



# The Mountain GAZETTE

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## ***The Narrow Gauge Meet***

for 2014 was well attended, and a good time was had by all.



Above are a few of the trains that attended the Work Week.



Early in the Work Week the very rare Albino Caboose was spotted at Klamath & Western. We were very lucky to obtain this image, as Albino Caboosees are not known to maintain this color for more than a day or two before their rebirth to a new look from a bygone period.



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Many thanks to Duane & Pat Kaasa and Paul & Tanya Ryner for painting the caboose.

## Lillyville

On May 25, 2014, it was observed on the western frontier in the area of Old McDonald's Farm, on the Rio Grande loop, the appearance a new settlement. It is apparent that the railroad is going to serve this new village as the new Lillyville Depot is now open for business.

**The Lillyville Depot is so new that it is not yet on the maps. Those wishing to ship freight or book passenger service to the area will need to continue using the Old McDonald's Farm address until the paperwork catches up with development.** This will be particularly true during the upcoming Ops Meet.



According to the economic reports from the Lillyville area, business is booming and the population of the village is growing rapidly.

Typical of rapidly growing communities, Lillyville is in the midst of controversy. The hardworking blue collar workers are demanding a saloon be allowed in Lillyville, while a newly formed temperance group is raising funds to construct a Church.

The Gazette is dispatching a reporter to Lillyville to keep our readers informed of the developing drama.



