



# The Mountain GAZETTE

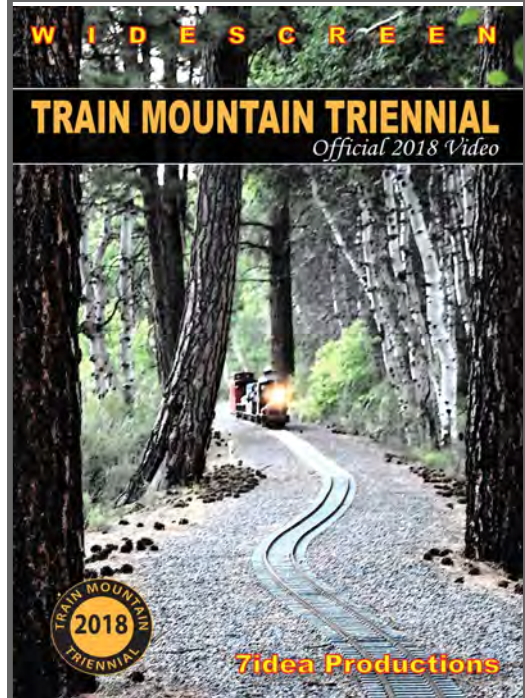
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## March

So according to the Farmers Almanac, it is now officially SPRING! However I don't think that word has got sent over to little ol' Chiloquin. We still have spots of ice and snow, lots of our regular winter debris, and it is just now getting to where one can be outside for short periods of time. So that means we may be a little behind in our annual 'get the Park open' chores. The next 'event' at the Park will be the Annual Kitsap week and that will certainly be another great start to getting the Park open. Following that will be the Spring Awakening work week and meet. In the mean time the locals are doing 'indoor' chores in preparation of another great year of running trains. The Operations Meet folks are already in full swing with several additions to the Ops Meet festivities. I can't wait for that meet. The TrackShop guys are taking a short break from building panels 'cause' we ain't got no place to put the completed panels. Seems the ice and snow is keeping the guys from transporting the completed panels to the storage area behind the BackShop. We might be able to plow our way over there but . . . The ice is really hard, and we are really old, and well you get it! The Visitor Center office is taking shape and should be ready for this seasons tourists. I know Joyce is looking forward to having the office open to help eliminate some congestion in the Front Office. The idea is that we use the Front Office for conducting the business side of the Park, such as memberships, shipping, receiving, etc. Visitors should be directed to the Visitor Center. All of these summer Park functions require volunteers and that's where you all can help contribute. A couple of hours can really make a big difference in a having a nice looking Park, or a happy visitor, or just you and your family enjoying your membership. *Russ*

## 2018 TRIENNIAL VIDEO AVAILABLE NOW



**Click Here to Purchase Online  
Or Go To:**

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



### 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 TMRR President February 2019

Jeff Mills, President TMRR

March has us looking forward to spring and planning our journeys to Train Mountain. You need to start your planning now. A check list is a great tool for planning; it should include your transportation, lodging, food and train equipment. Please remember to renew your membership and register early for any meets you plan to attend. Early meet registration reduces the work load of our already busy Business Office. When packing your trains, do not forget the safety equipment: safety chains, radio, Red flag, fire tools, flashlight and as a working whistle or horn. Upon your first arrival in 2019, you must sign a liability wavier and make your annual official viewing of the TMRR Safety video.

Speaking of safety videos, Aaron of 7Idea Productions is making a special Visitors video that will be required viewing for all visitors. This video will provide us with two functions. Firstly, providing a consistent safety briefing before visitors get on a tour train. The second function is to provide visitors with an "education" on trains and their safe operation, one of TMI's non-profit missions.

The Kitsap Work week will be April 13<sup>th</sup> through 20<sup>th</sup>. You do not have to be a Kitsap Live Steamer member to participate. Please join us as there are quite a few tasks to be accomplished to get the Railroad ready for the new season. IF you plan on coming please contact me at my new email address: [oldcatd399@hotmail.com](mailto:oldcatd399@hotmail.com) . If you need lodging, please contact Joyce in the Office. This is a great introduction to the Train Mountain Railroad. If your club, family or friends would like to organize a work project during a non-meet week, please do so. Contact the office and let them know who, what and when you want to arrive and make a significant contribution to our Railroad. There have been various projects accomplished by such groups and we encourage many more.

