



The Mountain GAZETTE

© 2023, Train Mountain

An Official Publication of the Train Mountain Institute and TM Railroad—Issue Vol. #5 Issue #9 April 2023

April

We are super excited that it's spring. We've been getting back out to our local track and helping with all the thousands of necessary tasks before we can open to the public. Notably, we haven't tried to fire our train up yet. Will it work after sitting all winter? It's a bit of a mystery and we're a bit chicken to try. Eventually we will turn that ignition key. We hope that you, too, have been having fun at your local track.

Woo it's a good month for articles! Thanks as always to our MANY enthralling contributors. We have some really good stuff this month. Curious about how Ops meet is going to work? Look no further than Richard Croll's fine article on the topic. Learn more about our solar plans, engraved ties, frost heaves in action and the mighty Wonder Bread Crew from the stalwart Dale Furseth. If you're looking for an easy way to volunteer remotely, John Cooper has an offer for you. Jeff Mills reviews the Kitsap work week, which sounds like it was very productive. Russ Wood has a couple of articles on dumping—one about brush and one about a really beautiful train model that wasn't *literally* dumped on us; we're happy to have it. There's a Hope Shelter update and Joyce, of course, contributes her words of wisdom. We also have an interview with one of our favorite YouTubers, who built a crazy minecart project that runs on backyard track. Hopefully we will inspire some of you to do something equally reckless. It's spring, after all—a good time to go a little nuts.

Is your local track opening up again this month? Send pictures and stories!

Lucinda Gilman and Xander Geraghty

Lucindagilman@gmail.com

The junior editor doing some concrete work at our track



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

Page:1

April 2023

Wonder Bread Crew By Dale Furseth

Train Mountain is fortunate to have groups of members who plan their free time to come to Train Mountain to work as a group of friends on a group of projects. It is fun to work as a group, and really beneficial to our club. These groups of friends usually plan their work away from the larger organized meets and work weeks. It is just a really fun time.

One of these groups has named themselves the Wonder Bread Crew; you may already be familiar with their work. This group put 45,000 screws to reinforce the tracks in the main yard, they cleaned up a *ton* of downed trees in Aspen Loop, and last year they were responsible for putting in the new track bypass around Aspen Loop. This group works with a Train Mountain local (me!) who helps build a list of jobs that need to be done. They show up, work hard and go home dirty and tired!

The Wonder Bread Crew was up the last week of March. It was snowy most of the week, so we pivoted to inside tasks. The highlights of all they did are below. This is just to show what a group of friends can do in a week, and still have free time to play trains!

- Remove track for trench between back shop and containers
- Remove ballast for trench
- Engrave ties
- Fix camera at 4 way
- Fix leaks on back shop roof
- Move switches in track shop yard
- Fix broken light chains in back shop
- Remove guard rails from track removed from Timber tunnel
- Build track panels in track shop
- Rotate Meisser tower camera
- Fix brake lines on Tour Trains



A huge thanks for the huge number of track panels this team built this week. They built a LOT – and on top of that, **they cleaned the track shop when they finished.** It looks great!

Thank you to all who helped this week, and we look forward to all who are inspired to come and help in the future!

Photos for this article were “stolen” from Matt Thomas. Thank you Matt for all your help.

Greetings from Joyce at the front office:

Our weather has been interesting to say the least—warm today, chilly tomorrow. We are getting wet snow this afternoon and the forecast is for snow throughout the rest of this week. The Kitsap Work Week had a few chilly overcast days, but found some nice days with blue skies and daytime temperatures in the 50's and 60's.

My vacation was fantastic! I travelled home in an Amtrak sleeper car room. I am totally spoiled now and will always want to travel in one of the rooms again.

The Umpqua Joe chapter of E. Clampus Vitus (aka Clampers) built a plaque for the Weyerhaeuser Snow Spreader and dedicated it on Saturday, April 15th. It is similar to the one at the wine car and you can view it the next time you visit Train Mountain.