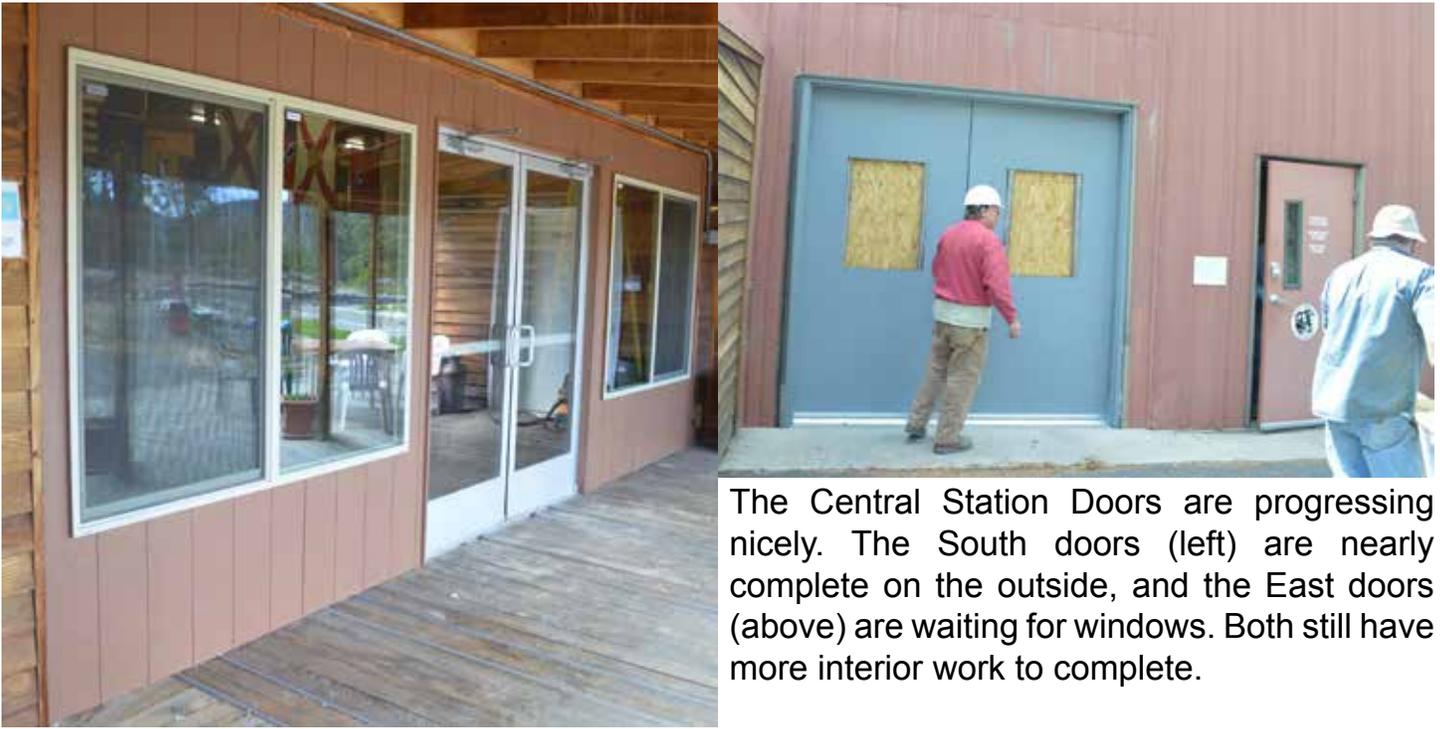
**Kick Rocks! This is my Gator!**



The septic project continues. Richard and Dustin are working on the leach lines. In the image on the right, Dustin is holding the Rod for the Engineer inspecting their progress. They passed.

We are presently awaiting some hydro splitter regulating washers (about \$1 in parts), and then the final test inspection. Almost done!





The Central Station Doors are progressing nicely. The South doors (left) are nearly complete on the outside, and the East doors (above) are waiting for windows. Both still have more interior work to complete.

Spring is quite beautiful at Train Mountain. Recently the Lilacs, Iris, and several other native species are in bloom. Debra is doing a great job of keeping the area around Central Station groomed.



Chuck Barnes and his brand new RMI choo choo that was delivered during the Narrow Gauge Meet.

It was reported by RMI that they now have both steel and aluminum rail in stock.



(Left) K&W's newly rebuilt F Units



(Left and Above) The Narrow Gauge Saturday night Banquet.



(Below) The Narrow Gauge Work Week Tuesday night Dinner. Sponsored by Rose Marie and Bill Dobbs. The Work Week workers were well fed with lunches every day and several dinners prepared by the Train Mountain volunteer Ladies.



## **Saturday Night Banquet - Kitchen Crew**

The Saturday Night dinner during the run portion of our train meets has always been a great social event. In the past it was catered and at a cost of \$20 or more per person. Recently the ladies have taken on this task and asked for donations. That seemed to be working at least for a couple of the smaller meets.

This past meet, the Narrow Gauge meet, it was not working. We had in excess of 75 attendees for dinner and the total donations were only \$260, that's \$3.50 per person average for a wonderful dinner that included chicken or pork roast and all of the usual great trimmings. What makes it worse is one member donated \$60 of that total!

The ladies will continue to make lunches during the work weeks with a suggested donation of \$2 that helps cover some of the food costs. Dinners during the week will continue to be provided by some of the locals and will be potluck style dinners.

Donations for these meals will also be graciously accepted. Thanks to all those that have supported these efforts in the past and we are sorry it has come to this, but **the ladies can no longer afford to feed folks for free.**

**To help curb this shortfall, starting with the Operations Meet next week, if you arrive on Saturday of the Work Week, through Wednesday of the Work Week, you can buy a Saturday Night Dinner Ticket for \$5. Thursday Morning though dinner time Saturday night, the price will be \$10 per person. You can buy your dinner tickets at the Front Office Desk when you check in to get your badges, etc.**

Along these same lines there is now a LOCKABLE can for moneys for Beer Thirty and for donations to the BackShop fund. None of these items are FREE! If you don't wish to participate in any of these endeavors, then it will still cost you nothing, if you do participate, PLEASE help defray the associated costs. Thank You.

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## **From the Back Office—by Dennis Ward—Train Mountain Volunteer**

A very successful Narrow Gauge meet was held in late May early June at Train Mountain. We had 99 members in attendance. There was a lot of very nice equipment (be sure to check out the photo gallery in this issue).

Pictures on our live camera page at <http://tmrr.org/cameras/camera2.shtml> automatically erase when the first train passes after midnight. This may be immediately or up to a week later depending on when the members are here operating the trains.

Since the last publication of the Mountain Gazette, memberships have increased by 26 bringing the

total to date to 288 paid memberships. There are currently 619 total members. This is due in part to people attending the **Narrow Gauge** meet, people dropping in to visit, and a large group of people who watched the Train Mountain 2012 Triennial video on RFD TV.

What is the difference between members and paid memberships? Paid memberships do not include family members other than the principal member. Life members are also not counted. Members includes everyone, paid employees, life members and all family members.

