



New Help for the Office

For the first two years of running the new Train Mountain, the office has been run solely by volunteers. While we learned that volunteers could do this job, we also learned that it was inefficient because we did not have a single person coordinating office activities. Thanks to Friends of Train Mountain, we have recently hired an Office Administrator.



Meet **J**oyce Merwin our new Office Administrator.

This image shows the smiling face that will be on the Train Mountain end of the phone when you call.

Joyce was born in Klamath Falls, but her family left the area when she was very young. She spent the majority of her life in the San Francisco East Bay Area. Eight years ago, Joyce and her husband John moved from Pleasant Hill, California, to Chiloquin.

In addition to enjoying needlecraft and being an active member of the Chiloquilters, Joyce has been a very active volunteer, working at the Chiloquin Library, Family & Community Education, and served on the Chiloquin Visions in Progress Board of Directors.

John is a Chiloquin Volunteer Fireman, and both Joyce and John are “newbie” bee keepers, and “admire immensely all that our busy bees do.” Joyce has been training in the TM office for a week, and definitely brings a busy bee attitude to the office.

Financial Procedures at Train Mountain - By: Jerry Crane

Recently I received a question asking “is my donation going to Train Mountain Institute and will some of it go to Train Mountain Railroad”. The answer to this question is *yes* and *sort of* yes. To explain this answer I need to explain how money from income and expense payments moves through the Train Mountain system. To do this I must first explain how Train Mountain is organized.

Three organizations make up what I will call in this article Greater Train Mountain. The organizations are: Train Mountain Institute (TMI), Friends of Train Mountain (FTM) and Train Mountain Railroad (TMRR). Why three groups and not just one? The three organizations are required so that we can abide by the rules and regulations of the State of Oregon and the Federal Government. The State of Oregon recognizes all three groups as being non-profit organizations. TMI is listed as a “public benefit organization” and FTM and TMRR as “mutual benefit organizations”. Public benefit organizations must benefit all of the population of the State of Oregon while mutual benefit organizations need only to benefit a select group of individuals such as the membership of TMRR. To be a public benefit organization the Federal Government must designate it as a 501c3 organization. This means that any moneys donated to this organization can be taken as a tax deduction on an individual’s federal tax return. TMI is a 501c3 organization and donations to it are tax deductible for US taxpayers. FTM and TMRR are 501c7 organizations and donations to them are not tax deductible.

Because of the non-profit organization tax rules and regulations we work under, almost all money coming into Greater Train Mountain is first deposited into a TMI account. Some of it is then distributed to the other two organizations. It is distributed in accordance with the needs of Greater Train Mountain and government rules and regulations. Each organization pays bills that pertain to their operations. Because all incoming money first goes to TMI does not mean you can deduct on your tax return money you send to Train Mountain for items such as dues and meet fees. To be tax deductible the money must be a true donation to a 501c3 organization.

To go back to the original question, yes your donation goes to TMI. This means you can deduct this amount on your tax return. All of that donation will be spent on true tax deductible expenses by TMI. This frees up other non-deductible money that has come into TMI to be transferred to TMRR to pay their expenses. So, indirectly, your donation does support the operations of TMRR.

The bottom line is that all money that comes into Greater Train Mountain is spent for the benefit of Greater Train Mountain. There is no “us” and “them”. There is only one Train Mountain.

In a future article, I will go into more detail about what is and what is not a tax deductible donation to Train Mountain.

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.

Visitors to Train Mountain:

Train Mountain is very popular and is continually attracting visitors from throughout the world. We announce that our hours are from 10:00 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. Releases are available in the mailboxes near the office for those times 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 10:00 AM until 3:00 PM Monday through Friday. To arrange other hours visitors should call the office at 541-783-3030.

From The President -- Tom Watson

As reported by Russ and Dennis, the launch of the 2015 Triennial registrations has met with a great deal of enthusiasm. Dennis, Russ and I have begun the tedious chores associated with organizing the Triennial infrastructure, and the even more fun job of arranging for all the necessities required by a large number of people.

Launching the online 2015 Triennial registrations, and the 2015 Membership Forms was a challenge. We believe we have exorcised most of the cyber gremlins that were causing the start-up problems. However, as with anything no system is perfect, so if you do experience registration problems - please contact the TM office at info@tmrr.org, or by phone (541-783-3030).

