



The Mountain GAZETTE

© 2022, Train Mountain

An Official Publication of the Train Mountain Institute and TM Railroad—Issue Vol. #5 Issue #5 **December 2022**

December

We hope you all had great holidays, whichever ones you celebrate!

Welcome to the final edition of a momentous year at Train Mountain. We had a Triennial—the first since coronavirus—and other successful meets. Our volunteers stepped up big-time. Train Mountain is no longer in debt.

We have plenty of interesting articles in this issue: Danny Chamrad continues his website series with a timely guide to renewing your membership online. He tells us that only half of you do this; it's more work for Joyce if you renew over the phone or by mail, so if you're looking for a New Year's resolution, resolve to renew online and let Danny walk you through it. Jeff Mills continues his excellent series on winterizing your engine, and has some comments on courteous backshop use. Joyce holds forth in her usual inimitable style. There's an update on the mascot search and a reminder to set us as your Amazon Smile charity. We have some of the pictures of your trains and the real thing; more to come next month, and if you haven't sent them in yet, please do! All great stuff; a massive thank-you to all our contributors.

We're kicking off a new series this month. We're branching out a bit and adding a monthly article about trains outside Train Mountain. Our first article is about **Johnny Cash and his love of trains**, based on an interview with the official Cash family historian.

Joyce will be purging the mailing list in January. If you aren't a member and want to keep receiving the Gazette and other nifty emails, be sure to let her know.

As always, questions, comments and articles can be sent to us at lucindagilman@gmail.com.

See you next year!

Lucinda Gilman and Xander Geraghty

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

Winterizing your Gas Engine

By Jeff Mills

Winter storage of your gas-powered locomotive requires some preparation. The main areas of concern are the fuel and the battery.

Fuel - When placing a gas engine into short term storage the fuel tank should be drained. Add a fuel stabilizer before draining the tank. There are a number of hand pumps that can be used for this or if possible, drain the fuel into a proper gas can. This should be done outdoors or in a well-ventilated space free from any spark source. This fuel that is removed should not be left to sit over the winter. It can be added to another engine if you have one you'll run over the winter. Once this step is completed start the engine and let it run until the engine runs out of gas. This will leave the tank and carburetor mostly dry. Replace the fuel cap.

Battery – Caring for the battery is next on the list. The battery should have one of two possible ways to disconnect it. There will either be a battery disconnect switch or a marine style battery terminal that uses a wing nut to connect the cable to the terminal. The battery should be inspected for corrosion on the metal parts and terminals. These areas should be cleaned with a battery cleaner or a mixture of baking soda and water. These need to be washed off once the battery acid is neutralized. There are several products for protecting the battery and metal parts around it. These should be applied at this time. The electrolyte level should be checked as well.

A **battery maintainer (minder)** should be attached to the battery. Make sure the battery maintainer has a “winter mode”. This is important because in the “winter mode”, it will keep the battery charged with periodic “exercise” periods. Keeping the battery on a maintainer is best if freezing weather is expected.

I had a battery last 12 years using these methods. More information on battery servicing can be found in the Battery Council International (BCI) service manual. This can be found on the internet or purchased on Amazon. This is a must read to get the most out of your battery life.

There are several new types of batteries available in addition to lead-acid batteries. With these newer batteries follow the manufacturer's instructions.

Once your winterization procedures are complete, do an inspection of the locomotive. Look for oil leaks, loose wires, damage to wheels and drive chains and check the oil level. Make a list of tasks to accomplish in the spring when you put the engine back into service.

Following these guidelines will avoid future problems and allow you to extend the life of your equipment.



Greetings from Joyce at the front office:

Snow on the ground, icicles dangling, frozen fog on the pine trees, icy single digit temperatures at night and mid-20's during the day are what we have this week. Next week snow and rain are predicted.

Though visitor traffic has dropped tremendously with the winter conditions, we are still getting a few. This week a gentleman who has won an Independent Film Festival award came to visit and to shoot a winter scene. Next week a Harvest Hosts visitor is coming.

The tracks are covered with snow and I haven't seen anyone try to brave plowing through the crunchy white stuff with their train recently although a couple of people did run in the fluffier snow that was on the ground a few weeks ago.

We recently got a nice big delivery of plastic tie material that should keep our track building crew busy for a good while.

2022 Triennial video orders are flying in and shipping out and I am seeing more membership renewals and new memberships coming in.

This year has flown by with a great Triennial, fantastic meets, lots of visitors and tons of great volunteer work. Thank you to all of our wonderful volunteers for everything that you do. You all help make Train Mountain the incredible place that it is.