We are sorry to learn of the recent passing of Marie Woods-Weaver. We send our condolences to her husband, Dennis, and to all of her many friends and family.

Kitties Charlie and Maggie continue to do well. Maggie seems to be getting less timid and Charlie is delighted that we are getting more visitors in for him to walk the grounds with.

We have had visitors from Puerto Rico, China and more local areas like Washington, California, Oregon and Utah within the past month. Of course, they usually show up on the warmer sunnier days, but today, which was chillier and overcast for most of the day, brought in ten visitors who were all delighted to be here.

The Kitsap crew accomplished many tasks during their work week, including some removal of trees that had fallen across the tracks during the winter. It was so nice to have more of our members here!

A community service volunteer cleaned up the insides of many of the full-scale railroad pieces including the Weyerhaeuser Snow Spreader, the Pullman sleeper car, the Rotary Snow Plow and others. One can actually get a feel for the sleeper car experience when they walk through it and the other museum pieces are a joy to walk through now, too.

As always, membership renewals, new memberships and meets are available online.

The Spring Awakening work week and meet are coming up soon. We hope you register and come join us for another fun work week and meet.

Happy Spring!



It's a bird! It's a train! It's a – Minecraft mincart?!?

Xander Geraghty and Lucinda Gilman

All of us like trains. It's a fair guess that a solid majority of us like fiddling around with trains, fixing them, and putting together crazy hacks that shouldn't work but somehow do.

JoelCreates is a youtuber who is constantly building ridiculous things out of other things that he definitely shouldn't, like motorized hair scissors. We've been following his YouTube channel for several years now. He built a life-size Minecraft mincart that runs on backyard track and can reach the rather terrifying speed of 25 MPH. We interviewed him about his channel generally and the mincart in particular.

Xander describes Minecraft: "A sandbox game where you can choose to gather materials or have infinite materials, and build things. Everything is a block. Starting with just blocks, some people can make really amazing creations. Minecarts in particular, there are a couple types but the one we interviewed JoelCreates about was a regular one. They're made with five iron ingots. You can lay down track and get around your world pretty easily."

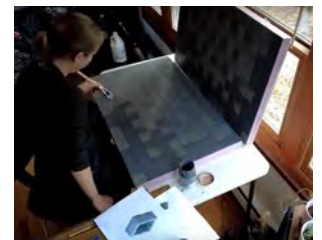
JoelCreates describes his channel: "It's for people who like to watch crazy things being built, plus the story of what it took to build them. I want to be passionate about what I'm presenting and stay true to myself, but still be interesting to a wide range of people – I balance the story with the technical details."



"I structure each video like a hero's journey. It's like any good story. You start out knowing nothing; you have something you want to attain; and there's a journey of getting there. I'm going to grow as a person, connect with my community and work with other people to achieve my goal. So even though it's about projects and making things, it's also about learning and growing and almost failing and becoming more than what you were."

"It's also about creativity, problem-solving, repurposing things in unexpected ways. I grew up with four siblings and we went to the thrift store a lot. I still get stuff for my videos from the thrift store."

The mincart: It's built out of a plywood base, car brake drums for wheels, an e-bike motor for power, friction brakes, and painstakingly-painted foam for the sides. It's accurately scaled up from the Minecraft world; JoelCreates rates it as "surprisingly roomy". It gets up to the Minecraft scale speed of 25 MPH – which, he acknowledges, was "pretty intense".



The Q&A:

Lucinda: What was the biggest challenge?

JoelCreates: The wheels. I looked at a lot of different options. Little America had wheels but they cost like \$500 each. I looked at making them myself from their drawings on my CNC machine but that was a lot of work and a lot of cost for the raw materials. I thought about using rollers but couldn't make them work with switches. Casters were expensive and not the right thing either. At some point I was thinking, "What's an existing item that's already basically the right shape?" And I realized that brake drums were sort of the right thing. After trying a couple different kinds I settled on Chevy Cavalier drums. The flanges are the right size; they're not tapered, but they work. And

they're cast iron, just like the real Minecraft cart. Then I had to make mounting adapters and balance them.

