



The Mountain GAZETTE

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July

meeting everyone.

Ops meet: it was fun, it was hot, we took a lot of photos. We moved a little freight around but honestly we were having too much fun driving the track to act like serious railroad employees. We enjoyed

We have a full-to-bursting Gazette this month. It includes a couple longer articles: one interview with a train travel youtuber who visited Train Mountain and one story of Danny Chamrad's epic wrestling match with tracks and switches. (TL;DR: He won, but only with help and effort.) There's a survey we would really love you to take about the Triennial. There are great write-ups on the Ops Meet, Train Game and new backpack fire extinguishers you may have spotted around the track. If you're interested in volunteering on the board or the IT team, there's hookups inside. Joyce holds forth as usual, of course. Jeff Mills has compiled a list of bad behaviors observed around TM recently; knock it off, kids, or we'll turn this train around and head back to the yard. You can also read about the upcoming eclipse over TM and the Hope Shelter dedication party. In short: Don't expect to scan this month's Gazette quickly; there's a ton of really good stuff, so set aside some quality time with your favorite drink and comfy chair.



Next month we would love to run some more pictures of members' trains and the real thing they're modeled after. If you'd like us to feature your train, please email us photos of both (yours or public domain) and a brief history of the real thing.

Lucinda Gilman and Xander Geraghty

Lucindagilman@gmail.com

2023 Train Mountain Train Meet Schedule

	Polar Bear	Spring Awakening	Narrow Gauge	Ops Meet	August Meet	Big Build	Fall Colors
Work week		4/29-5/4	5/27-6/1	6/24-6/28	7/29-8/3	9/2-9/7	
Meet	1/14-1/16	5/5-5/7	6/2-6/4	6/29-7/2	8/4-8/6	9/8-9/10	10/6-10/9

Join Train Mountain Now!

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

2023 Train Mountain Operations Meet

Richard Croll, Trainmaster

By any measure, the 2023 Operations Meet was a roaring success. I knew it was going to be big when I saw the number of name badges for the meet waiting to be picked up in the office. I am not sure of the total attendance, but we had at least 135 for the banquet Saturday night.



We got off to a good start on Sunday, gathering up the cars from the various members and getting them out of the yard and back shop building. The inspection went quickly on Monday morning with several new inspectors assisting. We tried to sort the cars as they came out, but it became apparent that we did not have enough people on the ground to work efficiently. On Tuesday, with more hands available, we finished sorting cars quickly and got most of them sent out to their starting locations. The last of the cars were spotted by midday on Wednesday.

Thursday morning immediately after the morning meeting, the tower and dispatch were manned, and things got rolling. Officially, the tower and dis-

patch were on duty from 9am until 5pm. It was clearly the busiest railroad I have seen during an Ops Meet. Operations continued Friday and wrapped up at 1pm Saturday so we could begin bringing the cars back in. By Sunday morning, only a couple of cars remained out on the railroad.

Thanks to plenty of helpers, the entire process of bringing the cars back, sorting them and returning them to their owners or storage locations was essentially finished before 10am. A huge thanks to all those that helped.

We had four different activities going on simultaneously. We had freight crews working with the traditional switch lists, Passenger trains running, Tour trains running, and members playing the Train Game. There was quite a traffic jam around Central Station and vicinity on Thursday just before lunch. Some adjustments were made with the Tower, Dispatch and Tour Trains, and things went more smoothly on Friday.