Charlie cat is having me take him for winter walks again. He so misses all of you and having a lot of visitors to walk the grounds with that he is back to begging me to come outside with him to go for a walk. I usually take a short break to walk with him around the building or out to the Weyerhaeuser plow and back once or twice a day in the winter. Kitty Maggie is doing well and continues to keep a good watch on the Hall of Flags.

That is all I have for now.

Happy Holidays and Happy New Year!

We look forward to seeing you here in 2023.



The Man in Black and the Lonesome Whistle Call

Johnny Cash (1932-2003)

Lucinda Gilman

Johnny Cash was one of the most famous American singers/songwriters of the 20th and 21st centuries. He spanned folk, country, gospel and rock over six decades of playing and performing. His roots were in the rural, poor American South and he never forgot where he came from; he always stood up for the rest of us – the poor, the unlucky, the unfortunate, the people who made bad choices and the ones who lived with the consequences. His songs grip you, draw you in and yank you inside out by the guts.

He also loved trains. They were a backdrop to his life from before he was born until he died, and they wind through many of his songs. I spoke to the official Cash family historian, Mark Stielper, about John and trains. Mark, a professional historian and fan, met John in the mid-80s; they clicked right away, and he followed John closely thereafter. “He was a good man, he was a decent man, he was intelligent and learned; and he was hysterically funny, in spite of his bleak image.” Mark continues his association with the Cash family to this day. The vast majority of this article comes straight from my conversation with him.

Trains were part of John’s life from before he was born. His first home was in south-central Arkansas in a former railroad depot town that was already well into the decline that followed the depot’s closure. The sound of the railroad was embedded in his subconscious. His father, Ray, was a futile, hapless man with little purpose, less drive, and no hopes in the throes of the Great Depression; he tended to disappear for weeks or months at a time on the train chasing work. The young John knew that the sound of the train meant that Daddy could be disappearing; or, if he was gone, that he might be coming home. When he did come home, he might be drunk, brutal and abusive; but John still craved his approval, and the train was how he came and went. Over time, trains became intertwined with John’s favorite themes – love, nostalgia, spirituality, loss, America, going wrong, redemption. When he and June Carter Cash built the House of Cash studio, there was a train line running right behind it; there are a few songs that actually have the rumble of a passing train in



*Johnny Cash on the 'Walk the line' album photoshoot ' Old Railway line Ballarat Gold Mine', Melbourne. Australia
Photo © Andy Earl, 1994*

them.

Trains were very much a real object for John and not a metaphor. His lyrics aren't subtle. Trains were very tactile for him. He had good friends who were trainmen – firemen, engineers and others. His best friend in Chattanooga worked for the Southern Railway (coincidentally, the traditional song Wreck of the Old 97 that he adapted was set on the Southern Railway). He had a weekly television show fairly early in his career which featured a segment called Ride This Train. He would sit in front of a depot set and take viewers on train rides into history. Mines, Native Americans, working people, prisoners – he covered the whole American experience in this segment. John knew exactly where to send the videographer into the field for each segment – either he knew the right place to evoke deep authenticity, or his friends in Chattanooga did.

Trains bracketed his songwriting career. The first song he ever recorded was “Hey Porter” (1954), a song about a young Southern man coming back from the Korean war; he calls out to the porter as the train takes him back to his hometown and he sees familiar sights again. This was John writing what he knew – he had never left the small-town South until he fought in the Korean war, and he was desperately homesick.



*Johnny Cash on the set of Ride This Train
Photo from the collection of Mark Stielper*

*Hey porter! Hey porter!
What time did ya say?
How much longer will it be till I can
see the light of day?
When we hit Dixie will you tell that engineer
to ring his bell?
And ask everybody that ain't asleep
to stand right up and yell.*

Over the course of his career he sang a lot of songs about trains – so many that he actually passed on what became Kenny Rogers' hit “The Gambler” because he didn't want to be identified as “the guy who sings about trains”. A lot of them were about real trains: “The L&N Don't Stop Here Anymore”, “The Wreck of the Old 97”, “The Rock Island Line”, “The Southwind”, “The Orange Blossom Special” and more. My personal favorite is “Wabash Cannonball” (1966) – a rollicking, driving, upbeat song about a powerful train that rolls through iconic American countryside. Several people sang various versions of this song, but until it was a hit, there was no actual train named the Wabash Cannonball. The Wabash Railroad named its passenger train after an earlier version of the song in 1950 and ran it until Amtrak took over in 1971.

