



The Mountain GAZETTE

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April

So the saying goes something like this, April Showers bring May Flowers! Well watch out for next month cause Yep we had some April showers but thankfully that seems to be tapering off a little. Because of the wetness we have yet to start the annual rake and pickup routine. So we are just a little behind. Kitsap week is always a treat for me because these folks who have their own railroad and the knowledge gained from that, come down to Train Mountain and get us going for the season. Some of their projects so far have been working on the malfunctioning Main Gate, rounding up of the needed tools for raking and picking up, some engine work on a couple of the Tour Trains, inspection of the riding cars used by both the Tour Trains and the members, and many other tasks. Thank you so much to them for doing this year after year.

David is working with Dennis and getting the track inventory completed. Dennis is working daily in the TrackShop and of course that is because it's to wet to work outside. Once the weather gives us a break I believe the goal is to finish the Midway Circle loop BEFORE the Spring Awakening Meet. He and Charlie got all the switches in they just need to finish replacing the connecting tracks.

Some of the experimental equipment *MAY* be ready for testing soon and that should prove to be interesting. One of the experimental devices is we are now working on version 4 of the Super Sucker pine needle vacuum (no pix yet sorry). The other is a rail car for assisting in the placement of Train Mountain switches. It currently takes a four man crew to set a switch and not destroy it in the process. The new device is a Switch Toter rail car that will allow two people to safely set a switch on the ground in position. The inspiration came from a YouTube video of a real switch toter and well, the rest as they say is history. We should be ready to test it soon and as soon as we do I'll post it to Facebook and do a photo shoot for the next Gazette (along with pix of a working Super Sucker, I hope!).

Spring Awakening is up next at the end of this month so See ya then!

2018 TRIENNIAL VIDEO AVAILABLE NOW

W I D E S C R E E N

TRAIN MOUNTAIN TRIENNIAL
Official 2018 Video



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From the Desk of TMRR President April 2019

Jeff Mills, President TMRR

April is seeing an increase of activity at Train Mountain as the snow is melting and the days are getting warmer with longer periods of daylight. This month starts the TMRR Board election process watch for articles in the Gazette.

We have a need for meet Volunteer Coordinators. This job is essential to organize our volunteer workers. Serving as a meet Volunteer Coordinator is a requirement for Triennial Volunteer Coordinators. Team coordinators are welcome for this task. Please contact me via my e-mail old-catd399@hotmail.com and let me know which meet you would be interested in working.

This is the beginning of the “raking and hauling” season. The burn pits will be filling up and need preparation for burning. Richard Cox is the only person with authority to light the burn pits. He has a number of criteria to meet before any burning can be done. These consist of contacting the local governmental agencies, prepping the material to burn, checking weather conditions and making sure all required equipment is on site.

During the Kitsap Work Week, we began the Tour Train Engineer and Conductor qualification and training program. We need to insure that our visitors are transported safely with an informed train crew. We want to emphasize a positive and memorable experience for both visitors and train crews. If you want to volunteer for a train crew, please contact Dick Miller or the new Train Mountain Visitors Center.

The Visitor Center is open and receiving visitors. We need volunteers for this and it is a great opportunity to meet and greet visitors from all over the US and the World!. This is the **perfect** volunteer task for members with physical limitations. If interested, please contact Barbra Ward.

Last year, we had a successful fundraising drive for an AED. This unit has been purchased and installed in the Hall of Flags near indoor restrooms. The first training sessions have been completed. Now, we started a fundraising drive for a second AED unit and are already one third of the way to the purchase price of the second unit! This unit would be installed in the Backshop. Please consider donating to this Life Saving Equipment.

Shortly after my arrival for the Kitsap Work Week, I introduced myself to a **Harvest Host** Visitor. It was very rewarding as I was able to tell them of some points of interest at Train Mountain and learned that this was their first stop on an RV trip to Fairbanks, Alaska. We might want to remember, when we engage visitors to not do all the talking but listen to what they say. Positive visitor experiences increases our presence in the community and enriches our own lives.