52 train numbers were issued for freight trains, which included those only playing the train game. Another 8 train numbers were issued for Excursion trains. 44 of the freight train numbers ran with

the traditional switch list and had 311 car movements assigned. 257 of those were completed. On the passenger side, ten Conductor reports were turned in, with 1058 passengers taking a ride. The top freight train numbers were:

Diesel & Electric Engines

1 st Place	Train 387	Mark Flitton & crew	35 car moves	152 points
2 nd Place	Train 371	Warren Peterson & crew	23 car moves	88 points
3 rd Place	Train 368	Devine Family	19 car moves	70 points
3 rd Place	Train 353	Cooper Family	19 car moves	61 points

Steam & Human Powered Engines

1 st Place	Train 386	Ken Olsen & crew	10 car moves	36 points
2 nd Place	Train 399	Eli Zupke	8 car moves	25 points
3 rd Place	Train 383	Devine Family	7 car moves	24 points

The top **Passenger Train** results were:

1 st Place	Nancy Devine	228 passengers
2 nd Place	Sheryl Robbins	173 Passengers
3 rd Place	Roger Frymire	137 Passengers

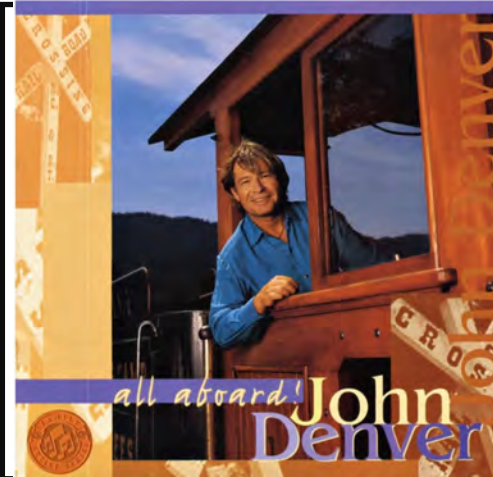
There were 23 **Train Game** users that moved at least 1 car. Top finishers were:

1 st Place	Tim Willard	28 moves for \$2240 Train Game Dollars
2 nd Place	Neil Worsfold	20 moves for \$1410 Train Game Dollars
3 rd Place	Clay Smith	19 moves for \$1480 Train Game Dollars
4 th Place	Brendon Worsfold	11 moves for \$1120 Train Game Dollars

Quite a few crews were seen doing both switch lists and Train Game moves as they ran around the railroad. This was a good stress test for the Train Game and it went well.

The Operations Committee and the Train Game folks are working together with the intention of eventually merging the two. I welcome any suggestions about this and would like to know if there are things you particularly like about each system, and if there is any part you do not care about. I started playing the Train Game during the meet and found it addictive. I can be reached at rail-roc66@yahoo.com.





What's spinning on the turntable?

[Steel Rails](#), sung by John Denver on his album *All Aboard*.

All Aboard was John Denver's 27th and final album; he died two months after it was released. The song was written by Lousia Branscomb, a talented and prolific country and bluegrass songwriter, and was actually a bigger hit for Alison Krauss in 1991 than John Denver in 1997.

Additional Fire Equipment Added

By Jeff Mills

Last year, during the Triennial, some Backpack Fire Pumps were donated. We put them into storage since the Triennial was very busy; over the winter we made a plan to distribute them around the Railroad. Ken Olsen designed and manufactured simple brackets so they could be hung up ready-to-use. The backpack pumps are mounted so as a person can back up to them, place their arms in the straps and step forward, removing them from their mount.

These backpack pumps have been placed to augment the silver fire extinguishers and fire gondolas. Keep in mind that as representatives of the property owners we are required to attempt to extinguish any fires we discover on the property. These additional back pumps should complement the equipment we have already in place. Please note that these are for fire emergencies only. If you notice one that is not in operational readiness, please notify the office or an officer of TMI or TMRR.

Special Thanks to Ken Olsen, Scott Olsen, and John Bartlow for their work installing these during the Ops Work Week. Also of note, the posts used were from the left-over Cedar that was milled for the Hope Shelter Project.