*Listen to the jingle, the rumble and the roar
As she glides along the woodland o'er the hills and by the shore
Hear the mighty rush of the engine, hear the lonesome hobo's
call
As you travel across the country on the Wabash Cannonball*

Many other train songs weren't actually about trains. The trains provided the framework and the motor that moved the songs along, but the stories covered the full range of the human condition. Folsom Prison Blues (1955) is probably the most famous example, brutally contrasting prison with freedom:

*I hear the train a comin'
It's rolling round the bend
And I ain't seen the sunshine since I don't know when
I'm stuck in Folsom prison, and time keeps draggin' on
But that train keeps a rollin' on down to San Antone*

His personal favorite album was "Ride This Train" (1960), a series of songs about rural life across America linked together by a mythical train journey. Again, not songs *about* trains, but trains are the backdrop.

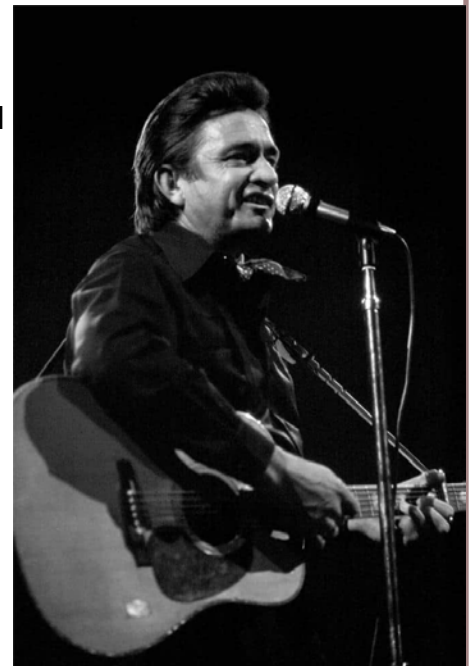
Most of his train songs had a characteristic propulsive rhythm that irresistibly pulls you along. Not quite the boom-chicka of many of his other songs; more of a chugging, steady, repetitive, powerful bass- and drum-driven get-up-and-go.

"Like the 309" (2003) is his last song. It is a dark, wry introspection on John's physical weakness and imminent last journey – the journey we all take in a wooden box. Like most of his later songs, its tone is dark and reflective; it stands out from the other late songs with its persistent, driving beat.

*It should be a while before I see Doctor Death
So, it sure would be nice if I could get my breath
Well, I'm not the cryin', nor the whinin' kind
Til I hear the whistle of the 309, of the 309, of the 309
Put me in my box on the 309*

Like a steam train, John was gasping and wheezing; but he was still alive, still throwing punches at Death. In the song, you can hear that he knew what was coming, and he knew it was close; but he faced it with humor, guts and stubbornness. He brought all of that to his last songs – he only had the breath to sing a couple of lines at a time, but he kept recording right up until his death.

There's a Merle Kilgore quote: "Cash was raw and he was the truth." I agree; he was, more than anyone else. In his lyrics and in his music, he captured the truth about trains too. His songs showed them as they stand in American history and myth: the driving force behind America for much of the 19th and 20th centuries, and the frame for infinitely many stories about the depths of the human condition.



*Johnny Cash in concert
Photo from the collection of Mark Stielper*

Listen to the music:

[Hey Porter](#)

[Wabash Cannonball](#)

[Folsom Prison Blues](#)

[Like the 309](#)

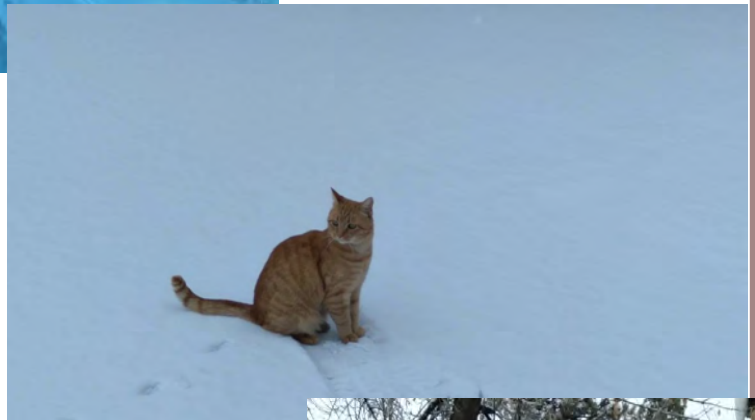
Winter at Train Mountain

Photos from Joyce Merwin and Dale Furseth



This was caught by the Train Mountain cameras the other day- from one of the cameras at Crisp Yard. Was this some sign like what the commissioner used to call Bat Man with the giant searchlight in the sky? Is Charlie the cat calling for reinforcements, or is it just random snow? I guess we will need to stay tuned to find out.

The actual Charlie the Cat, playing in the snow.



Use Of Train Mountain Back Shop

Jeff Mills, TMI Board

Personal use of the Train Mountain **Back Shop** is a **privilege**. The primary function of the Back Shop is repair and maintenance of Train Mountain equipment. With the growth of the **Train Tour ridership**, the **maintenance requirements** on **Train Mountain Locomotives** and rolling stock has increased and is vital to **donation income**. This equipment **has priority** for space in the Back Shop.

