



The Mountain GAZETTE

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THE BRUSH BLAZER IS HERE!

The Brush Blazer arrived at Train Mountain, and Richard and Dustin scurried to catch up on other projects so they could get it uncrated and ready to go.



One of the needs at Train Mountain is to eliminate some of the dangerous blind corners. Trains tend to take a substantial distance to stop. A question often asked by visitors is, "How much can your train pull?" We then must explain that it is not what can a train pull. The real issue is what can that train stop!

Thus, one of the greatest safety issues at Train Mountain is that of being able to stop a train prior to running into someone, or something, on the track in front of that train. Several factors affect the ability of a train to come to a safe stop, such as, the grade, weight, speed, reaction time, brakes, weather conditions, and visibility.



For this demonstration with the Brush Blazer, we are concentrating on increasing the visibility around corners. The further the engineer can see, the sooner the engineer can react. With all other factors being equal, the sooner the engineer can react - the sooner the train can be stopped.

In the images, Richard can be seen using the Brush Blazer to increase the visibility

around the corners along Firewood Loop. These few still shots are really just a teaser, to get a better perspective a video is posted on YouTube at this link: <https://youtu.be/gnZk9OuCr30>



The Brush Blazer turned out to be ideal for this job. There was one corner that began with less than fifty feet of visibility. After the track-side brush was cleared, the resulting visibility increased to almost two mile post markers (each mile post marker is 1/50th of a mile).

When you view the video, you will see that the Brush Blazer cannot get the brush that is growing right in the ditch. What happens is that the skids that support the cutter blade enclosure box want to dig into the ballast. Thus there will be some hand clearing work that the machine cannot do without making a mess of the ballast.



In this image, Richard is demonstrating how well the Brush Blazer does running along a side-hill. There is a limit, as at some point you tend to slide sideways down the hill. The alternative is to then run the Brush Blazer up and down the hill, but this is a lot more work and not nearly as efficient.

The tests done over the past three weeks are considered hugely successful. I have only heard the same two complaints from both Richard and Dustin: (1) We only have one Brush Blazer - they want two of them! (2) The cutting blades do need to be sharpened - we need extra blades.



This and the following images show what the cutting blades look like. There are two wheels, with each wheel having three cutting blades mounted thereto.



Although I do not have an image to showing the mounting arrangement of the cutting blades, on one wheel two blades are mounted with the flat side up and one blade with the flat side down.

The other wheel has them mounted just the opposite.

One thing this allows for is that when the blades become dull, they are only dull on one side. Thus each blade may be turned over and run until both sides are dull. At that time, the blade set must be removed and taken to the shop to be sharpened.

Almost every test of the Brush Blazer has been done in the rain - it is that time of the year. By the time the blades are dull, it has been time to take the Brush Blazer itself back to the shop to do other routine once-a-day maintenance.



All-in-all, this machine appears to be one of the best investments we have made in a long time. It helps improve visibility and train safety, and at the same time greatly enhances fire safety. As time permits, we will continue to remove unwanted brush and increase the safety and beauty of Train Mountain. Thanks again to all those that donated toward the Brush Blazer purchase.

Containerville Update

By: Jerry Crane

The installation of the second row of storage containers is progressing as planned. The transfer/lift table has been installed between the two rows of containers. The foundations for the south ends of the new containers have been completed and the foundations on the north end are about 75% complete. The first five new containers (with roll up doors) have been completed in Portland and are ready for shipment to Train Mountain. Shipping should start this month. An additional ten containers have been paid for and modification of these units has started.

We have decided to make one change from our original plan. We thought that would be possible to move the transfer/lift table by hand back and forth to the loading/unloading positions. Two individuals can do this but it would be just too hard for one person. Therefore, we have decided to add a power unit to move the table east and west. This unit will have both high speed for the long moves and creep speed for track alignment. This power unit is now under construction and will be ready for use in the spring.

There are still some storage containers for sale. They are \$5,000 each with roll up door. If purchased, you would own the container but would be required to pay an annual storage space fee. This fee for 2016 was \$375. The rental terms are available from the office. You can make a down payment on a container for \$2,500. Full payment would be required when your container is ready for use.