These backpack pumps can be found at the following locations:

- Serpentine MP 2.88
- Rio Grande MP 2.12
- Rio Grande MP 1.94
- Douglas MP 7.86
- Cooper Siding MP31.12
- Coyote Siding MP 33.90
- Hope Circle MP32.68
- Schubert JCT MP 34.43



Greetings from Joyce at the front office:

Hot, hot, hot 90's is what the days are like here. Fortunately, the evenings cool off nicely into the 50's. When visiting, you will want to dress accordingly. And, be sure to bring a hat, sunblock, insect repellent and plenty of water.

Charlie Cat has been hanging out at 6 Acre with members. I haven't seen him for weeks, but am getting constant reports that he is happy and well. I miss him being in the office, but I am sure he will be back when all the members go home and he gets hungry enough to come back to Central Station. He seems more interested in schmoozing with the members than in greeting and walking with visitors this year.

Kitty Maggie continues to be her demure, semi-timid self while she hangs out in the Office or the Hall of Flags.

The highly attended Operations Meet was roaring with action and enthusiasm. The banquet was a hoot. At best estimate around 175 people attended the meet!

We are still accepting donations to help offset some of the expenses of the newly completed Solar Project. Dale Furseth is continuing to make ties for those who donate \$100 or more. The ties go into the Main Yard track nearest the south end of the Back Shop.

Donations are also still being accepted for the Hope Circle Shelter Project to help complete the project donation target goal of \$13,500 and to help cover future routine maintenance that will be needed to preserve the wood. About \$1,700 is needed to meet the goal.

I recently learned that Peg Schubert, Charlie Bill Shubert's wife, passed away. Also, Bill Ross, earlier this year. Our condolences go out to their families and friends.

Tom Watson showed me a photo of Peg on Tony, the TM speeder, hauling a load of track panels in Aspen Grove. Through Tom and the photo I learned that Peg had actively participated in track building at Train Mountain at times.



A number of groups of members have been coming between meets to have some fun and play. They also bring a lot of support to Train Mountain in many ways—volunteering, helping with visiting group events, shopping in the store, spreading sunny smiles all over and more. We thank you all for your support and everything you are doing.

Our summers are normally bustling with members, visitors and Harvest Hosts, but it seems more so this year. I think everyone is finally getting out to enjoy life and have some fun after the last few years.

The August work week starts on July 29th. The meet is August 4th through 6th. Come join in some more fun!

Stay cool if you are in the summer phase in your part of the world, and warm if you are in the winter phase regions.

We hope to see you here (again) soon!

Triennial Survey

Ed Sarber

The 2022 Triennial was taxing, both for the organization and for our volunteers. Before we commit to another Triennial, we want to involve you, the members, in the decision-making process. Your opinions matter – a lot.

There were two big challenges with the 2022 Triennial: We did not get enough volunteers, and the financial returns were disappointing. Both of those are big concerns.

A lot of people volunteered, and we appreciate them immensely; but many did not, and a heavy burden fell on a committed core of volunteers. Since we are a primarily volunteer-run organization, we can't afford to burn out our loyal crew.

Expenses were greater than anticipated and although we didn't lose money, the Triennial didn't earn as much as a large event should.

This means we have some hard choices in front of us. We want to get your input on these choices. Please click [here](#) to take a brief survey. Or if that doesn't work, copy/paste into your browser:

<https://s.surveyplanet.com/seb7m1ec>

Not a member? We still want your opinions! [Here's](#) a survey for you.

<https://s.surveyplanet.com/ftzwkcp5>

We appreciate your input: Participants in each survey will be entered into a drawing, with two prizes of a Train Mountain T-shirt and a grand prize of a jacket.

Board Elections

John Cooper

The Train Mountain Railroad Board of Directors will be holding its annual elections at the end of the summer. The board consists of seven Directors each serving three-year terms in a staggered rotation. This year, the terms of two directors are ending: John Cooper, President, and recently appointed Lindsay Eddy, Member-At-Large, will both be running for re-election. If anyone else is interested in running for these positions, please contact the board at tmrrboard@tmrr.org.