"I've done that with a lot of different projects. We've manufactured so many objects in industrial society that you can almost always find something you need used waaaaay cheaper than making custom or buying new.



"If you have an unlimited budget – if you're creating in a vacuum, it's almost harder to figure out how to do something than if you have imperfections and limitations. When you embrace the constraints in your life, and come up with something cool within those – and even use them to your advantage – that's what I'm trying to teach. Our limitations can be a crucible that brings us some great opportunities."

Lucinda: What was the most epic success of the project?

JoelCreates: That moment where I was first on the track and actually driving it – I had put all this work into building and prototyping, and lining up the track, and working out all the logistics of the filming – and then I suddenly realized, "Hey, Joel, you're doing something fun! You're riding

the minecart! It's working! This is amazing!" It was a glorious sunrise moment of realizing that it had all come together.

Xander: What was the most epic fail of the project?

JoelCreates: Originally when I bolted the wheels onto the axles, I fastened them on with set screws. In one of the early test runs those lost their grip completely; one of the wheels suddenly spun inward on the axle and I wiped out. So I had to go back and grind some flat spots on the axles and really winch the set screws down.

Xander: How did you connect with the track?

JoelCreates: I started out looking at full-size train tracks. But they turned me down, and it didn't work with the scale of the minecart. A friend of mine recommended that I reach out to Little America. I didn't expect them to agree but they were super friendly and accommodating and really into it.

Lucinda: What do you love most about trains?

JoelCreates: Trains are fascinating because they've been around far longer than airplanes and cars – early on in American history, we had these massive iron beasts in desolate places transporting massive amounts of materials, and that's really cool historically and technically.

But ultimately, it's not so much the trains themselves, it's being on the track. You're along for the ride – it's simultaneously predictable and unpredictable. You don't know what you're going to see along the way, but you know you're going to get there.

JoelCreates' [youtube channel](#)

The [Minecraft minecart video](#)



2023 Train Mountain Operations Meet

Richard Croll, Trainmaster

The 2023 Operations Meet is rapidly approaching. The work week runs June 24 thru 28 and the meet itself runs from June 29 thru July 2. Plan now to attend. I am sure you will not be disappointed.

We always welcome additional freight cars into the pool. If you wish to provide any cars not already in the pool, send a photo of the car with the number and reporting marks clearly showing to Jim Armstrong at armstrong.jandg@gmail.com.

Helpful Information Part 1 Train Numbers

During the Operations meet, all trains on the railroad should be running with a train number. The train number is what identifies the train to the dispatcher, tower, and other trains on the railroad.

Passenger trains are first class, and have numbers in the 100's. The numbers denote the train and its route as shown in the Timetable. Each time someone operates as a passenger train, they will identify themselves by the train number, and section number if multiple sections are running on the same schedule.



Freight trains are third class and have numbers in the 300's. Freight crews operate with a train number assigned when they sign up in the Freight and Passenger office. The make up of the crew can change during the meet, and individuals can work with more than one crew. The important thing to keep in mind is that the points are only awarded to the "train number". A given train number could be used by more than one locomotive, but only one train can operate as that train number at any given time.

Those wishing to run without working out on the railroad can obtain a train number and operate as a special train (second class). These numbers are in the 200's. They operate without a schedule, and do not switch cars, but do need to obtain authority from the dispatcher and tower like all other trains.

It is important for someone on the crew, usually the Conductor, to listen to the radio and note any trains operating in the same vicinity as they are, paying particular attention for first class trains, as these have the right of way.

Next month I will share some more information.

If you have any questions, or suggestions or would like to help with the meet, please contact me at railroc66@yahoo.com.

Train Mountain is going SOLAR! Ep. III

Dale Furseth

After years of planning, replanning, hoping and meeting, there is actual progress on the installation of the Solar project in and on the Back Shop at Train Mountain. Workers have been on the roof doing layouts and other roof stuff, but the big visual change is in the center bay of the Back Shop. Electricians have been busy mounting the solar inverters and lots of electrical conduits. It is starting to take shape.