The 2015, Year 28, Train Mountain Pins have arrived and are being distributed to all those that have joined Train Mountain for 2015. Please have patience as we get this done.

We are in the process of making the office more efficient. Thanks to Friends of Train Mountain, we now have paid staff in the front office. We have hired Joyce Merwin, a long time resident of Chiloquin, for the position of Office Administrator. So look out all you wild seniors - we now have some adult supervision to watch over us.

In order to have efficient work stations we have purchased some additional office equipment. We are in the process of installing a Server, and now have our printers on the office network. John Black's new project will not allow him to keep producing the large Train Mountain Maps that everyone likes, and that have been invaluable in promoting TM. Thus, we are acquiring a large format printer for the TM Office which will allow us to continue producing TM Maps.

The Triennial Executive Committee decided that due to the large number of event badges needed for the Triennial, and the enormous amount of time necessary to produce large numbers of badges, the Committee will obtain an ID Badge printer.

On October 29, 2014, the TMRR Board held a phone conference meeting. Several decisions affecting meet registrations were made:

(1) The cost for All Meet Registration will remain the same - \$120 for the All Meet Season Pass. This does NOT include the Triennial which is a special event.

(2) There was an anomalie that favored Guests over Members. This was corrected by lowering the second adult Member Meet Fee to \$20. The Meet Guest Fee will remain the same at \$25.

(3) TMRR derives the majority of its funding from Meet Fees. Included in TMRRs responsibilities is collecting the meet fees and paying the costs of putting on a Meet. Thus it is very important that everyone coming to a Meet share in the cost of putting on the Meet. This makes it necessary to require those attending a Meet to Register for the Meet if they plan on bring equipment to the Meet.

For these reasons, the BOD has clarified the definition of the “DAY PASS.” The original purpose of a DAY PASS was for Members to be able to bring a Guest to a Meet for a day, without paying for the whole meet for that Guest. That concept still remains the essence of the intent of a DAY PASS. Thus, the BOD added this language to the definition of a DAY PASS, “Neither Members no non-Members may bring Train Equipment to a Train Mountain Meet on a DAY PASS.” In other words, if you want to bring train equipment to a Train Mountain Meet, you must be a Member of Train Mountain and you must register for the Meet.

(4) Visitors. Please do not confuse Visitors with Guests. A visitor is someone that drops by for an hour or so. We have never charged for Visitors. A Guest is someone that comes and plans on spending most of the day, and should purchase a Day Pass or be registered for the Meet. Spending a Day at Train Mountain on a Day Pass is less costly than attending a two hour movie and purchasing a bag of popcorn. The Day Pass is a real bargain for what they get.

Don't forget - everyone must check in at the Office upon arrival.

(5) Meet Preregistration. Insofar as no one has volunteered to work in the office all day during a Meet and take care of registering those that do not preregister, we need to find some incentive to encourage preregistrations. Many options were discussed at the BOD Meeting, and it was decided to offer a preregistration discounted fee of \$30 for the primary Member. At this time, preregistration is defined as having your registration received at the Train Mountain Office no later than seven (7) days prior to the start of the meet. The fee for registrations made less than seven day prior to the meet will remain unchanged at \$35.

(6) The logistics of preparing for a meet also dictate what can and cannot be accomplished by the volunteers when people do not preregister for a Meet. If you preregister, we will make every reasonable effort to have a customized meet badge with you name on it. If you do not preregister, you will most likely get a generic Guest badge.

In other news, thanks to the grant application writing efforts of Justin Throne, the Oregon Department of Forestry (“ODF”) will be helping us with our goal of making Train Mountain as fire safe as reasonably possible. The weather dependent plan is for an ODF crew to spend four to six weeks clearing brush and ladder fuel from the Train Mountain South Side this Fall, and then return in the Spring to continue the project.

Improved Fire Equipment Gondolas - - By Jeff Mills

The Fire Safety Committee has determined that use of gondolas filled with one gallon jugs of water and 2 shovels cached at various points around Train Mountain is not an effective use of our resources and in practice would not provide a quick response to a discovered fire unless the said fire was within a few hundred feet of the cached gondola.