Use of the shop for repairs of **member owned equipment** is for **short term repairs**. Leaving your **inoperable personal equipment** in the Back Shop between meets is **not acceptable**. Major work that would take days to weeks should be performed at your home workshops. Tying up those tracks **delays essential repairs** which require free access to the Back Shop bays.

We are asking that any **unattended equipment** left in the back shop **be tagged** with the owner's **name, contact information** and date it entered the back shop with expected time for repairs to be completed. **TM will provide these tags**. Equipment that is **not tagged could be moved** out into the yard. This will be necessary to provide access for priority use of Back Shop bays.

Tools: Tools are excellently organized on the Back Shop peg boards. Make sure all tools you use are **returned to their proper location**. A misplaced tool could be the one you need! If you take tools out of the Back Shop, please **return them promptly** when you complete your work. Again, that tool may be the one you need.

Use of Machine Tools: The lathe, milling machine and drill press must be left in clean condition, with all tooling returned to its proper place.

Welding Equipment: all gas bottles and power need to be turned off when you are done with them.

Cleanliness: If you see a full garbage can, **dump it** or get someone to help you empty it. If there is a mess on the floor, **sweep it up**. Spending a **few minutes for cleanup** will make the next person's job run smoother. This shop is a **point of interest to visitors** and should be a show piece of Train Mountain operation. It is up to our **members** to **take pride** in it.

Funding: There are many **consumable supplies** in the Back Shop which are necessary for efficient operations. If you use rags, hand cleaner, nuts and bolts, wire ties, electrical connectors and the like, **please put a donation into the donation box**. Be **generous** because that bolt or nut saved you a trip into town!

Following these **guidelines will allow the Back Shop to be open on an unlimited basis** for members.

Our trains and the real thing

Photos submitted by members

Last month, we put out a call for members to send in photos of your train and the real thing. Thanks to everyone who sent a photo in! We can't fit them all in this month, but will over the next couple of months.



The Train Mountain BNSF locomotives and the real thing in the actual same photo, the latter looking less shiny.



The real thing ©Keith Ardinger



Ryan Handel and his Rayonier Baldwin S-12. We give major props to the S-12 because we have one ourselves.



What's spinning on the turntable?

[The Hot Chocolate Song](#) sung by Tom Hanks
From the Polar Express

Your classic winter comfort train song.

Our trains and the real thing Photos submitted by members



Southern Pacific Dash 9 SP8117 and SP8118

Jeff Mills

This pair of engines were constructed for Quinten Breen. They were only partially completed and never painted. The builder had never constructed a diesel before. Appearance-wise, these are very accurate scale models of the originals. But functionally, they have been extremely problematic. The clearance over the rail head was just $\frac{1}{4}$ " and the locomotives would high center on grade crossings. The hydraulics were inadequately plumbed, and it would only go 5mph and overheat. After Quinten passed this pair of locomotives sat parked.

In the fall of 2017 Jerry Crane, President of TMI, made the decision to repair and finish these locomotives. We took them to Courtney Jones' shop, Hobart Car and Foundry, in Washington state. A group of TMRR and KLS members met every Thursday for dinner and worked on them in the shop. It took a lot to repair these engines. A good deal of the work was done in our home workshops, with final assembly at the Hobart shop. It took a year to finally get the units' engines finished and the bodies painted for return to Train Mountain in 2018.

The work group included: Jerry Crane, Courtney Jones, Jeff Mills, Gary Dutt, Doug Broken, Chris Blazeovich, Richard Hoffman, Josh Kaivo and Pam Williams. A Southern Pacific paint scheme was chosen as the SP did at one time operate in our region. The numbers chosen were SP Dash 9's 8117 and 8118 –we worked on them in 2017 and 2018. Since their return they have operated as passenger shuttles in the 2018 and 2022 Triennials. They can be seen operating in the 2018 and 2022 Triennial Videos.

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

Amazon Smile

By Dale Furseth

I just noticed today while I was making *more* purchases for the grandkids from Amazon that the total that Amazon has donated to Train Mountain was listed. I know you all remember that you can sign up for Amazon Smile and have a portion of your purchases donated to a charity by Amazon. I KNOW that you all have chosen to support Train Mountain Institute so this is all old news to you. You will all be pleased to know that the donated portion to Train Mountain is right at \$2500. Great job folks! We have some power shoppers out there that are really doing a great job and this is proof that every purchase really helps. It's a new year, so this is your chance to switch your charity and start racking up those purchases!!