Our next meet, the Operations Meet (6/27 through 6/29—work week commences 6/21) is shaping up to be an outstanding event. As of June 11th, sixty-six people have signed up to participate. This does not include any of those who have paid for a season pass(64) nor any of those who are life members(43). If you do have a season pass or are a life member and plan to attend the **Operations Meet** or any other meet please let us know by email to [info@tmrr.org](mailto:info@tmrr.org) or with a phone call to 541-783-3030 between the PDT hours of 10:00 AM and 3:00 PM, Monday through Friday. We would like to know your planned arrival date in order that we can plan the potluck meals that will occur during your visit. Additionally, by registering or at least notifying us prior to arrival we can have your meet credential prepared for your arrival.

With regard to potluck meals, there is usually a large brown cup available near the service area for your donations. The local people provide very delicious side dishes to go with these meals. The main entrée is purchased with the donated funds. Any residual goes toward museum pieces such as signals, semaphores and the foundations for mounting them and for the signage which describes them.

Planning is underway for the **2015 Triennial**. The event schedule is tentatively set for June 22 through June 28, 2015 with a work week preceding starting on June 13. Fees have not yet been set but should be about the same as those for the 2012 event. Unless things change we will establish a fee which will be discounted for early sign ups. Expect the fee schedule to be posted by October 1, 2014.

We will be looking for volunteers to sign on as Committee Chairpersons to champion the various chores that must be overseen during the **Triennial**. Planning sessions will have to begin at the close of the August meet. Chairpersons will get priority at the Blue Caboose campground. Some examples of positions that will need to be filled are coordination of: Security, Registration, Camping, Parking, Waste Management, Communications, First Aid, Safety, Loading and unloading, Seminars, Check in. The committee chairs are expected to take responsibility for their area and to recruit their own volunteer help and to coordinate the actions of their volunteer help. Volunteers can work for more than one committee. There is still a lot of work to be done to ensure that Train Mountain is ready to host in excess of 300 trains and in excess 1000 people daily. Main Yard needs tuning, Hairpin track needs replacing miniature buildings need refurbishment, there is always forest debris to delivered to the burn pits. Track gaps and humps in the track need to be addressed. We have office chores such as filing, Triennial parking pass creation, pin design, shirt/hat/sweatshirt color/design decisions, track assignment planning and doing. To make any Triennial successful all members must help wherever than can from wherever they are. Please come whenever you can to work on whatever your skill level allows.

Unlike other train meets where Life Members are compensated for meet fees, all attendees at the **Triennial** will be expected to pay the fees. Membership continues to be encouraged. Day passes may be available.

# Train Mountain Operations Meet

Will we see you at the 2014 Ops Work Week and Meet from June 21st through the 30th?

I hope so; it's going to be fun plus we'll get some much needed work done around Train Mountain prior to running our passenger and freight trains on Friday and Saturday, June 27 and 28.

John Lovely has a newly formatted Ops Handbook and Timetable and we've shortened the morning meetings so we can hit the rails sooner.

The Ops Work Week will include the usual track maintenance tasks that are always needed regardless of how much work gets done during the previous work weeks. There are also a few sidings and spurs that will have to have the pine needles removed before we can spot our freight cars from the assigned switch lists.

In addition to the regular track and facility maintenance tasks, Wednesday will also include the sorting and staging of the freight cars and then Thursday will be used to spot those staged cars on their appropriate sidings. We'll need a couple of small yard engines on Wednesday, along with 6 to 10 volunteers to throw switches and uncouple/couple the rolling stock. Thursday will require as many engines and crew as want to show up to help distribute the freight cars to their starting location on the railroad.

Per a normal Ops Meet, Sunday morning, June 30th will be the time for those interested in running the railroad to bring back all the rolling stock to Main Yard.

When you arrive at TM, please be sure to check the white board in the Hall of Flags for projects and tasks to be done throughout the week. We will be having a Friday morning briefing at 8am in the Hall of Flags – see you there!!

Jim



Steve Panzik being interviewed at Klamath & Western Railroad as part of a video being produced for Discover Klamath.

The video company from Squaw Valley, California (near Lake Tahoe) is producing a video to promote Klamath County tourism. The videographer also used a drone to film a K&W passenger train.