I would like to see some suggestions for train related activities during the upcoming meets. For example; a poker run or a progressive dinner. This needs to be a group effort as putting on one of these events is more than a one or two person job. Let's get rolling on this and see what we can do to make this our best Meet Season yet.



Register to attend a Train Mountain Meet Now!

Greetings from Joyce at the front office:

The second half of March brought a big melt of snow. The first couple of weeks of April have brought rain. The daffodils outside the office are preparing to bloom and a wildflower species that usually only sprouts one or two plants per year outside my own home is growing in abundance with at least twenty plants sprouting this year. It is really great that we have been getting a good amount of moisture this year. Good, yes, but I think we all know what that means when it comes to cleaning up and around the tracks at Train Mountain now.

Kitties Charlie and Maggie are continuing to grow. We don't know exactly how old either of them are, but the general consensus is that they both have a bit to go before reaching age one. Charlie has been exploring out in the great outdoors some. Maggie prefers the great indoors. One of these days I will try to collect some cute photos off of my cell phone to share. That is a small project to get them off my not-so-smart phone.

Folks have been arriving for the Kitsap Work Week and Barbara Ward will be providing a spaghetti dinner on Monday, the 15th to give them a great kickoff. Then nearing the end of the month is the Spring Awakening Work Week and then the Meet.

Now that the snow is gone, the visitor traffic has been picking up more. Barbara Ward and her volunteers, Sabra Rickman and Lynne Miller have been doing a great job in the Visitor Center. Dick Miller will be doing a training session on April 15th for those who want to run our trains.

The 2019 member count is now at 536 including all primary and family members. That number will continue to climb.

Our online meet registration says that if you do not get a confirmation from the site, you are not registered and to call the office. It is not necessarily true that your registration didn't go through if you didn't get a confirmation. Sometimes the automated confirmation emails kick back to our inbox. So, if you have registered for meets this year, I may be sending you a confirmation of your registration a week or two before the meet you registered for. Hopefully my sending out an additional email will get to you. Emails from my account almost never get kicked back.

That's about all for this month. I'm looking forward to seeing more and more of you here.



Joyce

Correction to the February 2019 Mountain Gazette Article, page 9: The article stated that Friends of Train Mountain is a 501 (c) (3). That is incorrect. Friends of Train Mountain is a 501 (c) (7) organization.



Register to attend a Train Mountain Meet Now!



ELECTIONS 2019!

The Board of Directors of Train Mountain Railroad Inc., the Social and Recreational club component of Train Mountain which primarily operates meet events for its members, will have three out of seven Director positions to be filled later this summer through voting of the general membership occurring between August 5, 2019 and August 19, 2019.

Directors shall be members of TMRR. Nominees must have exhibited an interest in and commitment to the purposes of Train Mountain Railroad and must have expertise in areas relevant to the needs of the organization.

To be considered for nomination, submit a written or e-mailed application addressing, as you see fit, the following:

- Why you are interested in the position of Director
- Experience and past contributions to TMRR
- Areas of expertise which might assist TMRR
- Other factors which you believe to be relevant.
- A current photo (jpeg or similar preferred) is encouraged.

The application will be reviewed by the Nominating Committee and, if nominated, a summary of up to 300 words will be published with the ballot.

IMPORTANT: To be on the ballot a qualified member must be nominated for election *by the Board*. The Board will accept applications directed to Mr. John Cooper, Vice-President TMRR, to be received by him not later than June 30, 2018. The By-Laws do not allow write-ins at the time of the election.

When elected, a Director is seated for a three-year term. For further background information consult the By-Laws and other relevant documents which are posted on the web site. Talking with current Directors is also encouraged!

FYI: Current Board Information as of April 2019:

NAME	ELECTED	VACATES	Position 2018
<i>Dick Peterson</i>	2016	2019	<i>Secretary</i>
<i>Joe Simon</i>	2016	2019	<i>Member at Large</i>
<i>David Waterstreet</i>	2016	2019	<i>Treasurer</i>
John Cooper	2017	2020	Vice President
Danny Chamrad	2018	2021	Member at Large
Jeff Mills	2018	2021	President
Tom Watson	2018	2021	Member at Large

Register to attend a Train Mountain Meet Now!