We are still waiting on final clearance to do our part – and that is to dig a trench from the back shop to the containers. We agreed to be responsible for the trench since it was work we could do to help keep costs down, and the project involved removing and replacing a whole bunch of track panels in the back shop yard, which is kind of what we are good at.

As I have said before, we have a big system. I made a mistake in the last newsletter and misstated the size. I was off by a factor of 1000! I should have said our annual production is 182,000 kWh which is a lot. Why is that mentioned when I am talking about the trench? Simple! This system puts out about 450 amps when the sun is shining. We can only put 360 amps max back into the meter on the back shop. In order to handle the power we need to run Train Mountain, it has to go someplace else as well. Another meter/service on the back shop is expensive. Upgrading the existing meter is expensive. The most economical option is to run a long “extension cord” from the back shop to the meter on the containers and split where we are feeding back into the grid. So that is why the yard is temporarily torn up, and why we are digging a trench!



Thanks to all who have donated to the solar project. Your ties have been engraved and are in place on the south (sunny!) side of the back shop. Next time you are at Train Mountain, look for your tie, and accept our thanks.

An interesting thing about the solar ties is I am finding a lot of people are donating money and requesting a tie be engraved with the name of a loved one who has passed. This is just a really nice lasting positive memory, and a great way to remember those you love.

In any case, thank you.

Engraved Ties
Dale Furseth

At Train Mountain, there are a couple of different areas where people are recognized and memorialized. Some clubs engrave bricks, or etch names on walls, but the decision was made a long time ago that since we are a Railroad, the names should be engraved on plastic ties!

Did you know that near the flag pole, across from the yellow snow spreader, on that downhill stretch towards Central Station, you pass over the Train Mountain Memorial, where the names of members who have passed are permanently placed? These are the people who worked so hard to make Train Mountain what it is today. When visiting, please take a few minutes, walk down this section of track, read the names and pay tribute to those members who have done so much to create Train Mountain.



Spring Awakening Banquet Changes

John Cooper

Unfortunately, Dana will not be available to cater a banquet for the Spring Awakening Meet. Instead we are planning a potluck. Still 6:00 Saturday evening. Still in the Hall of Flags. Bring your friends, bring your stories from the week. But also bring an entrée, or a salad, or some drink, or some dessert. Stay tuned for more details. Hope to see everyone there.

Kitsap Work Week 2023

Jeff Mills

The **Kitsap Live Steamers** work week is in the books. This tradition, of more than twenty years, has once again **started the new season**. In attendance were **Jerry Crane, Maydel Crane, Jeff Mills, Ken Olsen, John Bartlow, Tracy Flood, Kirk Devine, Denny Thompson, and Gene Nedrow**. Also helping was a man serving his **community service** who did a great job with our clean up and commented that he had a good time, too. Russ Wood, Tom Watson, and Joyce Merwin were on hand to offer their support and guidance.

When I arrived, **there were still snow drifts on the roads and tracks**. By the end of the week, these were **thawed** and all but gone. However, we did experience **sub-20's** in the mornings; for the most part the **days were sunny**.

As always, there was a **long list of things to do**, and many were accomplished. Some items on the list must wait for warmer weather. The completed tasks included **brush removal** at Wedding Cake and Timber Lake. **Steaming bays** at Crisp Yard and Ellingson Turntable were swept and cleaned. The **interiors of the full-size rail equipment** that have public access were cleaned. Anchor bolts installation and realignment of **the Lillyville Trestle and track** were finished. We continued research on the **electrical panel schedules** for Central Station and **evaluation of the power capacity**. A **new stove** has been **ordered** to replace the old one in the **Central Station Kitchen**. A repaired wheel on the **South Crisp Yard Lift** was installed. Of course, lots of raking and hauling was accomplished. Crisp Yard and all approach tracks have been raked and debris hauled.