Everett Helm's UP 1026 SW1500

Photo of the original © Joe Hughes



Train Mountain Mascot: Search Update

Jim Helwig, Chairman of the Mascot Committee


Jim's E-mail helwig.james275@yahoo.com

We're refining what we're looking in a mascot. Our current take: We should have a mascot you would want to hug and take a selfie with. It was suggested that there should be a deadline for entries. Last week I received another entry. I am hoping during Christmas break and maybe even early spring people will visit the TMRR website and see the article for the first time. There are a lot of decisions that should have members' input and then board approval. I feel a little more time to give our members more time to make a decision is needed. In January's gazette article I will list all the entries. I was informed that TM's office is holding its own survey on TM's mascot. That is a lot to think about. Have a happy holiday.

Navigating Train Mountain Webpages

Danny Chamrad (djc2jr@hotmail.com)

Last month, we completed the right column entries on the [Train Mountain webpage](#), including the entries below the right column down to the bottom of the page. This month, we will review the middle column which begins with the "Join Train Mountain" box. This seems appropriate for this month because I would encourage everyone to renew their annual memberships at this time, as well as sign up for the train meets which you will be able to attend. As a real gift from Santa, I'm hoping that many of you will be able to get Santa to bring you an "All Meets Pass."



Membership Portal

| | |
|-----------------------|---|
| TM Home | Welcome to the Train Mountain Members Portal. |
| Join | |
| Renew | |
| Update | From this page, you can choose one of the following functions. You need a valid e-mail address to use the following links. Your user name is your e-mail address. |
| Roster | Become a new Train Mountain Member |
| Meet Signup | Renew your Train Mountain membership |
| All Meets Signup | |
| Donate | Edit your personal information |
| Log off | Get your password e-mailed to you |
| Enter Volunteer Hours | Sign up for a meet |
| Admin | |

Note: To use this process to join, renew membership, donate, or register for events, you will be required to pay with a credit card. Credit cards accepted are Visa, MasterCard, Discover and AmericanExpress.


** The option to use PayPal has been temporarily removed due to some processing problems with PayPal. You can still pay using your credit card.

There are two webpage links in the Join Train Mountain box. One link is for [joining TM Online](#) and the other link is for [joining TM by mail](#).

This month, we will review the selection for Joining TM Online which takes you the [Membership Portal](#) page shown on the left.

The first entry on this page is [Become a new Train Mountain Member](#) which takes you to the [Join Train Mountain Step 1](#) page. This page is shown below. The first link below the Introduction Paragraph instructs us to follow this link to get general info about TM and membership costs. Clicking on this link takes you to the [About Train Mountain](#) webpage shown on the page below.

(continued on following page)



Join Train Mountain Step 1

| | |
|-----------------------|---|
| Home | |
| Join | Please tell us how to reach you... |
| Renew | |
| Update | First, we need to know your e-mail address. Communications will be sent to your e-mail address as the primary form of communication. You can choose later how often you want to hear from us. But for now, please enter your e-mail address. Your e-mail address will also be used as your user-id for accessing the Train Mountain Members area, where you will be able to register for meets. |
| Roster | Click here to learn about Train Mountain and the costs to join. |
| Meet Signup | Enter your e-mail address here: <input type="text"/> |
| All Meets Signup | Please re-enter the same address: <input type="text"/> |
| Donate | |
| Enter Volunteer Hours | |
| Admin | |

[Go Back](#) [Next Page](#)

[To send an e-mail to report an error or offer a suggestion on this page, click here](#)

Navigating Train Mountain Webpages

(continued from previous page)



About Train Mountain

On this page you will find some info about TM in the TM Today section. The next section is the What It Costs to Join section which contains a table with the Membership Categories listed. At this time, the Membership Costs are not listed, but this problem is being worked on.

However, if you go back to the previous Join Train Mountain Step 1 page, you can Enter Your Email Address twice, then select Next Page which will take you to the page shown below—the Join Train Mountain Step 2 page which does show membership cost information. The introductory paragraph gives instructions on how to

- Home
- Join
- Renew
- Update
- Roster
- Meet Signup
- All Meets Signup
- Donate
- Enter Volunteer Hours
- Admin

TRAIN MOUNTAIN TODAY

Train Mountain is the world's largest model railroad ... over 36 miles of 7.5 gauge track on 2205 acres of pine forest spanning 2 miles by 4 miles near Chiloquin in South Central Oregon.

Train Mountain Railroad is a club. Membership is reasonably priced and open to anyone interested in railroading. The club operates restricted access tracks on which members can operate their personally owned trains or club owned trains. Members may bring guests to the railroad. We invite you to get involved and have fun. Only by seeing and experiencing the "World's Largest Hobby Railroad" first hand will you be able to believe what Train Mountain has to offer.