We have currently equipped five gondolas with the following equipment; an Indian Backpack Manual Fire Pump with 5 gallons of water, 2 shovels, one Pulaski or Double Bit Axe and a 2.5 pound Fire Extinguisher. We plan to add 5 one gallon water jugs to these cars. This complement of equipment is able to equip up to a four person crew. Our goal is to have a total of 19 of these cars so equipped by next Fire Season.

These Fire Equipment Gondolas will be available to add to your train's consist. By adding one of these cars to your train you would exceed the States Fire Equipment Requirements for Extreme Fire Danger Level III. Furthermore you will be providing a roving Fire Patrol for Train Mountain being well equipped to quickly extinguish a discovered fire.



These gondolas can and should be added to trains at the lower levels of fire danger. As experience has illustrated to us fires can start at the lowest levels of Fire Danger. All Work Trains should add one of these cars to their consist. We are also adding the required firefighting equipment to all Train Mountain Vehicle's. We will be enhancing the fire equipment on the Gators with an additional Indian Manual Back Pump holding 5 gallons of water.

In conclusion early discovery and immediate action is our best weapon to extinguish a fire before it would become a major conflagration.

Winter use of Crisp Yard Loading and Unloading - L Brooks, J Beauchamp

The guys that maintain our electrical cable for the lifts at Crisp Yard have a special request. Seems that when we leave the cable lying around on the ground strange things happen to it during the



winter. After the first snow fall and we plow the snow in the parking area the cable no longer wants to work. So here is the request, please park the lifts right over the power box where the cable comes out of the ground. Secondly please pick up the cable and hang it or lay it on the lift. This 'should' help in the ANNUAL let's fix the lift cable game. Thanks.

New Members to Train Mountain - Triennial Committee



One of the nice side effects of having our every three year International event called the Triennial is we seem to gather in a few new members in the process. As you all know each new member gets a hard plastic badge with their name engraved on it and an annual year pin, for 2015 it is year #28. So to show you how well we are doing at gathering new members here is a snapshot of **last week's** badges! *Not bad eh??*

2015 Triennial Report - Triennial Committee

You folks are so great! We asked that you get your registrations in as soon as possible and fill out all of the forms necessary and you answered back. The rate of registrations is currently running at almost **DOUBLE** the 2012 registration rate. Almost all of the forms have been filled in correctly and complete, only a few have left us with a good chuckle! Remember when you down load your forms to down load ALL of the forms including the **RELEASE** forms. We also are having a great response from our hobby's great bunch of vendors. We have already booked 35% of the booths! Thanks to all of you for your help, we really do appreciate it.

Triennial Committee Chairman - Triennial Committee

We thought we would pass along some helpful hints for those of you that have stepped up and volunteered to be one of committee chairs for the Triennial. We all want to have time to enjoy the Triennial and go for some really great train rides and share in the camaraderie of the event. To that end as a chair you need to schedule YOUR time for the event as well as your committees time. Make sure that your team has plenty of time for their enjoyment as well as getting your particular job done. As the chair you are NOT expected to be on call 24 hours a day. Depending on the commit-

tee there may be many hours during the day or even days themselves when your committee is not in demand. Other committees are always in demand such as Inspection, Security, First Aid, etc.,. Take time to write down what you expect from your team, make schedules up ahead of time and ask who would like to do their jobs at which times. If you get enough folks to help you can make the assigned tasks go by quickly and everyone can have a great time. Lastly the Triennial Committee would like to hear from each of the chairs by the 10th of the month so we can produce an up to date status report for the Gazette. Even if there is no change in your group we would still like to hear. If you are having trouble rounding up volunteers for your committee PLEASE add that to your report so we can get you some help.

If you are not a committee chair we still need your help in these important tasks. The only way we can put on an event that will last some 16 days, that has 300 plus trains, and has a couple of thousand friends and visitors attending is with YOUR help. We only need a few hours of your time over the course of your visit and if we all volunteer to do that the event will be another great one for Train Mountain and of course you! Our members are also our guests and our guests are also our members. We need all of you to help make it happen, thanks!

Train Mountain Speed Limits - Train Mountain



The **maximum** speed allowed at Train Mountain is **7 miles per hour** or ten seconds between mileposts. There are many reasons for this speed restriction but of course the most obvious is for all of our safety. Train Mountain is a mountain railroad with many grades and blind curves. Most of us can stop in a reasonable distance at that speed without doing any agricultural braking (DRAGGING OUR FEET)! There is also the issue of some of our track is going on 28 years of age and the ol' girl is starting to show it! We still have some 8 miles of wooden tied track that is in need of replacement. That WON'T happen before the Triennial. The 7 mile per hour speed limit is there to protect you and your fellow members.