With the new Meet season, we are always in need of Volunteer Coordinators. Please consider becoming a volunteer coordinator for a meet. The Spring Awakening Meet is a good meet for a first-time Volunteer Coordinator as the meet tends to be smaller and most of the tasks are straight forward. A husband and wife team are welcomed or any two people sharing the reasonability will also be good. I will be available to assist any volunteers for this job.

Please remember to log your volunteer hours. There are two ways to log your volunteer hours. First is the hard copy volunteer sheet. With these please limit only one name per sheet. The second is on the website. Work that is done at home also counts. The hours you spend volunteering are vital to the success of TM. Soon, they will have an important impact on efforts to obtain grants for improvement to our forest including brush remediation. With most grants, they require the organization receiving them to make a copayment for the project. Volunteer hours can often be used to **offset some or all** the copayment. The tracking of volunteer hours can mean "money" to TMI which can be spent on other needs.

I am looking forward to a busy and productive season!



**Register to attend a Train Mountain Meet Now!**  
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## Follow the Rules and Policies of the Railroad

By Jeff Mills

Train Mountain Railroad has very specific rules to follow for your safety and the safety of other members and visitors of Train Mountain Railroad. Some of these rules are a little obscure and seldom discussed while others are frequently mentioned in both the safety video and at volunteer meetings. This is your Railroad and safe operation should be of concern to all of us.

The Train Mountain Railroad website has a wealth of information collected during 30 plus years of active railroading on Train Mountain. Under Policies and Procedures on the website, there is a tab for Train Mountain Railroad Standards. This document is in an outline format but covers many areas of the operation on Train Mountain. Please take the time to review these standards and make sure you comply with them.

One of the standards is the length of a train. The Standard is 140' train length which coincides with the minimum length of sidings. This allows for a train to be parked on a siding and not block the main track. It also allows the operation of the rolling stock to be observed by the conductor and the engineer. Trains over 140' would need a special Track Warrant from the President of the TMRR Board. Safety would dictate that additional watchers be provided to this type of special operation.

It has been observed that trains were running without a conductor. This type of operation is covered in the safety video and common sense should be applied. If a lone engineer on a larger engine is derailed or injured, a conductor is required to provide a safety watch or in case of injury, obtain help and first aid.

Carrying safety equipment is essential to responsible operation of the trains on our railroad. The following should be carried at all times:

- 1 FRS Radio and 1 Cell Phone are now required for safe running on all track
- 1- 12" square red flag.
- All cars of the consist should have safety chains or draw bars.
- Night operation a headlight and flashing red light is required, a flashlight is recommended.
- During Fire Season a shovel, Pulaski, one gallon of water or fire extinguisher should be carried. Fire Gondolas are available on a first come first serve basis and meet or exceed the fire equipment requirements.

There are a number of Train Mountain Owned Cars that are available for use by members; 2 seat riding cars and fire gondolas, Flat cars for projects such as moving track panels and other materials, pine needle cars for the removal of forest debris but not for riders. All three seat riding cars are for Train Mountain Museum Train Tours or special events and need to be ready for use. Return all Train Mountain cars to their appropriate storage location. If this is unknown to you, please ask.

If you have not watched the Safety video this year, please do so. We require everyone who operates equipment or serves as a conductor view this video. Signing the Safety Video log will remain on record. Scheduling a Safety Video viewing can be done in the business office. We will also make group viewings available at the work weeks and meets as demand dictates.

***Operate safely and make the Train Mountain Experience a good one for everybody.***



**Register to attend a Train Mountain Meet Now!**  
**The Mountain Gazette Page:3 March 2019**

## Greetings from Joyce at the front office:

I didn't get an article in last month's Gazette, so I'll pick up from where I left off the month before...

Just when I said in January that it looked like we weren't going to get any teen or sub-zero temperatures this year, well, now we've had some 5 and 10 degree nights, a good amount of snow and snow melt and more snow in February and now into March. I am watching the snow fall again today...



This month kitty, Charlie, has learned how to pop bubble wrap and continues to work on his skills to pick up the clip board pens to hand to visitors. Maggie has been working on her keyboard skills and if you ever get a communication from me with some gobbledygook zxxxxxxxxxxxxxxxxx interjected, that's all Maggie's doing.

Ten of us took an AED CPR First Aid class at Chiloquin Fire & Rescue on February 23<sup>rd</sup>. It was a great class with hands on practice. Dummies were used for the AED CPR part of the class, but for a few other parts, we practiced on each other! We will most likely be arranging for another class in late Spring or Summer for those who are here mostly after winter and up through Fall. Another thank you goes to Delores Bartholomew for playing a big role raising donations for the AED and training. And thank you to everyone who made donations, too. The next game is to raise funds for 2 or 3 more AED's so that we can have them at the Motor Pool, Backshop and possibly the Track Shop.

