the locomotives and will sign for part of your certificate. Russ will train the talking tour portion of the process and will be the second signature for your certificate!

We want Safe operation, happy visitors, and of course we want to have some fun running some trains.



RAIL TOUR EXPRESS



What's Happening in the Track Shop an article by Dennis Ward—Track Superintendent

The Track Shop crew exhausted most of the inventory of track supplies since the first of the year. But, there is good news. Our inventory of tie material has been updated, our steel rail recently arrived on the east coast and I've been told our tie plate order is ready for pickup.

We have prepared a pallet load of ties and installed them in the jigs in anticipation of the arrival of the rail later this month. As soon as the snow is cleared from the Willamette Pass I will go to Springfield to pick up the tie plates and production of track for the upcoming season will continue.

In the meantime Charlie 'Bill' Schubert and I have built or rebuilt several 75' radius (#9 frog) switches which are going to be needed to complete all of the summer projects. When Dustin Barnes left for new employment, with Knife River in Medford, I was concerned about getting the switch frogs welded. Thankfully, Dale Furseth took on the task and has performed admirably. All the frogs he has welded up fit perfectly into our jigs and the switches are great.

I am learning to operate the milling machine and have learned how to use the Bert Newberry built jig for milling switch points and closure rails.

We, the Track Shop crew and track installation crew, are all looking forward to a very productive 2021 track upgrading season.



CAUTION - CAUTION - CAUTION North of Whitcombe and Schubert is CLOSED

There are a large number of lumber vehicles working the burned out area North of Schubert. PLEASE do NOT venture into that area. They are not railroaders and will NOT be looking out for you. This land clearing will be ongoing for some time so once again please protect yourself and stay out of the area. They will be clearing the burnt area first and then they might also be assisting us in the future forest management project that is now in it 2nd year of planning. We are awaiting the signed ODF grant forms to start on that portion as well. Thank you for your cooperation.

2021 Train Mountain Operations Meet - June 19-27

By Richard Croll, Trainmaster

It is time to make plans to attend the Train Mountain 2021 Operations Meet. Hopefully, things will have continued to open as the Covid 19 Pandemic seems to be winding down. As the committee continues with the planning, we will make whatever adjustments are necessary to ensure the safety of our members and still enjoy a successful meet.

The Operations meet is when Train Mountain Railroad simulates a real working railroad. There will be passenger trains running on a timetable and making stops to pickup and deliver simulated passengers. Freight cars will be delivered to various industries and other spots all over the railroad by means of printed switch lists. This is done by means of members signing up on a Motive Power and Crew Assignment Form. Generally, a crew will sign up once and keep their "Train Number" for the meet on the freight side. Recognition will be given for the most productive passenger crew, freight crew and steam powered freight crew. Individuals are free to work with more than one crew. For individuals that attend that are not part of a group or crew, we will endeavor to get them attached to a crew.

The Operations meet is a wonderful way to learn the Train Mountain Railroad. You can participate on Passenger Trains, Freight Trains, or if you just want to run during the meet, you can become an Excursion Train. We do ask that anyone running on the railroad during the meet have a train number so the Dispatcher can keep track of you.

The tentative schedule for this year is as follows:

Work Week Saturday, June 19 through Wednesday, June 23

- Monday- gather and inspect cars
- Tuesday-continue inspection and sort cars
- Wednesday-spot cars to their initial location
- Wednesday evening-Ops meet briefings and Signal Seminar

Operation Meet Thursday, June 24 through Sunday, June 27.

- Thursday-begin operations
- Friday and Saturday-continue operations
- Sunday-gather up and return cars to owners and storage locations

As usual, there will be a general briefing at 8:30 each morning. Location will be determined later, and they may also be available via Zoom.

We need volunteers as usual to do the various work week tasks. There are also positions during the meet for helpers in the Freight and Passenger Office, Dispatcher Office, and Tower. Experience is not required in any of these, and we will be happy to train volunteers.