What it costs to join

Train Mountain offers several different levels of members. Their annual membership fees are listed here.

| CHOOSE | Membership Categories | What Do I Get ? | | | | | | | | | | What Can I Do ? | | | | Need | | |
|--------------|---|--------------------|--------------------|---------|------------|----------------------|-----------------------------|----------|------------------------|-------------------------|----------------------------|------------------------|-------------------|-------------------------|-----------------------------|------|-------------|----------------------|
| | | Small Grade Member | Map of TM Mountain | 100 Pin | Daily Blog | Laminated Name Badge | 1st Year Quality Name Badge | Year Pin | Can Register for Meets | Track Use Between Meets | Can Operate Railcars at TM | Can Bring Trains to TM | Can Operate at TM | Can Camp or Motel at TM | Can Vote Official Positions | | Minimum Age | Annual Salary Update |
| | Railbiker Membership | Y | Y | Y | Y | | | | | | | | | | | | 18 | Y |
| Most Popular | Individual Membership | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | 18 | Y |
| | Family Membership 2 Individual Memberships & all Kids & Grandkids under 18 | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | 18 | Y |
| | Young Adult Member requires a Sponsoring Member | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | 14 | Y |
| | Supporting Member | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | 18 | Y |
| | Participating Member | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | 18 | Y |
| | Yard Boss Member | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | 18 | Y |
| | Empire Member | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | 18 | Y |

mail in the info on these pages if you don't want to continue online. The cost of the different membership categories is shown above the Categories table. You can review the benefits of each category and the cost. After you make your decision on your desired Category, you select that Category's button, then select Next Page which takes you to the Join Train Mountain Step 3 page shown below.

(continued on following page)



Join Train Mountain Step 2

- Home
- Join
- Renew
- Update
- Roster
- Meet Signup
- All Meets Signup
- Donate
- Enter Volunteer Hours
- Admin

Welcome to the Train Mountain member application pages. We are pleased you want to join us and be part of the world's largest model railroad located in Chiloquin, Oregon. We would be most appreciative if you would use these web pages to join Train Mountain - it saves us a lot of paperwork, but if you would prefer to print and mail, you can fill in these pages and when you reach the final payment page, print the page and mail to us with a check.

First, choose the membership level that best suits your needs. The levels are described here.

\$30 \$95 \$140 Family \$30 \$200 \$300 \$500 \$1000
 Railbiker Individual Membership Young Supporting Participating YardBoss Empire
 Membership Membership Adult Member Member Member Member

| CHOOSE | Membership Categories | What Do I Get ? | | | | | | | | | | What Can I Do ? | | | | Need | | |
|--------------|---|--------------------|--------------------|---------|------------|----------------------|-----------------------------|----------|------------------------|-------------------------|----------------------------|------------------------|-------------------|-------------------------|-----------------------------|------|-------------|----------------------|
| | | Small Grade Member | Map of TM Mountain | 100 Pin | Daily Blog | Laminated Name Badge | 1st Year Quality Name Badge | Year Pin | Can Register for Meets | Track Use Between Meets | Can Operate Railcars at TM | Can Bring Trains to TM | Can Operate at TM | Can Camp or Motel at TM | Can Vote Official Positions | | Minimum Age | Annual Salary Update |
| | Railbiker Membership | Y | Y | Y | Y | | | | | | | | | | | | 18 | Y |
| Most Popular | Individual Membership | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | 18 | Y |
| | Family Membership 2 Individual Memberships & all Kids & Grandkids under 18 | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | 18 | Y |
| | Young Adult Member requires a Sponsoring Member | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | 14 | Y |
| | Supporting Member | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | 18 | Y |
| | Participating Member | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | 18 | Y |
| | Yard Boss Member | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | 18 | Y |
| | Empire Member | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | 18 | Y |

Navigating Train Mountain Webpages

(continued from previous page)



Join Train Mountain Step 3

On this page, you will provide your info for your registration. The descriptions of the information required is self-explanatory. At the bottom of the page, select [Next Page](#) to proceed after providing your information.