Visitors have continued to trickle in even with all the snow and ice and Barbara got her first visitors through her new Visitor Center room today. Barbara Ward and Dick Miller are doing all they can in preparation for making 2019 the best season yet. A number of volunteers will be needed to greet visitors in the Visitor Center. Volunteers will also be needed in the Hall of Flags for the Visitor Safety Video area, getting the visitors seated to watch the video and running the video equipment, and to operate the tour trains.

We are now at 470 members for 2019 including all primary and family members. That number is continuing to rise so stayed tuned!

Volunteers please keep track of all of your volunteer hours and report them each month. You can report them online or turn them in to the office. You can even print out the form in the Gazette for recording your volunteer hours on. I am almost certain some did not turn hours in for 2018 so please do get 2019 hours turned in during 2019.

The Spring Awakening meet is getting closer. Can't wait to see some trains out on the tracks! The snow is obscuring the tracks right now and I'm betting that some or all of the container doors are frozen shut, but maybe by the time of the meet it will all be thawed out. Either way, I am looking forward to seeing those who do come for the Spring Awakening work week and meet. See you then!

Joyce



## Train Rides (TOURS) at Train Mountain

Why are you bringing your train to Train Mountain? Is it just to go for a ride? Is it just to pull some railcars around the track? Or is it to really just to come and enjoy the fun of running a train?

Whatever the reasons you're coming here with your train there should be one more reason. That reason is the sharing of our hobby with others. Train Mountain gets lots of visitors during our regular running season, not just at the Triennial. If you are here and have empty seats in your train, **PLEASE** stop by the Visitor Center Office and ask if there are any visitors that would like a **Rail Tour**. You can really make a major highlight to someone's vacation if you do.

During the regular season we will endeavor to have a **Rail Tour** train at least once a day, but there are times when even that will not be available. This is where you can help. We are not asking you to do anything special from your regular plans, just fill up the empty seats in your train.

So here's the drill, if you get some takers to your offer to give a **rail tour** please follow these simple guidelines.

1. Let them know about how long you will be gone. A really short **tour** is at least 30 to 45 minutes. A long **rail tour** is . . . . .
2. Let them know who you are and a little about your train. Give them a little history of your time in the hobby; it is of interest to our guests. Find out a little about them and they just may surprise you for what their reasons are for visiting Train Mountain. This could help you decide what the rest of the **rail tour** might be.
3. Give them a little safety speech, stay seated, keep feet and arms inside, don't lean or rock the cars, etc. You all know the speech.
4. Your **rail tour** should not get you the pole position for the Indy 500, a nice fun, safe, enjoyable rail tour works best. The speed limit at TM is 7 mph, except hauling the public, then it is 5 mph.
5. To you this is your club, to the public this is a railroad park. For this particular definition it is also a railroad museum. Pass on the knowledge you have to them. Remember it is not a merry-go-round or a roller coaster, it is not an amusement park ride, it can be very educational and still be fun for us, the providers of the information.

**We don't want to be in the train ride business**, that's the Klamath & Western's job that they do so well. So if you do pick up some passengers please stop every once in awhile and let them know what's going on at that location. If you get to like doing this sort of thing please see the Visitor Center Office and they will get you signed up to be trained to be one of our program docents. We have regularly scheduled trains, specific stops, some background data to study, and a little bit of history to pass on to you.

So what do you think about giving Train Mountain a helping hand and sharing your joy of our hobby with others, please! *Russ*



## I don't come to the Work Weeks because . . .

Certainly the most often heard statement is that my 'condition(s)' won't let me do the work. We can all relate to that, right? However there are lots of indoor, sitting down, type jobs that need to be done. All they need is you.

Another frequently heard statement is because I can't run my train until after 4:00 I just can't justify the expense or the time to come. Well see here is another misconception. The issue is one of **JOY RIDING** before 4:00 pm, not of running trains. There were trains running all day, every day, during the Work Week of Big Build 2018. All of those trains were powered by member engines NOT TM engines or TMI engines, but member engines. The only TMI train running was the Rail Tour train. Part of the problem is that it is a Work Week. Sometimes, especially during Big Build, there may parts of the railroad that are non functional. So you attend the morning meetings, you can find out where the work crews are working and see what railroad assistance you might be able to provide.