Members freight cars are always welcome. They do need to go through the inspection, which primarily checks coupler function and safety chains. Remember, safety chains go on the rear of the car. They must have quick links, not carabiners. Cars should be available for inspection by Wednesday, June 23. Every effort will be made to have cars back in the main yard by noon Sunday. If you do plan to contribute one or more cars, please let Jim Armstrong know the details of the cars as soon as possible so he can add them to the data base. His email is Armstrong.jandg@gmail.com. Be sure to include reporting marks (railroad name), car number and type of car, or a photo of the car(s) with the reporting marks in the picture would be even better.

The Operations Meet has always been one of the most popular activities at Train Mountain. Please join us for several days of camaraderie, fun and challenges.



COMPANY STORE

Lynne Miller Store Manager

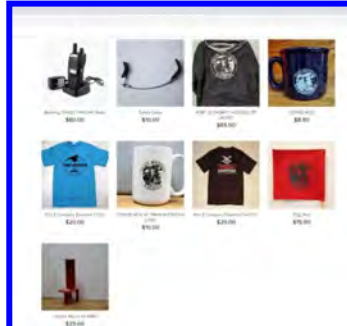
Link to the store is: <https://store40549072.company.site/>

The Train Mountain Company Store is on-line again. The government restrictions over the past year have significantly curtailed most Train Mountain operations, including the store. And, even without the restrictions, many members simply don't live close enough to Train Mountain to visit the store more than once or twice a year. Follow the link on the Train Mountain Railroad webpage to reach the store. The store is a work in progress so we're adding a few items at a time.

Shirts have always been a popular item, but the stock on common sizes was almost completely depleted. To start off, two new tee-shirts are now in stock on-

line, each with the Train Mountain Logo, and new graphics. Check them out on-line. One of the biggest hurdles is the shipping cost. Since we're not quite the size of Amazon we can't get the super low shipping rates, but we do our best to find the best choice for each shipment. If there's anything you want that you've seen in the store, but not currently on-line send an email to: trainmountain.store@gmail.com and we'll get back to you with cost and availability, or perhaps even add the item on-line.

The store will also open on a limited basis for now, but we anticipate more hours as the number of visitors increases during the summer months. If you want to pick up your order, we'll hold it for you until you arrive.



The TrainGame is coming to Train Mountain Steve Eddy

This is the first of a series of articles sharing the design, development and implementation of the TMRR **TrainGame**. Each article will briefly discuss the current status of the project and then I will try to delve deeper into one or two items of interest or questions to share.

First of all, my name is Steve Eddy, my wife Lindsay and I joined Train Mountain about three years ago and some say that I never left. I do live in Minden, NV, however, with the internet and all this working remotely, I guess I really haven't left. Most of the year, you can usually find me living off-grid in South Meadows. I am retired from the Telecomm industry where I worked primarily on computer systems development.

So what is this TrainGame? It is one of those systems that were designed on a cocktail napkin. Nathan McConnell, a TM member, created the tracking mechanism so that we can see on a computer screen where the trains are in real time. It is an elegant combination of GPS and radio communications technology combined with a computer server to organize and share the data.

"So Nathan, what if we put one of those trackers in a whole bunch of train cars and then built a computer system to dispatch them to TM members and run them all over Train Mountain?" I asked. That is all it took and the **TrainGame** was created.

Continued next page

Now what we are doing in concept is nothing new and has been done in glorious fashion at Train Mountain for years. We just thought it would be nice to be able to do this at any time and completely automated. Now

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that we are going to be dispatching tasks to TM folks to move trains why can't we also dispatch tasks to do Maintenance Of Way like picking up pine needles or fixing track? And, we can even dispatch folks to maintain the TrainGame cars, sidings, etc. The game sort of fixes itself.

Why is it called a game? For starters, it a bunch of players moving game tokens around the world's largest game board. Next we define a monetary system like Monopoly. We call it TG\$ (TrainGame Dollars). The TG\$ is what is paid to anyone that completes a "Task" in the TrainGame. TG\$ are also paid to people that own cars that are moved as part of the TG. These people are call "Investors" and these people can persuade "Rail Operators" to move their cars by offering incentives in the form of TG\$. Since the cars that are moved usually are done so between "industries" then the controllers of those industries also make TG\$ for every car that comes and goes in their "industry". These people are called "Magnates". So these are the first three "Roles" that can be played by anyone in the TrainGame. It is a game and it is all about fortune and glory. Stick around and see how you can play.