DownieLive at Train Mountain

Lucinda Gilman and Xander Geraghty

Mike Downie, of the YouTube travel channel DownieLive, has been regularly posting train trips from all over the world since the pandemic lifted. We watch his videos consistently, and his video of his trip on the California Zephyr inspired us to put that journey on our bucket list; so when he recently posted a video of a visit to Train Mountain, we *immediately* asked him for an interview. He is Canadian, based out of Vancouver BC, and every bit as nice, positive and engaging as Canadians are supposed to be.

Q: Why do you focus on trains?

A: I've always been a fan of interesting travel. I don't like being shoved into a sardine can. To me, when you travel by train, you see interesting sights, meet cool people, and see places in the country you wouldn't normally see. And you have the gift of time. You take some great naps.



My first real Amtrak trip was San Francisco-Vancouver. I thought to myself, Why fly when I could take the Coast Starlight? I didn't think it was going to be a big deal. But with that first trip, I came to love train travel.

It also works well for my channel. That trip was one of my biggest videos to date. So I was planning a second trip, and I said to myself "let's do it by train," and it was my fastest video to reach a million views.

That's when I decided to do a "few more" train videos. And it just hasn't stopped yet.

Most often, it's seen as an unusual or forgotten form of transportation. It's not the go-to. Most people either drive or fly places. A lot of young people want to discover the pleasure of train travel and older people want to relive it.

It also works on YouTube because airplane videos are boring; all there is to see are clouds. Whereas with a train, there's scenery, and meals, and people on board – there's so much going on.

Q: Why did you do a video on Train Mountain?

A: I was looking into the model railroads in Vancouver during the pandemic but they were closed, and I googled this kind of track, and I just had to go see Train Mountain. I was lucky enough to get connected with Ron and he drove me around and showed me all the secrets.



Q: What cool stuff didn't make it into the video?

A: I had to cut out a lot of the sidings and specialized equipment. I didn't get to show that you use trains to haul the tracks out and build the infrastructure – that was really neat. I liked the green blocks that show where track is broken. There's the spot where the track goes straight towards a tree, and then splits and goes around the tree, one rail on each side – it's a funny joke. I liked the little, hidden, clever tricks.

It was a real honor to be shown around Train Mountain – I want to give a big thanks to everyone who helped.

Q: What's been one of your favorite trips?

A: Definitely a two-day trip from Winnipeg to Manitoba. It was mostly prairies and boring until we got to the tundra, but then we got to the polar bear capital of the world and saw *so many* polar bears. I did it with my dad and I really enjoyed traveling with him.

A close second is one that's not posted yet: The Rocky Mountaineer Gold Rush route is my favorite for the trip itself. It's three days from Vancouver to Jasper. We had perfect weather; you run along the west coast of Canada until you go inland through the mountains. You stop at little mountain towns. You see turquoise lakes and rivers, moose, deer, bears; and the Rocky Mountaineer is a luxury train, so they take *great* care of you. They feed you wine, mimosas, cookies, all sorts of good food.



Q: What do you think of train food?

A: Amtrak brownies are one of my favorite desserts.

Q: Why do you always do bathroom tours in your videos?

A: I'm not quite sure what video I did a bathroom tour on first. I think it was on a trip to Scotland. There were arti-

cles in two separate newspapers that both said "The American youtuber keeps reviewing our bathrooms." They thought it was hilarious because these were basically their commuter trains and they didn't think the bathrooms were anything special.

The interest comes from – it's never something you see on marketing materials or the train company's website. It's something that's hidden and unusual; it's interesting to see the variety across railroads.

Q: Well, we love them.

Q: What should we look for coming up?

A: I have two videos about train rides in Mexico that I had a lot of fun filming. One is the Jose Cuervo tequila train – a first class train owned by the Jose Cuervo family – it's amazing. The train goes on a tour through the whole estate; you





see the distillery, the agave fields, and of course they serve a lot of tequila.