Train Mountain Institute is the property owner. TMRR the membership group has a contractual agreement with the landlords (TMI) that to be able for our group to use the park and its abundance of track, WE (TMRR) will do most of the volunteer type of work that needs to be done to maintain the park. The paid staff of FTM does the heavy equipment stuff.

Please feel free to come and see what you can do to help. The membership has shown during the Triennial that when asked they will volunteer to help and that's what TM needs. It is your volunteer help that is needed to maintain and grow the park. *Russ*



Here's the track panels stacked up in the TrackShop waiting for the snow to melt so we can move them out to the regular track storage area behind the BackShop.



## **WHY WE LEAVE SWITCHES LINED FOR THE MAINLINE - Dick Miller**

Since the mandate by the Congress to install Positive Train Control (PTC) following the Los Angeles Metrolink head-on collision with a Union Pacific freight train in Northridge, CA there have been two serious accidents directly related to the installation of PTC. Both accidents occurred as a result of mainline switches being left lined for a siding, albeit under unusual circumstances. The first involved two UP freight trains in Wyoming where, during the installation of PTC, the block signals were inoperable, creating a dark territory with train control by track warrant, since the CTC was out of service. Since the time of trainorder dispatching, mainline switches were always left, aligned for the mainline. Consequently any train entering a siding from the mainline would have to throw the switch to enter the siding, then restore the switch to the normal, mainline position after the train was clear in the siding. This simple rule worked great given the larger train crews at that time.

However, in the case of the two accidents during the installation of PTC, and when the signals were inoperative, the train authority to traverse the dark territory was by track warrant. The problem arose in the case of the UP accident in that when the CTC is operating, a mainline switch may, or may not, be aligned for the mainline. This does not create a problem when signals are working in that the protection is afforded by block signals. But, when the territory goes dark, the switches do not restore to normal (mainline alignment) but instead remain in the position last set by the CTC dispatcher. Therein is the problem, and the apparent cause of the UP accident. The engineer on the approaching train expected the switch to be aligned for the mainline, but instead, the switch was still aligned for the siding occupied by another freight train.

A similar accident occurred in North Carolina when an Amtrak train operating near the authorized speed of 59 mph, encountered a reversed switch (set for the siding) and hit an CSX freight train that was occupying the siding. Like with the UP accident, this was dark territory as a result of the work required for the PTC installation in Cayce, NC. In a TV story about the implementation of PTC, ABC's 20/20 used the CSX PTC installation to make a point about the implementation schedule mandated by Congress was not being met. What the story didn't tell us is that the accident was the direct result of the operating procedures used for the PTC installation. The NTSB within a few hours sent an urgent message to the FRA to establish a rule whereby in CTC dark territory, all trains must approach mainline switches at restricted speed to verify the alignment before proceeding. Given the urgent implementation of the new rule, one can reasonably assume this was a weak point in the operating rules resulting from an unusual event, in this case the PTC installation itself.

Here at Train Mountain, we should always leave switches lined for the mainline after entering a siding, to protect our train from any train that may be following. The conductor should do this, and the engineer should verify the procedure is followed.

Reading the NTSB preliminary report for the Amtrak/CSX accident the apparent fault, and firing of the engineer and conductor causes one to question this action based on the information revealed in the preliminary NTSB report. Both crew members on the engine of the Amtrak were killed, so finding any fault with them would be moot, except to say, they were found to be operating within the authority of the track warrant, including the authorized speed.

That this track warrant authority was given, without any restrictions regarding switches, and the implementation of the emergency order by the FRA, this reasonably establishes that there was a weak point in the current rules. What isn't revealed in the preliminary report is how the CSX train

## WHY WE LEAVE SWITCHES LINED FOR THE MAINLINE (cont).

entered the siding, or if the siding was CTC controlled, or had manual switches. Had the CSX train entered the siding from the south end, the train would not have yet passed over the switch over two hundred yards ahead or had any reason to throw the switch. If the CSX train made a reverse movement over the culprit switch to enter the siding, the CSX conductor would have been responsible to restore the switch to the mainline position. We'll have to wait for the final report to learn about that.

The FRA emergency rule solved one problem in requiring restricted speed over mainline switches in dark CTC dark territory in order to verify proper switch alignment. The other problem, not addressed in the preliminary accident report is the need to make sure all remote controlled switches are aligned by the CTC dispatcher for the mainline prior to the territory going dark, and the need for any train passing over a switch aligned for the siding should be restored to the mainline position after entering the siding. This, of course, for a train going forward into the siding would be problematic and very time consuming with only two crew members on the head-end.