The upper area around the BackShop, Main Yard, Ellingson Turntable, Central Station and Crisp Yard is all marked as **YARD LIMITS**. The **MAXIMUM** speed within yard limits is **3 miles per hour maximum!** There are no exceptions to the speed limits. As the meet progresses and the number of trains increases this will become even more of a necessity to enforce. Also remember that the yards at Klamath and Western have similar yard limit speed restrictions, 3 miles per hour maximum. BTW that is not the speed limit for your engine, it is the speed limit for your entire train. You can resume normal track speed when the rear end of your train clears the limit sign.

PLEASE slow down and enjoy 2200 acres of southern Oregon pine forest, 36 miles of 7 ½ inch gauge track, and be able to go home without any damage to you or your trains!

Triennial update - by Dennis Ward

The registration for the 2015 Triennial has been open since October 2. To date (11/12/2014) we have 349 people registered. They are bringing or have stored at Train Mountain 164 Engines. We do not have a car count but the total length of the member's equipment (not counting engines) is 3420 feet. When we add in 2014 feet of engines, tenders and engineer cars we have 5434 feet of equipment we must park. And it is only November.

Of those locomotives registered fifty (50) burn unleaded gasoline, thirty five (35) propane, seven (7) diesel/oil, six (6) coal, one (1) wood, three (3) other/food, and sixty (60) are battery powered.

There are twenty four people who have registered trains for the 2015 Triennial who have not yet registered as members for the 2015 Season. **You must be a Train Mountain member to bring equipment to Train Mountain.** You do not have to be a Train Mountain member to register for and come to the event.

Committees: Most of the Committee Chairpersons have been identified. We are still looking for campground hosts for 6 Acre Campground and South Meadow. We could use someone to champion the Seminar program. Unloading and loading still needs someone to be in charge. We may need someone in charge of the engine shuttle (move trains from unloading/loading area to parking space) committee.

Committee chairpersons are not expected to do all of things all of the time that is expected of their committee. They will each need volunteer help at various times throughout the Triennial. As soon as we get feedback from each of the chairpersons regarding the type and number of volunteers needed, the hours they are needed etc. we will post the information on the website along with the contact information for the committee(s) you want to help with. The Triennial is usually a lot more fun when we choose to assist our fellow hobbyists in making Triennial a truly world class event.

We are in the process of restocking the Company Store with Triennial related items as well as other hobby related supplies and equipment, especially safety equipment, that our visitors may need while they are here.

We plan to have a method to accept credit cards at the gate for those people who will be visiting on a day-pass. **Day passes will only be available at the gate.**

In conclusion—if you are bringing a train to the 2015 Triennial register soon. We hope we can provide train parking for everyone. The later you register the further from Central Station you will be parked

Lillyville -- by Seymour Skandals



The new restaurant opened by Candice B. DePlace is doing extremely well with all the hungry workers in town, requiring Candice to expand into a double-wide tent. The Beer Thirty Saloon has been taken over by Guy Morgan from Chicago. The local ladies of the evening have set up camp -- tents -- in the woods beyond the depot, and local law enforcement has been tipped off that the ladies plan to stay put. All of this has further outraged the temperance ladies.