Volunteering for fun!

Train Mountain can only exist with the generous donation of time by volunteers. The good news is that volunteering can be fun, and serve a useful purpose. As a docent or tour train operator the volunteers meet many interesting people.

Given the increased publicity through Tour Oregon, and the Oregon Public Broadcast System, many more people know about Train Mountain and want to visit. In addition to that, there is better signage on Highways 62 and 97 that call attention to Train Mountain. But, why encourage even more visitors?

While we don't charge for visits, or train tours, we do accept donations, and appreciate the donations the visitors leave since this helps offset some of the costs associated with operating Train Mountain. As a volunteer you would be helping meet the Train Mountain commitment to Train Mountain Institute, to maintain and operate the assets belonging to the Institute.

There are volunteer opportunities for every skill and interest so whatever your preference, we can probably use your time and talent. Accommodating the anticipated increase in visitors, we desperately need docents and train operators. The docents help in the visitor office, located in the Santa Fe Chief room. They act as greeters for visitors, and assist with the showing of the safety video, issuing visitor badges, or working in the company store. Engineers and conductors are needed for the tour trains. One challenge is that not all visitors schedule in advance, making it difficult to staff appropriately. This will be a learning curve for all of us going forward. Training will be provided, and you'll be qualified and certified for operating the tours trains, if that's your area of interest.

Whenever you can be available we can use your help, be it all summer, or for a few days at a time. Helping with the visitors is fun, and you'll be scheduled to fit your availability and other interests so you can also have fun operating your own train or whatever you enjoy doing with your time.

Please let us know when you can help by a phone call to 541-783-3030, or better yet, an email to info@tmrr.org

Flag Ceremony - Special Event - May 31st 2019



The United States flag at Train Mountain has recently been replaced by a new flag, the previous flag having become worn so as to no longer be suitable for display. So what should be done with the worn flag? The U.S flag Code. Title 24, Section 8k states- "The flag, when it is in such condition that it is no longer a fitting emblem of display, should be destroyed in a dignified way, preferably by burning." ANN MORGAN, a Train Mountain member, has volunteered to retire the worn Train Mountain Flag at a flag retirement ceremony to be conducted on May 31st, at 8 pm. Flag retirement is the term used to define the proper way of destroying United States flags that are no longer fit for display.

Ann has conducted the ceremony many times as a Boy Scout leader, using the occasion to teach patriotism and reverence for our flag. Train Mountain members attending the Narrow Gauge meet, members of the visiting RV camping club, and residents of the Chiloquin community are invited to attend. Vets are especially invited to attend as they are given special recognition for their service.

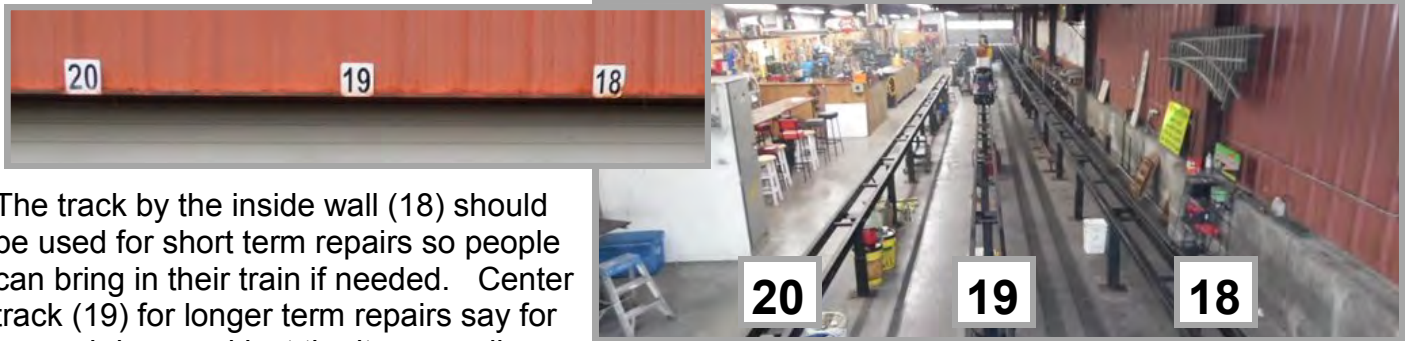
Register to attend a Train Mountain Meet Now!