What we at Train Mountain can learn from this is the need to leave mainline switches lined for the mainline simply to protect our own trains when in a siding. Within yard limits we should follow the rule limiting our speed to 3 mph to permit verification of switch alignment and to allow time to avoid a rear-end collision with another train. An even greater potential problem at Train Mountain is the track configuration at Hairpin, Youngstown/Copper Head junction and Diamondback Junction, and the entry point to the Two Percent Solution where a switch left aligned to cross over the diamond could result in a near head-on collision with an opposing train. These locations are restricted to a maximum of 3 mph to permit verification of switch alignment before passing over the switch. Too many engineers pass over these locations at full track speed not allowing time to stop if the switch is unexpectedly aligned to cross the diamond. Perhaps in the future these locations will be protected by signals, as is the junction at the Blue Caboose campground, but currently that's not the case.

**FOR NOW, REDUCE SPEED TO THE 3 MPH POSTED THROUGH THESE LOCATIONS, BEING ESPECIALLY ALERT DURING MEETS WHEN MANY TRAINS ARE OPERATING AND INFREQUENT VISITING ENGINEERS ARE TAKING UNUSUAL ROUTES.**

### 2019 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
<b>Work Week</b>	none	4/27 to 5/2	5/25 to 5/30	6/29 to 7/3	8/3 to 8/8	8/31 to 9/5	none
<b>Meet</b>	1/18 to 1/21	5/3 to 5/5	5/31 to 6/2	7/4 to 7/7	8/9 to 8/11	9/6 to 9/8	10/11 to 10/14

**WE ARE ALL VOLUNTEERS  
DON'T YELL AT ME, I AM A VOLUNTEER!**

**Register to attend a Train Mountain Meet Now!  
The Mountain Gazette Page:8 March 2019**



## Train Mountain Railroad From the Top Down - Russ

**Train Mountain Institute** owns Train Mountain and operates it for *educational* purposes. Train Mountain is the world's longest model railroad with over 35 miles of 7.5" gauge track on 2200 acres near Chiloquin, Oregon. It is a 501(c)3.

### **Train Mountain Institute :**

Provides a venue for *educational* programs with an emphasis on railroad education

Operates the Train Mountain Railroad Museum

Operates the Train Mountain Library

Operates the Train Mountain Store

Provides a venue for *educational* events and activities such as:

the Boy Scouts of America

Union Pacific Railroad training and safety meetings

antique truck and car groups

Organizes *educational* programs including :

Promotes TMRR's annual Operations Meet as an educational activity

Tours of the Museum, Rail and Walking

Lectures on Railroads

Lectures on 7.5" gauge Railroading

**Train Mountain Institute** coordinates with **TWO** other organizations in the operation of the Train Mountain project:

**Train Mountain Railroad** is a railroad club that holds work weeks and meets. It takes care of the facility in exchange for being able to use the track and hold the train meets. This club has elected officers, holds annual meetings and is the primary controlling body of the International Triennial train meets. It is a 501(c)7.

**Friends of Train Mountain** is a club that builds track and maintains the railroad. Programs include the Big Build each September. Friends also owns a Scenic Easement that protect the views from the track and leases part of the property on which it is working to expand the railroad. From 2007 to 2018 Friends of Train Mountain has built about 9 miles of new track at Train Mountain and has replaced over 6 miles of track. It is a 501(c)3.

Each of these groups / corporations function in various ways but TMI's primary focus is *educational*. When you as members work on various projects at or for the park remember the goal is to *educate* the public. We want their experience here to be a great one. The better job we do, the better the responses become. While you're here please talk to the visitors, explain what you are doing while cleaning your flues, or oiling the side rods, or whatever. Get them involved. Thank you.



**Register to attend a Train Mountain Meet Now!**  
**The Mountain Gazette Page:9 March 2019**

# 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!**

### Keeping the Right of Way Looking Great

So you are cruising along the track and you go to make a stop and Uh Oh you're going a little too fast and out comes the **FEET** and you do a little **Agricultural Braking!** We've all *'been there, done that'*! Now the question is, did you go back and FIX the ballast? No! Why Not?

We all want to take pride in *OUR* railroad, and show it in its best light. Having big, long furrows in the ballast certainly is not the way we want *OUR* railroad to look. It only takes a little longer to undo the *braking ditches* than it did to make them, **PLEASE** fix your *ditches!* Also make sure that if some of the ballast moved up onto the track that the track is free of debris for the *next train* that is coming along the track.