Before I jump into this month's main topic I would like to invite you to come to the **TrainGame** Project Website. It is a blog type site to share the progress and design strategy of the **TrainGame** development. Please visit often, the goal is to keep it continually updated with current information. It can be reached at <https://traingame.desertsagesolutions.com>. We hope to hear from you on the web site and maybe you can join in and help us out.

This month's topic comes from the Project Website and discusses the sensitive issue of the **TrainGame** infringing or conflicting with the TMRR Ops Meet.

Is the TrainGame like the Ops Meet? ...Not Hardly.

For anyone that has participated in an Ops Meet at Train Mountain or any of the other clubs for that matter, they have had the opportunity to see layouts at their best with cars on all the sidings and trains everywhere moving those cars here and there. For the operators and crew it is a challenge

of logistics, stamina and teamwork resulting in sheer fun. The winners of those meets are of course everyone that participated. But the best teams stand out with their well-designed hand signals, whistles and specific job definitions with nothing left out. Like a well-honed tool. The dispatch functions, radio communications and special operations add additional challenges for the team as it simulates a level of realism to the train operations. By far my favorite event at Train Mountain.

I have found no way to provide a full time operations environment to come close to the scale and grandeur of the Ops Meet. The level of dedication by many volunteer workers spending hundreds of hours cannot be maintained for more than a few precious days a year.

The evolution of the Ops Meet at TM has brought out some of the sharpest people to design and build some of the coolest systems to make this place work. The real work to make a system like the TrainGame even possible has been developed over many years by John Cooper , Jim Armstrong, and Nathan McConnell, and a number of other bright people that I have not met. My job is much easier because of the foundation that the TM pioneers have built.

Can we create an environment that supports a fleet of cars on the tracks, provides tasks to complete while operating our trains and at the same time stimulates the growth, maintenance and management of our layout? We are attempting to build a system that provides the essence of operations combined with the application of technology, lots of cooperation and comradery. The only thing I can see that the TrainGame could impact on the Ops Meet is to possibly make the teams better by offering a practice ground.

Next month we will discuss the different ways to play the **TrainGame**. The goal is to allow anyone to play anytime their way.

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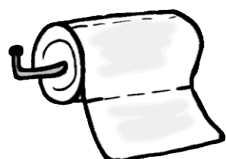
2021 Schedule (We Hope)

April 10 to 17	<p>Kitsap Work Week Our good friends from up North come down and get us going every year. Lots of varied projects. This is a no fee gathering so come and join in the fun</p>
May 1 to 9	<p>Spring Awakening Getting the park in shape for the season. Lots of raking and hauling, cleanup and hauling, pruning and hauling, Oh, and did I mention hauling?</p>
May 22 to 30	<p>Narrow Gauge Meet Annual gathering of the steamers and of course the rest of us. The work week finishes up any remaining cleanup chores and several other jobs. This year an added bonus is the "Screw the Yard" project to finish up what Bert started and Dale and crew hope to finish. NEW screws in Main Yard. Project could possibly add a few more years to our aging wood tied yard.</p>
June 19 to 27	<p>Operations Meet Best attended meet on a non-Triennial Year. Come and operate the railroad just like a real railroad. Lots of switching, timetables, waybills, etc. A ton of fun.</p>
July 24 to August 1	<p>August Meet In the heat of our summer this is a good meet to find inside jobs and do night runs!</p>
September 4 to 12	<p>Big Build Meet Finish up Timberlake track, start on Rio Grande track. If time and crews available work on track up north to Hope and back.</p>
October 8 to 12	<p>Fall Colors Meet No scheduled work week but . . . It is the last meet before the upcoming Triennial year. Might be a good meet to finish up any projects still on the board regarding track work and the Park in general.</p>