Understanding Train Mountain Track

On the Train Mountain property there is over 36 miles of 7 ½ inch gauge railroad track. This track is made of aluminum rail on wood ties, aluminum rail on plastic ties and steel rail on plastic ties. There are several hundreds of installed switches in this railroad track. These switches are also made with the two kinds of rails on the two types of ties material. There also are several thousands of feet of 7 ½ inch gauge track owned by our neighbors that join to the Train Mountain track.

History

Shortly after acquiring the first Train Mountain properties, Quentin Breen started laying track using aluminum rail on wood ties. Over several years he laid the tracks around central station and the turn table and the yard track by the backshop using this combination of materials. He also laid the main line tracks down the hill to and around south portal and midway circles and the Rio Grande and Douglas loops using aluminum on wood.

Wood was found to not be the best material for ties at the Train Mountain location. The climate dried out and checked the wood so that screws would not properly hold. Quentin then started using ties made from recycled plastic. The ties were made by a Canadian firm using an extruded process using dies owned by Train Mountain.

Quentin then used the aluminum rail on plastic ties combination to lay addition new track like Crisp Yard and to replace the old track used by Klamath and Western. He then changed from aluminum rail to steel rail. For several years he then continued laying track using steel rail to replace the Serpentine tack and adding several new sections of mainline. The South Meadow Loop, Firewood Loop, Elizabeth River Loop and Aspen Grove Loop were added. Because of a shortage of funds, Quentin stopped laying any new track in the early 2000s. By that time over 28 miles of track had been constructed.

In 2007 Quentin sold the conservation easement rights to the entire Train Mountain track and leased several pieces of property to Friends of Train Mountain (FTM). Part of the consideration of this deal was that FTM would construct several miles of new track in the area north of Elizabeth River Loop and replace a few miles of the old existing track with steel on plastic track. From 2008 to 2015 FTM laid over eight miles of new track. The last major new track section laid by FTM was the track from Witcombe Junction to Aspen Grove Loop.

In 2014 Train Mountain Institute (TMI) started contributing funds for track construction. In the last three years it has spent over \$55,000 on track projects.

(continued next page)

Present Situation

Friend of Train Mountain has completed their obligation for installing new and replacing old track and will not be funding anymore major track construction projects. The responsibility for new track projects now rests with TMI. FTM still supports track construction. Carl and Mark have generously offered matching funds to help pay for track projects and FTM pays the staff salaries for those helping install new tracks. FTM also paid for and has turned over to TMI a large collection of required track building materials. A large stockpile of steel on plastic switches was built by FTM and can now be used by TMI.

Train Mountain's track standards are that all main line track shall be built using steel rail on plastic ties and all yards and sidings tracks shall be aluminum rail on plastic ties. Train Mountain's goal is to replace all the main line track that was built with aluminum rail on wood ties track with steel rail on plastic ties. It will probably take several years to complete this task and no new main line track will be installed until this has been completed. The main line tracks that remain to be replaced are: track south side of backshop yard, around central station and turntable, South Portal Circle, Midway Circle, the track between the two circles, Rio Grande Loop and Douglas Loop. Repairs to the main line track that has been laid using aluminum rail on plastic ties will be made, as required, by replacing the outside rails on curves with steel rails.

Train Mountain's track superintendent is Dennis Ward. He will plan and direct our track installation projects.

Material wise, we are in good shape. We recently purchased a semi load of plastic tie material from our Canadian supplier and are awaiting delivery of 15 metric tons of steel rail from our Swiss supplier.

Last Updated November 12, 2016. By: Jerry Crane

Train Mountain EMAIL

Please use info@trainmtn.org as the primary Train Mountain email contact. You may use info@tmrr.org as a back-up.

Gazette EMAIL Notice

DOES NOT ALWAYS WORK

Before the email notices ever go out, the Gazette is always published on the Train Mountain website.

<http://trainmtn.org/tmrr/pages/gazette/gazette.shtml>

Fire Safety 2016 and Beyond

By Jeff Mills

This 2016 Fire Season we were able to accomplish many tasks and have started planning for the 2017 season. We had volunteers help with deployment of the fire-fighting equipment. We had excellent assistance in getting the fire tools cleaned, sharpened and painted, adding a red stripe to the handles indicating the tools for fire use only. Improvements were made to the stowing of the backpack pump straps for those carried on the gators. Special thanks go to Roger Rude for servicing and deploying the fire extinguishers in the Spring as well as returning all the fire equipment to storage in winterized condition after the Fall Colors Meet. They are now ready for deployment next season. Russ Wood was also busy making signs for the gators indicating the tools are for FIRE USE ONLY.