That busy week ended with the dedication of a **monument** at the **Yellow Weyerhaeuser Snow dozer** by the regional "**E Clampus Vitus**" group. They came to Train Mountain on Friday to install the monument. Saturday was the **dedication** and subsequent train tour of Train Mountain. **Look for Tom's video**.

It was a very **successful Kitsap Work Week** and the volunteers in attendance were the catalyst to make all this happen.

A great big **Thank You to all our Volunteers**.

Frost Heave

Dale Furseth

We often talk about frost heave in the winter at Train Mountain, but I have found a great example. Frost heave happened in this case where the snow fell in the track storage yard. The snow surrounded a car full of track. The snow melted on the sunny side of the car, and stayed on the shady side. On the shady side, the ice formed and melted, each time raising the track a tiny bit on the shady side. With each freeze/thaw cycle the car tipped a little more until it finally tipped over.

Once it was tipped over, the sun was able to hit both sides of the track, the inground ice melted and the track leveled back out. Mission accomplished.

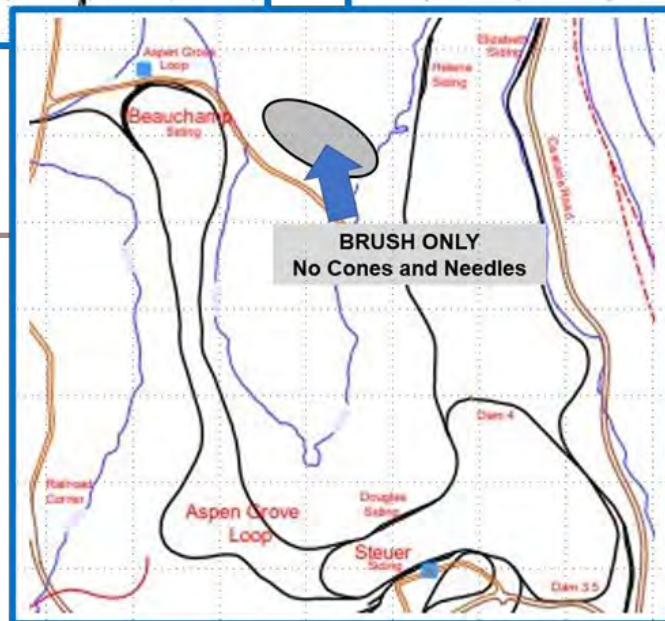
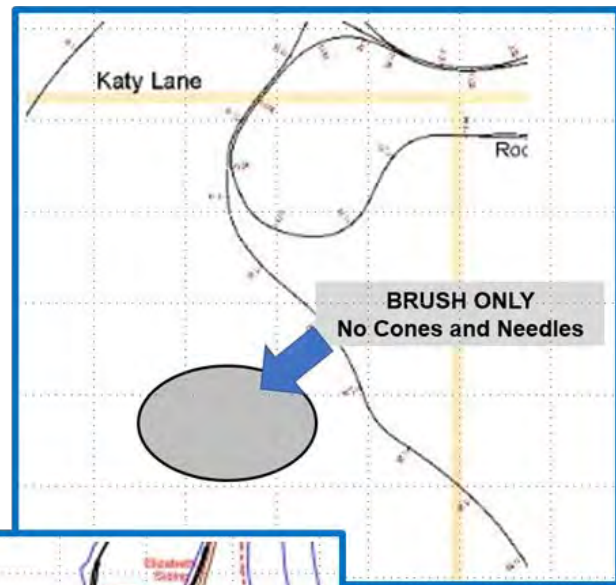
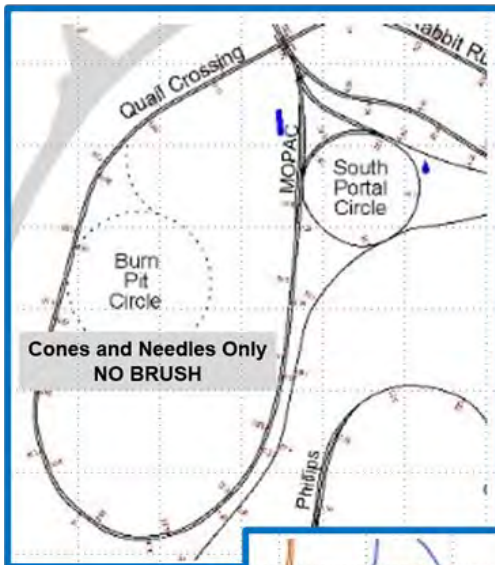