The other train is the El Chepe Express – it is Mexico’s only passenger train, running through the stunning Copper Canyon. It has a dome car for meals and an open deck rear car. Some may choose to sit in the air-conditioned first-class car, while I will be standing out in the warm Mexican wind and taking in the views of the canyon along with all 86 tunnels.

Downielive’s Youtube channel:

<https://www.youtube.com/@DownieLive>

His Train Mountain video (933K views and climbing!):

<https://www.youtube.com/watch?v=wh7C-hpibr4>



Switch Gremlins and Nature's Shenanigans

Danny Chamrad

Since I got to Train Mountain on May 26th, I have been helping Jeff Mills with switch and track repairs among other things, such as mowing the South Meadow and helping to take visiting school children on train rides. Jeff and I had an interesting encounter with an old style switch and switch stand located where the track comes out of Firewood Loop going to the loop around G-Ville. Jeff gave me some good training about the differences between the "old style" switch parts and pieces and the "newer style" switches. Several of the old/new switch parts are not easily interchangeable so when you make repairs, it's easier to just upgrade all the innards.

Since I was such a good student on repairing the old style switch, Jeff gave me more of a leadership role when we went to install a switch stand at Crane siding. I was quite happy to get through the process of installing the switch gear boxes and hooking up the conduit between the two boxes. When I operated the switch stand handle, the switch worked quite well. Needless to say, I was quite happy with my work, UNTIL, Jeff says, "...move the handle to the Main Line position...", "...move the handle to the diverging route position..." Houston, we have a problem! It is possible to have a perfectly operational switch that is 180° out of phase, so when the handle says Main Line, the switch sends you down the diverging route. The equipment inside the boxes, the conduit and rod inside the conduit, and the holes where the conduit connector is attached to the boxes must ALL be repositioned to make the switch stand function properly. Yuk! Jeff would not go along with my idea of just using a Magic Marker to place an arrow on the ball of the switch stand indicating which direction the train would go.

Well, after my trials and tribulations with switches and switch stands, we did more work on Kick Switches. These are easier to work on since there is no buried conduit with rods inside, boxes with things connected to them, and switch stands.

Our next memorable call for track work was "...the track is bowed upward next to the tree located about 5' from the outside rail on the Steuer siding..." We decided that we would see if we could get some young people to feel sorry for a couple of old guys who had to go remove some track and dig out a root ball. Kirk and Nancy Devine were working on some track around the backshop. They had their son Harrison and their niece Monika helping them, so we politely asked them to help us with this little job of removing the root ball. I mean, how hard could it be? There would be four adults and two young adults in great shape. Well, Murphy was setting us up big time.

We got to Steuer and began with the track panel removal. The hump in the track didn't seem that bad, so we had a false sense of confidence that we would be able to finish this job quickly. Harrison and Monika started digging at first. We were surprised that a root ball was not rubbing on the track panel ties; the root was quite a few inches under the ties. However, little did we know, the main root was over 5½" in diameter as shown in the picture below.



Quite an impressive root. We used a saw to cut out the root, but it seemed to be hanging on to something below it. Kirk, Harrison, and Monika went back to work digging. The next root that they discovered was not as big, but was still about 3½” in diameter. Here you can see the two roots side-by-side.



After a little more digging to clean up some other smaller roots attached to the bigger roots, we ended up with quite a hole. Two of the people instrumental in digging the hole and removing the roots are shown in the hole to give some concept of the size of the hole. Notice the pile of dirt behind Harrison and Monika that was taken out of the hole.



Our thanks to Kirk, Nancy, Harrison, and Monika for sticking with it to fix this track problem.

Next month, I will work to get back where we left off reviewing our TM webpages.

Until next month, enjoy browsing the webpages. Danny

Train Mountain Etiquette 101

Jeff Mills, TMI Visitor Operations

During the last two Meets, I received complaints about many inappropriate actions or behaviors of our members. These **complaints reflect directly on Train Mountain**. I am troubled I must remind anyone of this. We were all taught how to **behave politely** in elementary school.