A Note From The Backshop

Hi all. Well spring is somewhat here and to those of you who use the Backshop to work in I have a few little items. If something breaks while you are using it please replace the item as it should not have to be done with Train Mountain funds. A person was using the 4 1/2" grinder and its broken and was left on the bench with no note on it so if someone would like to donate one that would be very nice. Also I would like to install a sand blasting cabinet, Harbor Freight has one with legs that would work very well and a shop vacuum is needed for it too so we don't have a dust problem.



I have redone the tool wall with labels as to where things belong and that should help people out in locating tools and returning them. I do hope this helps people out while working in the shop. Another thing while using the shop is to think about the next person who will be in there.



The track by the inside wall (18) should be used for short term repairs so people can bring in their train if needed. Center track (19) for longer term repairs say for several days and just the item needing repairs so others can use it too. The track by the benches (20) is for welding and also for longer term repairs. When doing them please keep the item towards the rear leaving the front part open so others can do repairs too.

Any questions please ask. Another item I like to see is when people who don't have a shop to work in bring their project to TM to work on it. I try to help out anyone's needs such as welding or machine work if they are unable to do them.

Thanks for your ear Boyd Butler

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
Work Week	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
Meet	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

Register to attend a Train Mountain Meet Now!

Train Mountain 2019 Operations Meet

The time is getting closer to the start of the 2019 Operations Meet. Start making plans to attend, if you have not already done so. The Work Week starts on Saturday, June 29th, and the 4-day meet starts on Thursday, July 4th. What a great way to celebrate Independence Day!

We have many new things planned this year. Here is a quick look at a few of them:

- Ten new industries have been added. Half of them are past Farmersville on the North side.
- The ability to request a new switch list before delivering your last car.
- Delivery and pick-up of switch lists on request at Appendix Yard.
- Option to customize your switch list from available movements.
- Ability to report pick-ups and delivery's by radio.
- Points instead of just Car Counts to determine productivity. More points will be awarded for distance and difficulty of cars moved.
- Prizes for the most productive crews, freight and passenger.

There is no requirement to bring equipment to the Ops Meet. We will make every effort to ensure that those without equipment can be connected to a crew. We'll even provide 2-seater passenger cars so any consist can take extra crew members. Train crews will be encouraged to take along additional members. A white board will be used as an "Extra Board" for those seeking to join a crew to be listed. It will be at the freight office.

We also encourage people to bring more freight cars to be added to the pool. This is a great opportunity to see your freight cars in action. Much care is used to insure the cars are not damaged. All the cars used do go through an inspection, which consists of making sure couplers work properly, and they have proper safety chains. This is conducted in the back shop, and repairs can be carried out there by their owners.

Volunteers are always needed at Train Mountain, and this is especially true of the Operations Meet. The schedule for the work week is as follows:

- Sunday-gather up the TMRR cars used during the ops.
- Monday-car inspection and initial sorting
- Tuesday-final sorting and additional inspection
- Wednesday-spotting cars on the railroad

Volunteers are needed to help with all of these tasks, and the Wednesday spotting is a good time for crews to get familiar with the railroad.

Thursday is the start of the actual meet. Things will begin with the general briefing meeting at 8:30AM in the Hall of Flags. At 9:00AM the session will split into separate breakout meetings for passenger and freight crews. At 9:30 these will repeat so crews can attend both if they desire. At 10:00AM we plan to have Signal and Dispatching seminars. The freight and passenger offices, tower and dispatcher will go on duty immediately following the seminars, which should be about 10:30AM.

We intend to keep each of these meetings to 30 minutes or less!

All participants, new and those with previous Ops experience, are encouraged to attend these meetings before heading out to switch or run passenger trains. There are a lot of new things being added this year, and it will be to your advantage and everyone else's to attend.