The video highlights places for the public to visit in Klamath County.

## **From the President**

It has been an extremely busy month at Train Mountain. The Office Staff was overrun with last minute paperwork associated with participants not joining TM or registering for meets until their arrival. The Office volunteers, whom also paid to attend the Narrow Gauge Meet, did not get to participate in the meet due to last minute Office demands - mostly on-site last minute registrations.

**In the future, we must know ahead of time if you are coming to the meet in order to have customized name badges prepared. Even if you email or phone a few days ahead to let us know you are coming we may be able to get the badges made.**

**If you do not let us know ahead of time that you are coming - you will only be guaranteed a generic "Participant" name badge.**

The septic project is almost completed. We are now awaiting some small regulating washers that had to be calculated and ordered after the actual Hydrosplitter line lengths were determined. Any project of this size required some "as built" additions or changes caused by physical location problems. The regulators (about a dollar in value) have now been calculated and ordered by the engineer. We anticipate having the system in operation for the Ops Meet.

John Cooper and I installed a new DSL wireless Modem/Router in the signal tower. The Modem/Router, along with another web cam which will be installed to view the Crisp Yard steaming bays and unloading area, were donated by Dale Furseth. All the web cams will now be using the wireless access point in the Tower. This access point will not be available for other usages because there is only sufficient bandwidth available for the CTC and web cam systems.

John Cooper also installed two newer computers in the Tower. The computers, were donated by John's School, and are dual core units running Windows Vista. They are much faster than the older units they replaced which were running the no longer supported Windows XP.

Several volunteers have spent extra time at TM this summer. Because of this, a great deal of work is getting done between meets. As depicted in images in this Gazette, much was accomplished at the NG Work Week, and even more projects are receiving attention by the volunteers staying beyond the meet dates. Thanks to all those volunteers.

Without going into details, the website received approximately 2.4 million hits during the month of May, most of which are interested in the images. The Gallery, web cams, and interactive map receive most of the hits.

The phone has been ringing off the hook from public visitors wanting to see Train Mountain as a result of several showings of the 2012 Triennial video on RFD TV, and local publicity from Discover Klamath. Also the 30 Mile Club, which is an association of Crater Lake area tourism businesses, Crater Lake Park, Collier State Park, and others, have been promoting Train Mountain because Train Mountain Members also support these businesses. We need TM volunteers willing to be Docents and show these visitors, who may be potential members, around Train Mountain.