Swearing in public areas. This has been brought to my attention more than once. The **use of foul language is not acceptable in the presence of the public**. Better still, do not use swear words at all. There is always a respectable word that can be substituted.

Yelling at others. Yelling is never okay. I have had reports of members yelling at visitors, other members and employees as well as reports of employees yelling at members. I know everyone has a level of passion for Train Mountain. However, **yelling fails to make your point of view legitimate**. It shows visitors that we are in conflict and unable to provide a good experience for their visit.

Disobeying directions by volunteers. We are now **open on Saturday and Sundays**. On Saturday, a volunteer stays **at the main entrance gate to direct visitors to K&W for train rides** or direct them to the **Visitors Center** for check in. These volunteers are vital to our operations. There are other times when we may have volunteers directing traffic or other necessary tasks. They have your safety and well-being in mind. **Treat them** how you would like to be treated, **respectfully**.

Parking. We must have **easy parking for visitors**. I have seen visitors pull into our parking area and not be able to find a parking spot, then leave. That is possible **donations** driving out of our Railroad Park. During the hours we are open to the public (**9am to 3pm**), do not park in front of Central Station. During Meets, do not park in the parking area in front of the Vendor Barn.

Members' equipment parked in the yards. Our volunteers cannot provide constant vigilance over equipment parked in the yards. As a member, if you see a visitor on or touching members' equipment, please ask them politely to stop and explain that it is privately owned. If they do not cease, please do not become aggressive towards them. **Contact the Visitor Center** to help handle the situation.

Failure to follow the Safety Rules. The Train Mountain Safety Rules are simple thus easy to understand and follow. **The rules most often ignored are following too close, lack of safety chains, flagging and no conductor**. Not following these rules can result in equipment damage and injury. This is clearly explained **in the Safety Video** we review every year.

Signal Blocks. Over-running RED signal lights is an **awareness issue**. It was a common error at the Ops Meet. The engineer must be aware of **signal indications**. Do not pass the signal before the route selector is operated. When the control tower is in operation, do not proceed before clearance is granted. This is also **made clear in the annual Safety Video**.

Good behavior and conduct seem simple, but they **go a long way toward improving interactions** among members, employees, and visitors. We all want to enjoy our time together. **As a non-profit we depend upon visitors' donations to keep Train Mountain operating**. Presenting a pleasant atmosphere by behaving civilly is **good for all of us**.

Hope Circle Picnic Shelter Dedication

Valerie Bedore

Greetings Members & Friends,

On Saturday June 3, 2023, we celebrated the dedication of the Hope Circle Picnic Shelter. WOW, what an awesome event! If you were unable to attend, you really missed out. It was a beautiful sunny day in the low 80s with a nice breeze. Just under 100 people attended, along with our own Chiloquin Fire & Rescue volunteers, with a fire truck and an ambulance on site. Passenger trains began arriving at Hope Circle by 2:30 with smiling and hungry riders. The shuttle vans brought people to Hope Circle as well. The hamburgers, hotdogs, ribs & fixins were promptly served by our very own Dana Ward, Chuck Ketner and Rose Dobbs at 4:30 with strawberry shortcake for dessert, to coincide with the full strawberry moon. It was all very yummy. There was also an 80th birthday celebration & cake for long time Train Mountain member Walter Oellerich.



The dedication ceremony began at 6:00, with TMRR President John Cooper and committee members Rodger Rude, Gil Dominguez & Leonard Houpt speaking about the adventure of making the dream of a shelter at Hope Circle a reality, for all Train Mountain members and guests to enjoy. Rodger, Gil and Leonard spoke about the process of planning and building this shelter, with many laughs during this speech. Rodger did the honor of breaking a bottle of champagne (beer) on a post of the shelter. Much applause & smiles were had here.