Register to attend a Train Mountain Meet Now!

Train Mountain 2019 Operations Meet (cont).

Saturday evening will be a Banquet, and that is where the prizes will be awarded for the most productive crews.

Sunday, as usual, will be spent picking up all the cars and bringing them back to the main yard. Volunteers with locomotives are particularly needed for this, and it can be a lot of fun. Every effort will be made to get loaned cars back to their respective owners as soon as possible on Sunday.

So, make plans to attend the 2019 Ops Meet. There will be fun, competition and camaraderie for all.

Richard Croll, Trainmaster

FIRE SEASON TRAIN MOUNTAIN 2019

By Jeff Mills

This late spring is laying down its last snow and rain. Soon the warmer weather will be here. This means we need to renew our diligence in FIRE PREVENTION and Detection. We have had more snow this year than in the past few years. It is good when it melts slowly and soaks into the ground. This raises water table levels and allows the plant life to take a long needed drink. It also means the vegetation will have a good growth spurt, shedding dry pine needles, pine cones and other forest debris which provides dry fuel for a wildfire. Raking the track and drainage ditches becomes as important as ever. This clearing of fuel around the track is one the best fire prevention activities we perform on a regular basis. As usual, awareness of the fire danger signs and understanding of what they are indicating is also vital.

For obvious reasons, smoking is **not** allowed out on the tracks and will only be tolerated in 3 designated smoking areas. These areas are on the east side of central station Hall Of Flags entrance, the east side of the back shop and the man door at the motor pool. Please be watchful for people smoking in non-designated areas and either ask them to extinguish their cigarettes or report the infraction to the office.

This is also the right time to check out your own firefighting equipment. Fire tools that are required are a Pulaski, shovel, gallon of water or fire extinguisher. Ensure the tool heads are sharp and free of rust, check handles for cracks or loose heads and correct any faults now. When you need the tools, it is too late to fix them. Fire Extinguishers need to be checked for charge and date of manufacture. If the extinguishers are not charged, they need to be recharged or are 6 or more years old, replaced. I will be preparing the Fire Gondolas for deployment during the Narrow Gauge Work Week and will be looking for a few volunteers for help with this. I encourage the addition of these fire gondolas to all work trains and to any other trains adding to their consist.

When operating on the railroad, all persons should consider themselves on Fire Watch as early detection and suppression is the best system to prevent a catastrophic fire.



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Highball! All about Train Crews

By John Lovely

What does the Conductor do? Gee, I thought you'd never ask. He/she is in charge of the Train Crew.

What is a train crew? The team charged with getting the train over the road safely and efficiently. It consists of:

Conductor: the person in charge of the crew. He is responsible for everything that happens on the train. He receives the train from the yard crews or another train crew. He obtains authority to occupy main track outside yard limits – a track warrant or clearance from the dispatcher. Under way he needs to be sure the train is running at the correct speed, notify the engineer if it isn't, and/or apply emergency braking to bring it under control. On a passenger train he collects the fares, maintains order, looks after passenger comfort, and acts as ambassador for the company. He holds a job briefing before each move to be sure the crew understands what will happen and who is doing what. When the train is ready to move, the Conductor notifies the Engineer – “Highball” or other pertinent command.

Brakeman: assists the Conductor. On a long train or where there will be a lot of switching or other work, a Brakeman is often assigned. In steam days there were two brakemen on a train, one in the front and another on the rear. The “headend brakeman” got to ride in the cab or a dog house on the tender, the “rear brakeman” shared the caboose with the Conductor. Underway they watched the train for unusual occurrences. Before automatic brakes they walked the top of the train setting or releasing hand brakes.

Engineer: Is in charge of the engine. He makes sure it is safe and fit to run. Moves the train at the direction of the Conductor per timetable, track warrant, and other rules. Both the Engineer and Conductor must have a copy of the track warrant in their possession and compare them to be sure both understand what they say. They also need to agree on the correct time. The engineer's main duty is to control the speed of the train. The Engineer is second in command of the train crew.

Two whistles from the engineer means, “I am going to move the engine forward.” Three whistles mean a reverse move is intended and one long blast means the train is safely stopped and secured.