You will then be taken to the [Join Train Mountain Step 4](#) page shown below where you will be asked to read and agree to some release of liability statements regarding TM.

| | |
|-----------------------|--|
| Home | First name: <input type="text"/> Last: <input type="text"/> |
| Join | "Nick name": <input type="text"/> Date of Birth: <input type="text"/> |
| Renew | <input type="checkbox"/> Check this box to prevent your name from being in the roster |
| Update | Address line 1: <input type="text"/> address, P.O.Box, company name, c/o |
| Roster | Address line 2: <input type="text"/> Apartment, suite, unit, building, floor, etc. |
| Meet Signup | City: <input type="text"/> |
| All Meets Signup | State/Province/Region: <input type="text"/> (Enter 2 character state, region or Province code) |
| Donate | ZIP/Postal Code: <input type="text"/> (Enter 5 character zip) |
| Enter Volunteer Hours | Country: <input type="text"/> (Enter your 2 character country code) |
| Admin | <input type="checkbox"/> Check this box to prevent your address from showing in the roster |
| | The phone number you want people to call to reach you <input type="text"/> |
| | If they don't reach you there, where should they call <input type="text"/> |
| | <input type="checkbox"/> Check this box to prevent your phone numbers from showing in the roster |
| | E-Mail address: <input type="text"/> djchamrad2@tisd.net |
| | <input type="checkbox"/> Check this box to prevent your eMail from showing in the roster |
| | Choose a password you will not forget: <input type="text"/> |
| | What equipment will you be bringing to Train Mountain (Click all that apply)? |
| | <input type="checkbox"/> Steam Fuel: <input type="checkbox"/> Propane |
| | <input type="checkbox"/> Gas/Diesel <input type="checkbox"/> Electric <input type="checkbox"/> Rail Bike <input type="checkbox"/> No equipment |
| | Total length of equipment (in feet): <input type="text"/> |
| | Emergency Contact Information |
| | Name: <input type="text"/> Relationship: <input type="text"/> |
| | Primary Emergency Phone: <input type="text"/> Second phone: <input type="text"/> |

If you select the, "...I agree and understand..." box, you will be taken to the [Join Train Mountain Step 5](#) page shown below on the next page which will ask for your payment information in order to complete your registration.



Join Train Mountain Step 4

| |
|-----------------------|
| Home |
| Join |
| Renew |
| Update |
| Roster |
| Meet Signup |
| All Meets Signup |
| Donate |
| Enter Volunteer Hours |
| Admin |

Almost done now. Just a few more steps.

Every member will need to sign this release in the Train Mountain office each year before being allowed to enjoy Train Mountain. Please review this release now. You must agree to these terms - no exceptions. A release must be signed by a legal gaurdian for each minor.

releases or by any agents of releases concerning the nature and extent of the injuries and damages, or either of them, or the legal liability for the same. Participant is of legal age, is legally competent to execute this release and is legally competent to accept the full responsibility for the same.

5. Participant agrees that this release, waiver, and indemnity agreement is intended to be as broad and inclusive as permitted by the laws of the State of Oregon, and that if any portion of this agreement is held invalid, it is agreed that the balance, notwithstanding, shall continue in full legal force and effect. This Release contains the entire agreement between the parties to this Release and the terms of this Release are contractual and not a mere recital.

6. Participant agrees that all obligations assumed and promises made by Participant under this Release shall be binding on my heirs, and the executors and administrators of my estate. Participant further instructs said heirs, administrators, and executors to honor this release and make no claim against Releases for any claim, loss, damage, or injury which this Release purports to cover.

Revised: 9/22/2013

Previous Page

To send an e-mail to report an error or offer a suggestion on this page, click here

Navigating Train Mountain Webpages

(continued from previous page)



Join Train Mountain Step 5

On this page, you will complete your registration process by providing your payment info. On this page be sure to read and understand the info provided in the first paragraph. Especially, understand that you don't get a Do-Over after you hit the PAY button! Don't hit the PAY button unless you really mean it!

Home
Join
Renew
Update
Roster
Meet Signup
All Meets Signup
Donate
Enter Volunteer Hours
Admin

Confirm the information shown below. If the information is not correct, use the back button below to make corrections. You cannot make any changes on this page. You can print this form and mail the information with your check to the address below, or choose the "Pay" button below to pay. After your payment is processed, your membership will be granted full access to the Train Mountain member pages. Welcome to Train Mountain!

First name: Last name:
"Nick name": Date of Birth:
 If checked, your name will not show on the roster

Address line 1:
Address line 2:
City: State: Zip: Country:
 If checked, your address will not show on the roster





Primary phone: Second phone:
 If checked, your phone number will not show on the roster

E-Mail address:
 If checked, your e-mail will not show on the roster

Password:

Emergency Contact Information
Name: Relationship:
Primary Emergency Phone: Second Phone:

Fees:
Membership type: Railbiker Member \$30
Total annual fee: \$30.00
Note: To pay for an All Meet season pass, use the menu option for "All Meets Signup"

Payment Method
    

Train Mountain RailRoad ("TMRR")
P.O. Box 438
Chiloquin, OR 97624

[To send an e-mail to report an error or offer a suggestion on this page, click here](#)

Until next month, enjoy browsing the webpages. Danny

TMI Loan Forgiveness

Jerry Crane, President, TMI

After the IRS put liens on Train Mountain's properties in 2009, a lawsuit was filed to determine who truly owned Train Mountain. In August 2012, the Circuit Court for Klamath County issued a stipulated order that allowed Friends of Train Mountain (FTM) to become custodian of the three existing corporations. This order allowed FTM to negotiate with the IRS for removal of the liens and then sell the properties to Train Mountain Institute (TMI).