After the ceremony, visitors headed safely back to Central Station via trains and shuttle vans. All in all, the event was a huge success, with many looking forward to this becoming an annual event. A few members stayed for the beautiful moonrise.

Even before the dedication, trains traveling to the north end of Train Mountain were stopping at Hope Circle to take a break, eat a meal or snack, with the shade of the shelter. On your next trip to Train Mountain, please come and enjoy the shelter and the beautiful new landscape on the north side of Train Mountain, including views of Crater Lake and Mount Scott.

The Hope Circle Picnic Shelter Committee would like to give a big thank you to those who have donated, and to our volunteers who contributed their time and talents as well!

Thank you,
Hope Circle Picnic Shelter Committee



Set your switches for the eclipse at Train Mountain!

Greetings to all our members.

At the recent board meeting held during the Ops meet it was decided that the Train Mountain Railroad would sponsor a special gathering the week after the Fall Colors meet to share the experience of the solar eclipse which will occur on 10/14. The Eclipse will not be a total but an annular eclipse; Train Mountain will be centered in the travel path of the event.

We as a Board wanted to let every member know you are welcome to come enjoy the event at Train Mountain and camp in the campsites. Our campus is a great place to enjoy this rare event and then stay for an extra day while the crazy traffic subsides.

If you wanted to come to the Fall Meet and stay the extra week since there is no work week associated with the Fall Meet that would be a wonderful way to end the railroad year at Train Mountain. Lots of uninhibited rail running.

We have been assured the site will be fully operational. (water, toilets etc.)

We will add to the fun and festivities and fellowship by hosting a potluck dinner on Saturday evening. Please plan on contributing.

Get details when you check in at the office on arrival.

I hope you can all join us for this rare yet fun end to the Railroading season at Train Mountain.

Your Train Mountain Board of Directors

- John Cooper President
- Dick Miller Secretary
- Richard Croll
- Pete Robbins
- Clay Smith Treasurer
- Ed Sarber
- Lindsey Eddy

Train Game – Rail Ops

Steve Eddy

With over 1,000 Rail Ops moves, this year's Train Game has already been a huge success. It is a wonderful way to see, explore and experience all that Train Mountain has to offer. For the rest of the season, Train Game will not only be running 24 hours a day but also we will be testing our new virtual Freight Office software in preparation for next year's Ops Meet. Here is what we are planning:

August Meet – In addition to normal TG Rail Ops operation we will be opening our Freight Office for one day with assigned Switch Lists. We are celebrating "Hot August Nights" with at least one organized Night Ride so bring your glow sticks and necklaces or use ours. Sunset at Hope is beautiful, so join the fun at the August Meet and see what makes Train Mountain so special.

Big Build Meet - During the Big Build Meet TG Rail Ops will be operating in full swing during the Work Week afternoons, evenings and play days. We will again be testing the Freight Office system for at least one session with assigned Switch Lists. Another organized Night Ride will be available.

Fall Colors Meet – The Fall Colors Meet is important to the Train Game because it is the time that the beautiful fancy cars that our members provide are put away for the winter. We plan to have a Mini Ops Meet which will use our Freight Office for at least one day. This year the Train Game will extend its operations into the week following Fall Colors in celebration of the Eclipse on October 14, 2023. Train Mountain should be an exceptional viewing location so come and celebrate the season finale with your friends at Train Mountain.

Meets are not the only time to enjoy the Train Game. It runs 365 days with some cars out through the winter. Come visit our website, it makes a wonderful way to experience Train Mountain from anywhere.

If you are new to the Train Game and Rail Ops then you need to create an account at <https://tower.tmr.org>. You can select "Help Menu" from the home page for a full description of TG and creating an account. If you need further help, you can contact Steve Eddy at tgrain-mtn@gmail.com. You need an email address to validate your account.