2021 Train Mountain Train Meet Schedule

	Polar Bear Train Meet	Spring Awakening Train Meet	Narrow Gauge Train Meet	Operations Train Meet	August Train Meet	Big Build Train Meet	Fall Colors Train Meet
Work Week	none	5/1 to 5/6	5/22 to 5/27	6/19 to 6/23	7/24 to 7/29	9/4 to 9/9	none
Meet	1/15 to 1/18	5/7 to 5/9	5/28 to 5/30	6/24 to 6/27	7/30 to 8/1	9/10 to 9/12	10/8 to 10/12

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

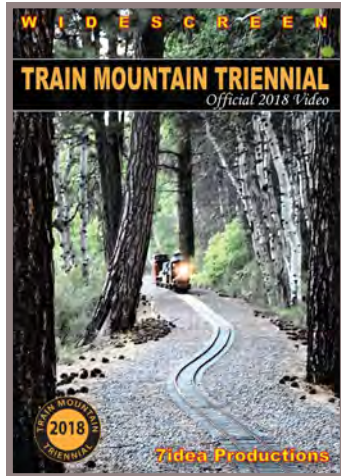


REMEMBER: No job is complete without the paperwork!

CLASSIFIEDS

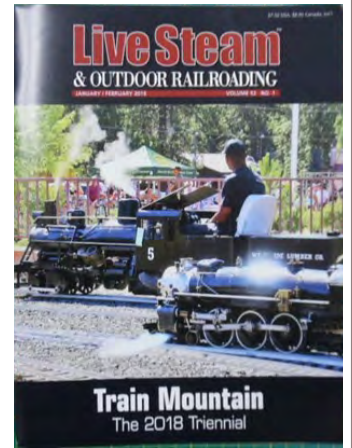
2018 Triennial Video Now Available

The 2018 Train Mountain Triennial video from Aaron Benson at 7Idea Productions is now available. You can order online at the link shown or you can call the office at 541-783-3030 to get your copy. This is a most enjoyable video created by a true video artist and of course it just happens to be about our most favorite subject! The cost of the video is just \$29.95, quite a bargain!



Our good friend Jim over at Discover Live Steam has placed ads for us on his terrific website, thanks Jim. discoverlivesteam.com

Did you see the great article and front cover story from the January / February 2019 issue of Live Steam and Outdoor Railroading? It is a great article covering the 2018 Triennial. and the great gang of folks that hang around the place and put on terrific live steam trainmeets. As an added bonus there is a photo album by member Michelle Moore! How about that! Pretty cool!



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.



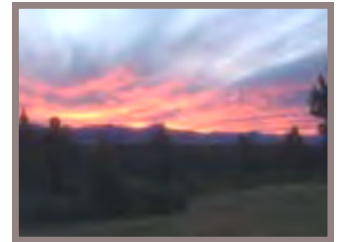
This comfortable house sits on 35 beautiful acres. 2 bedrooms and 2 bathrooms. Can sleep up to 6 people.

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

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 Ave-



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!

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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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Email: trnmtn.joyce@gmail.com Phone: 541-783-

Contributors: TMRR BOD, Friends, TMI

Photos: Tom Watson



For Sale- Priced to Sell \$50K or OBO



2-8-2 Mikado, 1.6 scale, Great Northern
Completed in 1989 by Bernie Swenson from Little Engines design. New ASME steel boiler with copper tubes in 2003, steel clad drivers, Super scale fittings. Propane fired. Engine weighs 1260 lbs wet. Tender: 6 wheel equalizing trucks with stainless steel water tank and twin 5 gallon propane tanks, 650 lbs wet. Heavy duty stands and spare tanks included. Engine has effortlessly pulled 43 people around the KLS Track. Has been to TM many times.

Engine can be viewed at KLS track, in Washington by arrangement. Delivery to West Coast may be arranged. Details and photographs available to interested parties by contacting bearwolf222@gmail.com.

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 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

WEB-CAM GALLERY

Photos by: The Web-Cam



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