Fireman: Assists the engineer. On steam his main job is to provide steam for the engineer. He would also watch the left side of the train, ring the bell, and talk on the radio. In diesel days, they had little to do other than to help watch the track and cross call signals. In Arizona and some other states, the law requires two persons in the cab of a passenger train. For modern freight service the Conductor is the second person. The engineer is not allowed to copy track warrants or bulletins while the train is moving, that duty falls to the Fireman or Conductor.

Flagman: In dark territory (no signals) where there are overlapping limits (that is two trains, traveling in the same direction with authority to occupy the same track) the preceding trains need to provide protection against following trains. Train Mountain RR is dark territory and we have an implied warrant for the whole railroad from Central Station to Main Yard. Hence our requirement of Flag Protection. Usually the rear brakeman is assigned this duty. FRA rules are very emphatic that the Flagman only performs protection duty until the following train is stopped. No distractions like kicking pine cones or chasing squirrels.

How do you provide flag protection? At more than half track speed (maximum allowed speed), depending on speed, grade, weather, and track conditions, the Flagman may drop a lighted fuzee if there is danger of being overtaken. The Flagman will drop a lighted fuzee when train speed is less than half the track speed and continue dropping lighted fuzees considering the burning time.

When the train stops the Flagman goes back 2 miles. Before about 2010, he would place 4 torpedoes, staggered on opposite rails, 50 feet apart, then return half the distance to the train. When re

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Highball! All about Train Crews (cont).

called he would drop a lighted fuze and return to the train. The torpedoes were not retrieved, so the following train would reduce to restricted speed before the two mile mark.

Now he stays at the 2 mile post until he stops the following train or is recalled. When recalled, he is to place a lighted fuze and return to the train, drop a lighted fuze, board the train and continue dropping fuzes as necessary until half the track speed is attained.

When encountering an un-attended, burning fuze, a train must stop, consistent with good train handling, and travel at restricted speed until the two mile limits are reached. Additional fuzes require additional stops.

Once the following train is stopped, that train needs to provide protection. The first Flagman returns to his train and the following train can move up to a safe distance behind the stopped train. When recalled (4 whistles or by radio) be aware of following trains because your train is still blocking the track.

Within *Yard Limits* and on *Other Than Main Track* the protection requirements are reversed. That is why you must travel at Restricted Speed – able to stop in half the distance of sight.

Of course we don't use torpedoes or fuzes at Train Mountain for fire danger reasons. Torpedoes are as dangerous as blasting caps. One training Conductor suggested I carry fuzes and torpedoes in my pockets when I was a brakeman. I said, "NO THANKS."

Unfortunately these duties don't seem to carry over to our hobby. The owner of the engine is usually the engineer and assumes he/she has the final say in what happens to the train. In light of our mission for education at TMRR and TMI, I would like to change this. Of course it would mean being sure the Conductors were fully qualified on TM rules.

What other flag protections could we practice?

Yellow Flags are for speed restrictions. They are often placed by MOW crews and should be accompanied by a Form A Track Bulletin. Speed restrictions are current track conditions and must be respected. If a Form A has been issued, follow the instructions. If not, contact the Dispatcher to ascertain if any bulletins are in effect. If not, reduce speed to 3 mph at the two mile point and continue at 3 mph until the rear of your train is 4 miles from the yellow flag.

Yellow/Red flags and Red flags are for protection of MOW workers. They will be accompanied by a Form B Track Bulletin. Yellow/red means to expect to stop in two miles, unless specifically permitted to pass by the worker in charge. Do not pass a red flag placed between the rails. It must be removed by the person who placed it.

Green Flags mean the end of the speed restrictions have been reached and when the end of your train has passed that point you may resume track speed.

Blue signals or flags protect maintenance workers on, under, or near the cars. Do not move or couple to a blue signal protected train or cut of cars. These are usually associated with yard tracks but are often used out on the road too. Any time a person, other than a train crew member, is working on a train it needs blue signal protection. Train crew may work on or under their train with "in between" or "set and center" protection from the engineer.