From the Train Mountain IT department

Did you know that Train Mountain has an IT group that deals with its computer systems, network systems, software development and even signaling? We are an eclectic group of volunteer programmers, engineers and project managers. Our recent expansion of the Train Game has put new demands on our precious technical resources and we are looking for help from our membership. Most all the help we need can be done remotely with coordination done through email and conferencing. Here is a list of tasks that we need help with. If you can fulfill one or more of these please contact us.

Project/Program Management: Task planning, coordination, system test, Documentation.

Computer Systems Support: Dell Servers, Linux administration, Virtual Machines, backup and remote monitoring.

Programming: MySQL, php, perl, c, python, bash, or others.

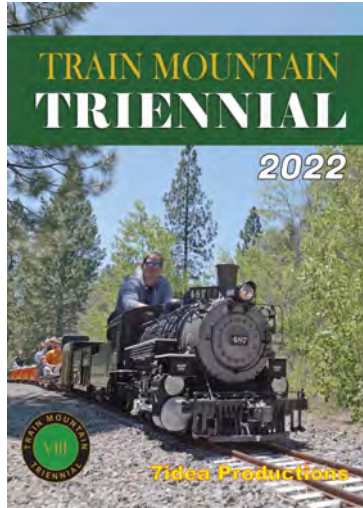
Network: Ubiquiti wireless, LAN/WAN management, LoRa, remote monitoring.

Contact Steve Eddy, scedly20@gmail.com or (775)781-2559

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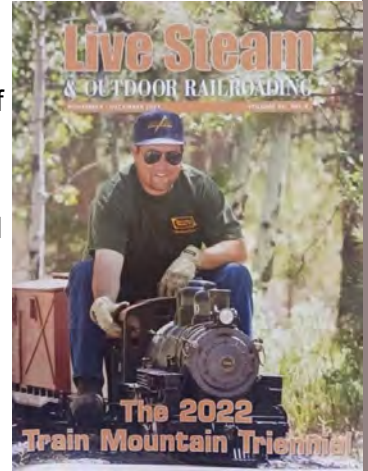
2022 Triennial Video Now Available

The 2022 Train Mountain Triennial video from Aaron Benson at 7Idea Productions is now available. You can [order online](#) or 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! Videos of past Triennials are also available.



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

Did you see the great article and front cover story from the November / July 2023 issue of Live Steam and Outdoor Railroading? It is a great article covering the 2022 Triennial, and about the great gang of folks that volunteer at Train Mountain and put on terrific live steam train meets. 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

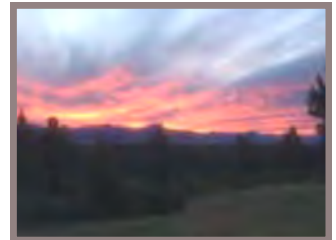
This ranch house is located on Hwy 62, and attaches to the west side of Train Mountain.

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!

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: info.at.tmrr@gmail.com Phone: 541-783-3030

Contributors: TMRR BOD, Friends, TMI
Photos: Tom Watson



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



REMEMBER: No job is complete without the paperwork!



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 July be held until the following month or rejected.

SUBMISSION CRITERIA

Articles and ads July 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 ARIAL 12pt font—it can be displayed in all Browsers, and is easy to read. Please do NOT use the Calibri or Times New Roman 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.

Please send all articles to lucindagilman@gmail.com.

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 July be asked to leave.

I've heard of that social media thing...

If you want to get Train Mountain information and pictures while you're waiting for the next gazette, follow and like us on these social media platforms:



Facebook: [/trainmountainrailroad](https://www.facebook.com/trainmountainrailroad)
Instagram: [trainmountainrailroad](https://www.instagram.com/trainmountainrailroad)
Youtube: [trainmountainrailroad](https://www.youtube.com/trainmountainrailroad)

New Gate Code

Due to security concerns, the Gate Code for the Train Mountain Main Gate July 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

Train Mountain Volunteer Hours

Name: _____

Month & Year: _____

Date	Project(s) Worked On	Number of Hours
Total Hours		

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 feature.