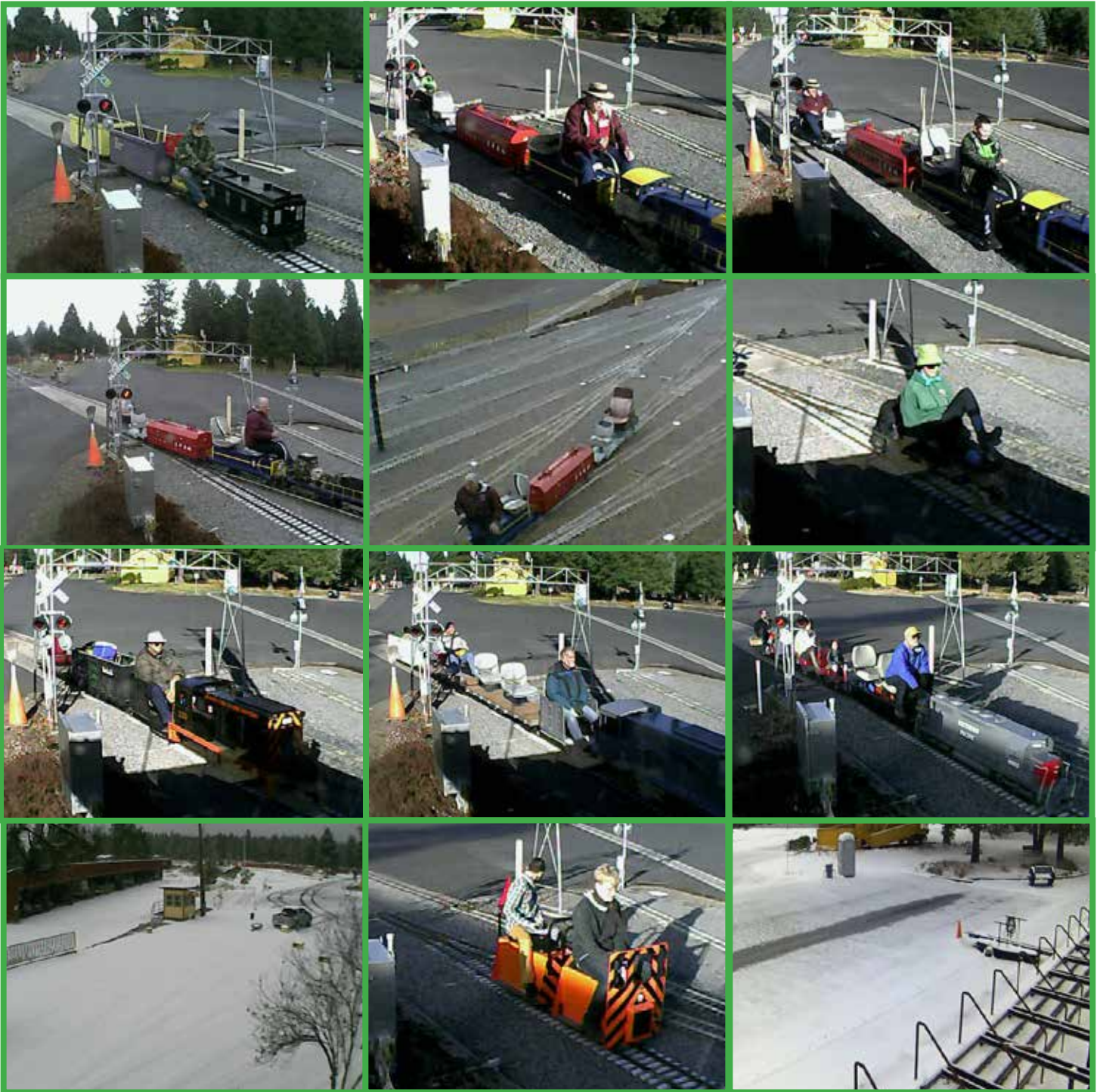
The chilly winter months will prove quite interesting to see what dwellings actually get constructed first. Miners places to stay,.....Hotel(upper rooms to be dwellings for the ladies.), or will the church or saloon go up first. The Reverend Dale E. Bread still claims that construction of the new church should be completed by next Spring. The workers continue to argue that without a saloon to keep them happy, the good Reverend will have a tough time finding anyone to construct the church.

As winter approaches, construction has come to an end for now. The boys are working out plans to construct Miners dwellings and a church. Models of the latter are being reviewed from ones in the area.

Stay tuned for big news over the next few months.

WEB-CAM GALLERY

Photos by: The Web-Cam



Register for the Triennial Meet now!!

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

CLASSIFIEDS

Building Lots For Sale!

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

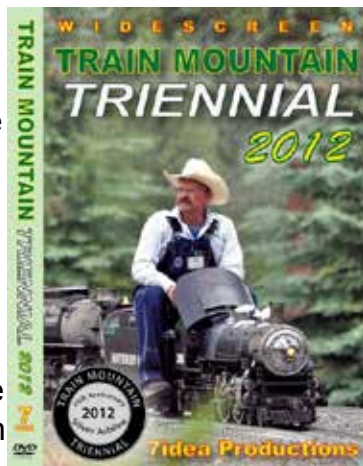
Prices reduced! Lots are located in an established subdivision just a few minutes from Train Mountain. Home owners association provides free water and well maintained all-weather roads. Lots range in size from .7 acre to .25 acre, all lots have phone and water to the lot, 1 has power to the lot, power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

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



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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Quentin Breen's Amtrak, gifted to Sharon, unfortunately must be sold. Vanguard engine with new battery, hand-held controls & six matching gondola cars for \$18,000. Cars are great for your lunches, misc. tools, fire equipment or pets. Cab-excellent shape, cars can use touch-up paint.