Bottom-line, think of how *YOU* want *YOUR* railroad to look, and also think of how *YOU* would like to run into some misplaced ballast on the track ahead of *YOU*. Either way, the answer is simple, **FIX THE BALLAST.** Russ

## 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.



September 4-7, 2019  
Sacramento, CA

## 2019 National Narrow Gauge Convention *An Invitation to Participate*



We west coasters are putting together a 2.5" (1.5", 2.5", 3.75") extravaganza at the 2019 NNGC to be held in Sacramento, **Sept. 4th-7th, 2019.**

We would love for you to attend with equipment if possible. All the usual suspects are planning to attend. I hope to have 20 ish engines running during the convention. We are listed on the official convention layout tours and will be at the Sacramento Valley Live Steamers in Rancho Cordova.

We plan to give rides to conventioners on **Sept. 4th and 5th.** Let me know if we can save you a steaming bay!!!

Contact me with any questions.

**Ken Burns** ([rgsken@sbcglobal.net](mailto:rgsken@sbcglobal.net))

Camping will be available at the track for participants.

Hope to see you there.

**Please Volunteer at a Train Mountain Special Event!**  
**The Mountain Gazette Page:11 March 2019**

# 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 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!**

## **Weed Spray Train Crews Needed** *Repeat Request from Last Month*

*This request from Boyd and crew is a function that must be done to maintain our park. Please reread this request and give us a hand if you can.*

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 Awakening 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.

*ED: A couple of folks have contacted Boyd to assist in this project and we thank them BUT we still need a few more to get trained so that we all have time for trains and some work. Thanks.*

## **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.

# WEB-CAM GALLERY

Photos by: The Web-Cam



# WEB-CAM GALLERY

Photos by: The Web-Cam



# 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.

## **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**



**FOR BID  
SILENT AUCTION**

**“POW-MIA Express Train”**

From Hawthorne Village as offered by the Bradford Exchange.

New in Box/ Never used  
Retails for \$79.99 + \$9.99 S/H per issue. This is a six issue set making retail Value over \$500.

Donated by Gwen Burke.

Proceeds are intended to support a Marine Corps League charity in memory of Jim Burke.



**SET INCLUDES:** Engine, 3 Passenger/Dome Cars, Caboose, Track, Controller, Power Source

**HIGHEST BID BY 5/27/2019**

Send name, bid amount, address, contact phone # to

EMAIL: Oldvet182@gmail.com

**REGULAR MAIL:**

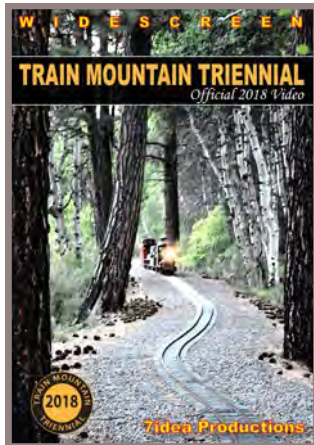
MCL Chapter #373, ATTN:  
Train Auction, 1019 Main Street,  
Klamath Falls, OR 97601.



# 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 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 train meets. As an added bonus there is a photo album by member Michelle Moore! How about that!



### 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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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



# 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](mailto:twatson703@gmail.com), and I can email you the history of these parts and how to contact Fred.



## THE POTBELLY CAFE



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



**Good Service**  
**Good Food**  
**Friendly Folks**



## Crater Lake/ Train Mountain Vacation Rentals

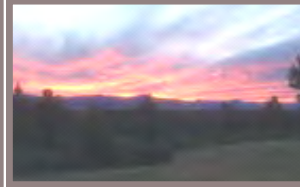
### Crater Lake Chalet

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 baths. Can sleep up to 6 people.

### Panoramic View Ranch House / Crater Lake



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

The 56 acres of land features panoramic views of Agency Lake and the Cascades. Enjoy a peaceful and private experience. 4

bedrooms and 2 bathrooms. Can sleep up to 8 people.

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

**10% off for train mountain members**

[www.getawayvacationhome.com](http://www.getawayvacationhome.com)

## Crater Lake Junction Travel Center

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

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

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

Make sure to ask for a Crater Lake Junction Travel Center rewards membership card so that you can earn points for each purchase and visit. Your earned points can be applied toward future purchases. Truckers, ask about trucker services and benefits for each visit. Convenience items and truck accessories are for sale, along with many useful daily provisions.

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

### Crater Lake National Park

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