Pickup and Dumping - Spring Awakening Russ Wood

We are all aware of the issues with the burn pits and the winter debris that needs to be removed from the right of way. Richard has asked that from this point in time forward that we do the following:

- Use the main burn pit located on the southside for pines cones and pine needles ONLY. Do not use it for trimmings, brush or other materials, JUST pines cones and needles.
- Located on the south side across from Lillyville there will be an area for the trimmings of brush, trees, etc. No pine cones or needles, just brush.
- Located on the north side adjacent to the new track, Beauchamp junction, there will be an area for the trimmings of brush, trees, etc. No pine cones or needles, just brush.

Please see the maps for designated areas. There will be signage along the right of way directing you. If you are in doubt of what and where to dump, please contact the office for instructions. Thank You!



Once Upon a Time . . .

Russ Wood

Once upon a time, at a train park in Oregon, there was a meeting of the brain trust of the park. The topic of the brain trust was centered on the idea of having a static display of a locomotive in the Hall of Flags (Central Station) to show our many visitors about our trains, especially when our miniature trains weren't running. It seemed that no one was willing to donate "their" locomotive to the cause so the idea just sort of went dormant. Every once in a while somebody would bump the box and let the Genie out but still no progress, just more chit chat!

Jump ahead to the current bump of the magical Genie box and whammo! A gentleman calls and tells me a great story. It goes something like this: a few years ago his dad (Dale Clark, a member of TM; now deceased) was asked to build a display locomotive model for a pending museum in upper Oregon. He built a wood and metal display model and donated it to the museum. Well, the museum never came to fruition so the model then made the rounds of a couple of other museums and eventually ended up back in Klamath Falls. The current Klamath Falls museum no longer had enough room to display the locomotive, so they contacted Mike, the son of the builder, and requested he remove it. The son called us and asked if we would be interested!



OF COURSE WE WOULD (well I didn't yell) but we made the connections to receive the model. The son in the meantime sent me a photo of the model. I could hardly catch my breath; what a model!

The model is now on display in the Hall of Flags, mounted on top of the south counter (where the folding chairs are stored). Please come and take a look at this superb beauty.



Shevlin-Hixon Locomotive No. 6

This model made by Dale Clark is a replica of the Baldwin Locomotive Works engine built in 1922 for the Shevlin-Hixon Lumber Company of Bend Oregon. The original locomotive weighed 70 tons. It was used to transport logs to the lumber mill on the west side of the Deschutes River in Bend.

This classic model was donated to the Train Mountain Railroad Museum by Dale's son, Mike Clark. We certainly wish to thank him for this really great addition to the Train Mountain Museum experience.



From the Desk of the TMRR President John Cooper

As the new season dawns I am looking to create a new volunteer role. I would like to identify an individual who would be willing to keep track of the various jobs that need to be accomplished around the property. This person would be a point of contact when members identify things that need to be fixed. This person would also be a point of contact for anyone who would like to solicit help on a project he or she is working on. Whether it be track maintenance or facilities repair, this person would be the curator of a list of tasks that need to be done by our membership

I'm not envisioning this volunteer would be responsible to identify volunteers nor to assign the tasks; rather, this person would simply be a source of information. The volunteer coordinators for each of the meets would use this information to direct activities during the work weeks. Between meets, members looking for something to fix have a person they can ask. Our Facebook administrators have indicated that they can generate interest on social media by highlighting certain jobs that need to be done, but need input for this. Similarly, the developers of the Train Game are hoping to add functionality to the game that lets members earn points for completing tasks, but can't implement this feature without knowing what needs to get done.