These are just some of the prototype practices we could, and probably should, adopt in our hobby. Then again, our Conductors don't have to pass the rigorous training our engineers do. Engineers have probably been in the hobby long enough to gain some knowledge. I think TMRR ought to issue Conductor/Engineer certificates following testing on club rules. We do have many features, namely hills and distances, not encountered on other club tracks. If nothing else, it makes you feel like you belong.

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

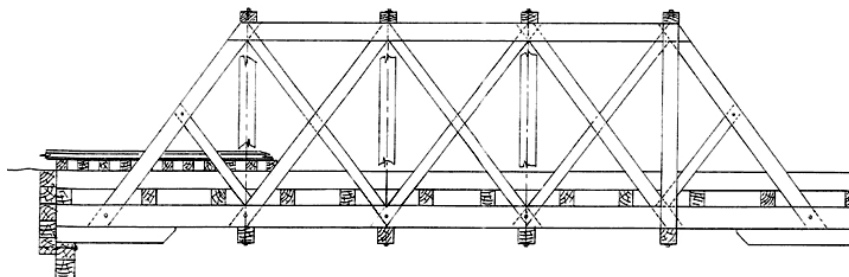
This is your newsletter!

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!



Please Volunteer at a Train Mountain Meet!

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)

Camping will be available at the track for participants.

Hope to see you there.

Please Volunteer at a Train Mountain Special Event!

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

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!

Please Volunteer at a Train Mountain Meet!

Weed Spray Train Crews Needed

Repeat Request from Last Three Months

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.

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.



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

Please Volunteer at a Train Mountain Meet!

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

WEB-CAM GALLERY

Photos by: The Web-Cam



WEB-CAM GALLERY

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WEB-CAM GALLERY

Photos by: The Web-Cam



WEB-CAM GALLERY

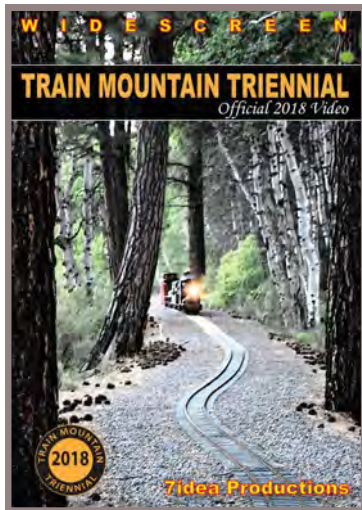
Photos by: The Web-Cam



CLASSIFIEDS

2018 Triennial Video Now Available

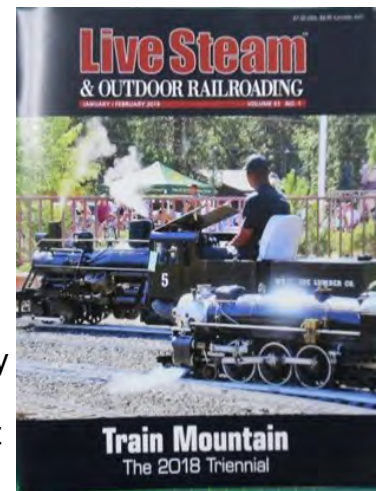
The 2018 Train Mountain Triennial video from Aaron Benson at 7Idea Productions is now available. You can order online at the link shown or you can call the office at 541-783-3030 to get your copy. This is a most enjoyable video created by a true video artist and of course it just happens to be about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



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

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!



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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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, 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 bathrooms. Can sleep up to 6 people.

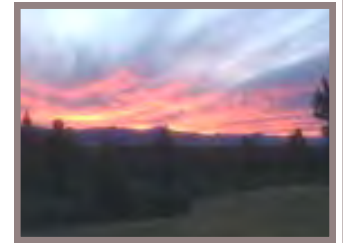
Panoramic View Ranch House / Crater Lake



This ranch house is located on Hwy 62, and attaches to the west side of Train Mountain. The 56 acres of land features panoramic

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

Can sleep up to 8 people.



For more information please call: **Julie 415-756-3943** or **Mike 415-420-9026**
10% off for train mountain members

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.