# WEB-CAM GALLERY

Photos by: The Web-Cam



**Register for the OPS Meet now!!**

Please Use the Online App to Register or Join-- <http://tmrrmembers.org>

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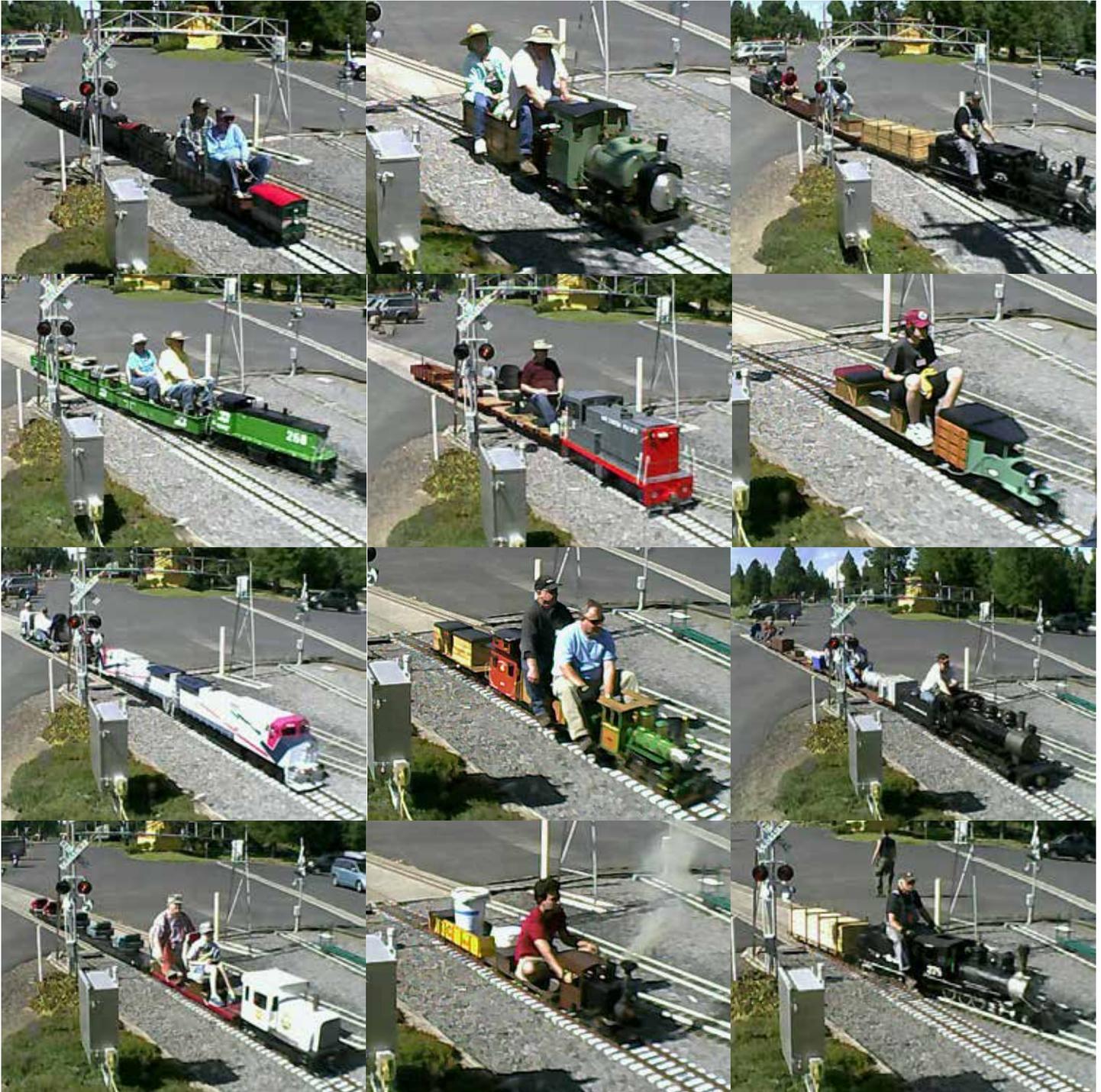


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# CLASSIFIEDS

## Building Lots For Sale!

Train Mountain member has 4 nice home / vacation building lots for sale.

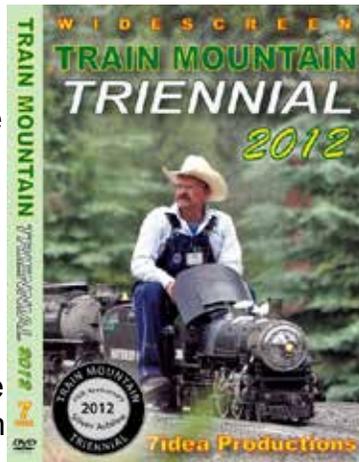
Prices reduced! Lots are located in an established subdivision just a few minutes from Train Mountain. Home owners association provides free water and well maintained all-weather roads. Lots range in size from .7 acre to .25 acre, all lots have phone and water to the lot, 1 has power to the lot, power close by the other 3 lots.

Cash or short term contract.

**Priced from \$7,000 to \$8,500 (below tax value).**

**Call owner at 360-673-2277 or 360-703-7063.**

The terrific video that Aaron Bentsen from 7Idea Productions shot at the 2012 Triennial is available through the main office at Train Mountain. Give them a call at 541-783-3030 and get your on the way to your place. It's \$30 for the video and \$3 shipping and handling lower 48, \$4 S&H for all others. A most enjoyable video shot by a true video artist and of course our favorite subject, Train Mountain!



Our good friend Jim over at Discover Live Steam has also placed ads for us on his terrific website, thanks Jim. [www.discoverlivesteam.com](http://www.discoverlivesteam.com)

Did you see the great article and front cover story from the January / February 2013 issue of Live Steam and Outdoor Railroading? It is a most complimentary article about the facility and the great gang of folks that hang around the place and put on terrific live steam train meets. Pretty cool! [www.livesteam.net/home](http://www.livesteam.net/home)



**Donations\$  
Needed!**

### 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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