If you feel like you want to be more connected with what is going on at TM and would like to work more closely with the leadership, this would be a great opportunity. I don't see that this role is necessarily limited to someone who lives locally as much of it can be done via email. If you are interested, reach out to me (johncoop@charter.net) and we can talk further.

What's spinning on the turntable?

[Nine Thousand](#) by Nebraska 66

*A song about UP's 9000-series locomotives.
"Wish you were here."*



Hope Shelter Project

Valerie Bedore

Greetings,

Well, after much planning and hard work, the Hope Circle Shelter Committee is excited to announce **“The Hope Shelter Barbecue & Dedication Ceremony.”** Everyone get your calendars out, and mark them for Saturday, June 3, 2023. The Hope Shelter Barbecue and Dedication Ceremony is taking place during the Narrow Gauge Meet the first weekend in June. All members attending the meet are welcome. The event will take place at the Hope Circle Shelter, beginning at 4:30 PM, with the Dedication Ceremony at 6:00 PM. Cost for the Barbecue is \$20.00 per person. There will be a van at Train Mountain to shuttle people to the event & back. Trains going up to Hope Circle are also an option. There is limited parking for vehicles at the event site. There will be some picnic tables there, but you may wish to bring camp type chairs to sit in. If you wish to attend, please RSVP to Valerie Bedore: 909-556-4557 (text) or val.bedore@gmail.com (be sure and put the Hope Circle Dedication in the subject line).

This event will replace the usual event banquet.

We are still expecting to lay the graded gravel base under the structure, landscaping, signs, etc. in the Spring.

At this current time, \$8,613.00 has come in via donations for this project. Thank you to those who have donated, and to our volunteers who contributed their time and talents as well!

Interested in donating to the Hope Shelter Project? Please mail a check (made out to Train Mountain) to: P.O. Box 438, Chiloquin, OR. 97624. Please make sure you note on the check the donation is for the “Hope Shelter Project.”

Thank you,

Hope Shelter Committee



Ed Perry

Ed Perry of Five Points, California, known in the hobby as Boilers by Ed Perry, passed away in December 2022. A frequent advertiser in Live Steam magazine, he was an accomplished model boilermaker and well-known in the hobby.

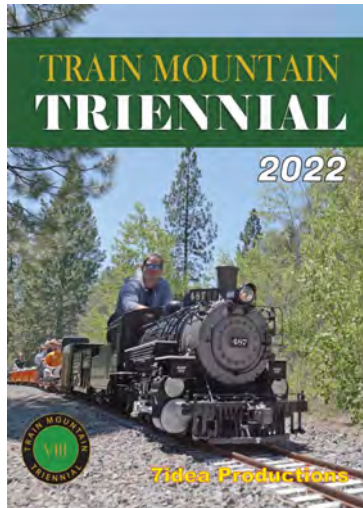
His son will be completing current orders but will not be accepting any new orders.

Our condolences go out to his son and family.

CLASSIFIEDS

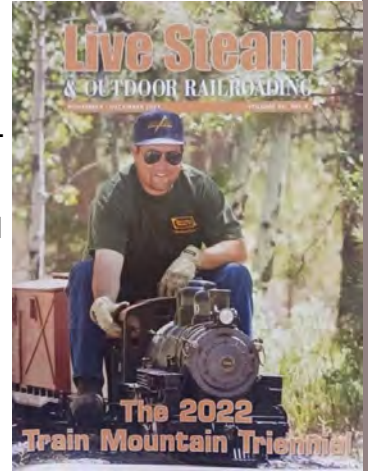
2022 Triennial Video Now Available

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 / April 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

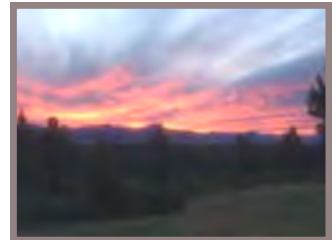
This ranch house is located on Hwy 62, and attaches to the west side of Train Mountain.

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

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



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 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

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.

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:



YouTube

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 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