Contact: sharonbreen87@gmail.com



FOR SALE – One 40 foot container (track ready) delivered to Train Mountain and placed in Containerville. \$5500 each.

Call Bill Dobbs (610-772-4478)



Located only 1.5 miles off Hwy 97 in Downtown Chiloquin in the same building as the Post Office
212 1st Avenue, Chiloquin, OREGON 97624 -- Phone: (541) 783-0988





Kla-Mo-Ya Casino

34333 Hwy 97 N
Chiloquin, OR 97624
541-783-7529 or 1-888-KLAMOYA
www.klamoyacasino.com

Kla-Mo-Ya Casino opened in 1997 and is owned and operated by the Klamath, Modoc and Yahooskin Tribes. Set in the beautiful pines of Southern Oregon, we are located on Highway 97 near the junction of Highway 62 (Crater Lake Highway).

We are open 24 hours a day, 365 days a year, and welcome travelers and groups from across the country year round.

Our Peak to Peak Restaurant is open 24 hours a day, with a full service lounge and beverage service available out on the gaming floor. Choose from great menu items like juicy steaks, classic salads and pastas, or try our beefy Triple 7 Burger if you are *really* hungry. Dine in or take out, we have a host of friendly staff to serve you. Check out our current menu from the Dining page of our website, and watch for monthly special features. The Peak to Peak restaurant welcomes groups, meetings or parties for special occasions.

Open from 7am to 9pm, the Espresso Bar serves a wide variety of espresso and coffee drinks, hot or cold, as well as fruit smoothies, frozen yogurt, desserts, and quick to-go lunches.

Our gaming floor has 344 slots with new games and themes being brought in all the time. Find out about our current slot promotions and check out recent jackpot winners on our website and Facebook page.

Try your hand at one of our four Blackjack tables. We offer double deck and six-deck blackjack with \$3 tables available every Monday. Keep up with promotions and tournaments available by checking our website.

Hours of operation:

Weds & Thurs: 12 noon – 8pm

Friday through Sunday: 12
Noon – 12 Midnight

(closing times may vary depending on play)

Stop by the Bonus Club to sign up for a free membership card to earn rewards and qualify for our many promotions and giveaways. While you are there, browse through the unique selection of items in our Gift Shop.

RVers, Truckers and large vehicles are always welcome, with plenty of free overnight parking available. Stop by the Bonus Club to ask about discounts and perks.

Come enjoy the warmth and excitement of Kla-Mo-Ya casino.



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 Ya-hooskin Tribes. Open 24 hours a day and located just next door to Kla-Mo-Ya Casino as you enter, this travel center offers competitive fuel prices and many convenience items.

Travelers can fuel up with gas, diesel, or propane. Stop in for a snack or soda, or grab a quick meal featuring Mexi-Go or Mountain Fresh Pizza. Free Wi-Fi, a comfortable lounge with large screen TVs, laundry and shower facilities, and ATMs are all available.

Make sure to ask for a Crater Lake Junction Travel Center rewards membership card so that you can earn points for each purchase and visit. Your earned points can be applied toward future purchases.

Truckers, ask about trucker services and benefits for each visit. Convenience items and truck accessories are for sale, along with many useful daily provisions.

Crater Lake National Park

Crater Lake National Park is located off Highway 62, just 34 miles from Kla-Mo-Ya Casino and the Crater Lake Junction Travel Center. After playing and fueling up, discover the world-famous beauty and amazing history of Crater Lake. Groups and parties, ask about casino shuttle service for your outing or adventure.

Shuttle Service to and from Train Mountain

Kla-Mo-Ya Casino and the Crater Lake Junction Travel Center are also offering a free shuttle service for Train Mountain Members, Guests and Visitors.

Train Mountain people should see the TM Office for more details as we get this service implemented.