After much hard work by John Black, FTM reached an agreement with the IRS to reduce the liens from \$17,300,000 down to \$665,000. The three existing heritage corporations had \$201,000 in funds to apply towards the liens, leaving a \$464,000 debt to the IRS. Carl Vanderspek agreed to loan this money to TMI. For convenience, this loan was made through Carl's son, Doug. The loan was secured by mortgages on some of TMI's properties. The IRS was paid and the IRS liens were removed. The properties were then sold to TMI for \$665,000.

Carl stated on multiple occasions that he would forgive this loan once several issues were resolved; unfortunately, Carl became ill and passed on before this was done. Marg Hope, Carl's widow, requested that Doug agree to his dad's wishes and dismiss the loan. Doug has done so. Thank you, Doug!

The members of Train Mountain owe a tremendous debt of gratitude to Carl, Marg and Doug for all they have done to preserve and expand Train Mountain. This Holiday season we have one more thing to be grateful for: **Train Mountain Institute is debt free!**

Web Server Update

Dale Furseth

The host computer hosting our Train Mountain web site, like so many of us, is getting tired and slowing down. There is a plan for us to use brain cells long dormant since we originally installed the server 5 years ago, and move all services to a newer, supported, modern and faster server. We managed to put off this task all of last year, using the excuse that the Triennial was coming and we did not want to impact the web site. Well, the Triennial has come and gone, and the problem has just gotten worse. It is time.

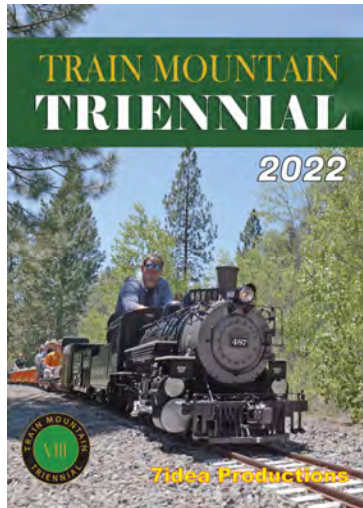
The plan is to attempt to start to move the web host starting the day after the Polar Bear meet. That seems to be the longest stretch between meets! During the move, the web site may be unavailable, which should only take a day, but remember what I started with – not having used these brain cells for 5 years? It may take longer than a day. Maybe LOTS longer. We will work as hard as we can to get everything moved and up and running again as quickly as we can, but we stay pretty busy around here. We have to make time to run trains every day, and need to factor in that afternoon nap and the early bird dinner specials.

We will post status messages on the web site as we go. Hopefully, we will remember all the pieces and it will be quick and easy!

CLASSIFIEDS

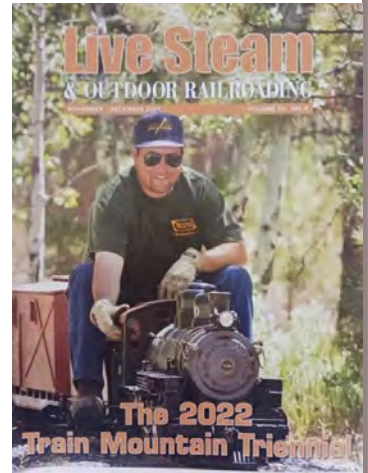
2022 Triennial Video Now Available

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 / December 2022 issue of Live Steam and Outdoor Railroad-ing? 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.



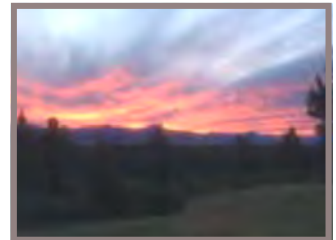
This comfortable house sits on 35 beautiful acres. 2 bedrooms and 2 bathrooms. Can sleep up to 6 people.

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

Please Volunteer at a Train Mountain Meet!

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

Published by Train Mountain Railroad
P.O. Box 438
Chiloquin, OR 97624

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

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



at home on Train Mountain projects - these hours count.



REMEMBER: No job is complete without the paperwork!

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"

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 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

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.](#)

New Gate Code

Due to security concerns, the Gate Code for the Train Mountain Main Gate may be changed at any time without notice. Any Member planning to arrive at Train Mountain when the Office is closed will need to contact the Office prior to arrival to ensure they have the current Gate Code.

Get New Gate Code—Call Office 541-783-3030