He made an addition to the fire danger signs of an Industrial Fire Precaution Level (IFPL) indicator allowing the Adjective Fire Danger and the IFPL to be indicated. Many of the members this season did a great job adding fire gondolas to their consists. Their use by members is vital to providing us with a roving fire patrol.



The fire extinguishers are becoming inoperable and the red storage structures are falling down. One issue in replacing fire extinguishers is the cost is about \$300.00 each. This is almost twice the cost of a back-pump and only holds half as much water. They also cannot be filled in the field. We are exploring the possibility of remodeling the storage structures to hold back-pumps.

With the arrival of the Brush Blazer I would like to establish two fire safety zones on the North side. We have looked at one site with a member of the Chiloquin Fire Department and need to choose a second site near Hope Circle. The Brush Blazer will make short work of establishing a good perimeter.

With new piping installed to the well across Chiloquin Rd, we can explore the possibility of using the Wine Car at the front gate as a water tank in the future. This provides a source of water to protect our structures in case of fire on TMRR property. It can also be made available to the local fire services to obtain water for fires not on our property and be supportive to our community.

We have raised the awareness of the Fire Danger at Train Mountain and the membership has been active in adding fire tools to their trains and making use of the Fire Gondolas. Keep up the good work and in the unfortunate event of a fire, we will be prepared to face it early until the local Fire Services arrive. For 2017 I am asking for volunteers to deploy the fire equipment at the Spring Awakening Meet.

Greetings from Joyce at the front office:

This month's weather so far: Cloudy and rainy with some patches of blue and dry spells, chilly at night and in the mornings, but still in the 50's and 60's during the day.

Klamath and Western Railroad's 2016 Pumpkin Patch Express was another huge success. The first Saturday, with decent weather, saw about 2900 public. The second Saturday, it was raining both a little and a lot all day long and still 2200 people came! I have to hand it to all of the hardy and persistent K&WRR volunteers and to the public who all braved the rain and kept it fun. You all did great!



The Brush Blazer arrived on November 8th. It's all black and looks like it means business. There is nothing namby-pamby looking about the super heavy duty blade underneath the machine and I'm glad that I'm not Train Mountain brush! Richard and Dustin will be putting the machine to the test just as soon as they finish on a project and probably before this gets published.

Though much quieter now, tourists are continuing to visit Train Mountain Railroad Museum. Among them Live Steamers from other miniature railroads, enthusiastic families with children and traveling couples. Some, more local, have come from Klamath Falls, and some, more distant, have come all the way from Boston, Massachusetts this month. I think some will be back again, too.

The 30 year pins have arrived. A little bit of updating and tweaking needs to be done on the Member Information Booklet and we can begin sending out 2017 packets. As a reminder, memberships are good for the year you purchase them in, but if you buy or renew a membership after October 1st of the current year, it is good for the date you got it on through December 31st of the following year.

If you are a member and you have a train, it's still nice enough in the afternoons to take a good run. Just check ahead on the weather and road conditions before travelling here.

That's all for now.

Have a Happy Thanksgiving!

Joyce

November 10, 2016

P.S. Current and past issues of *The Mountain Gazette* aka "Gazette" can be accessed at the following link: <http://trainmtn.org/trainmtn/pages/gazette/gazette.shtml>

Notice to all Members

Due to security concerns, the Gate Code for the Train Mountain Main Gate was changed after the Triennial. Any Member planning to arrive at Train Mountain when the Office is closed will need to contact the Office prior to arrival to arrange to get the new Gate Code.

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:

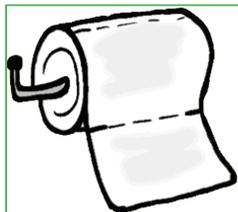
- (1) Outside the front of the Backshop
- (2) Outside the east door of the Hall of Flags
- (3) Outside the Motor Pool (Maintenance Building)

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.

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!

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, and **YOU** are liable for them until they sign a release. 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 (Winter - 10:00 AM until 2:00 PM)(Summer - 9:00 AM until 3:00 PM) Monday through Friday. To arrange other hours visitors should call the office at 541-783-3030.

PUBLICATION DEADLINE CHANGING: 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

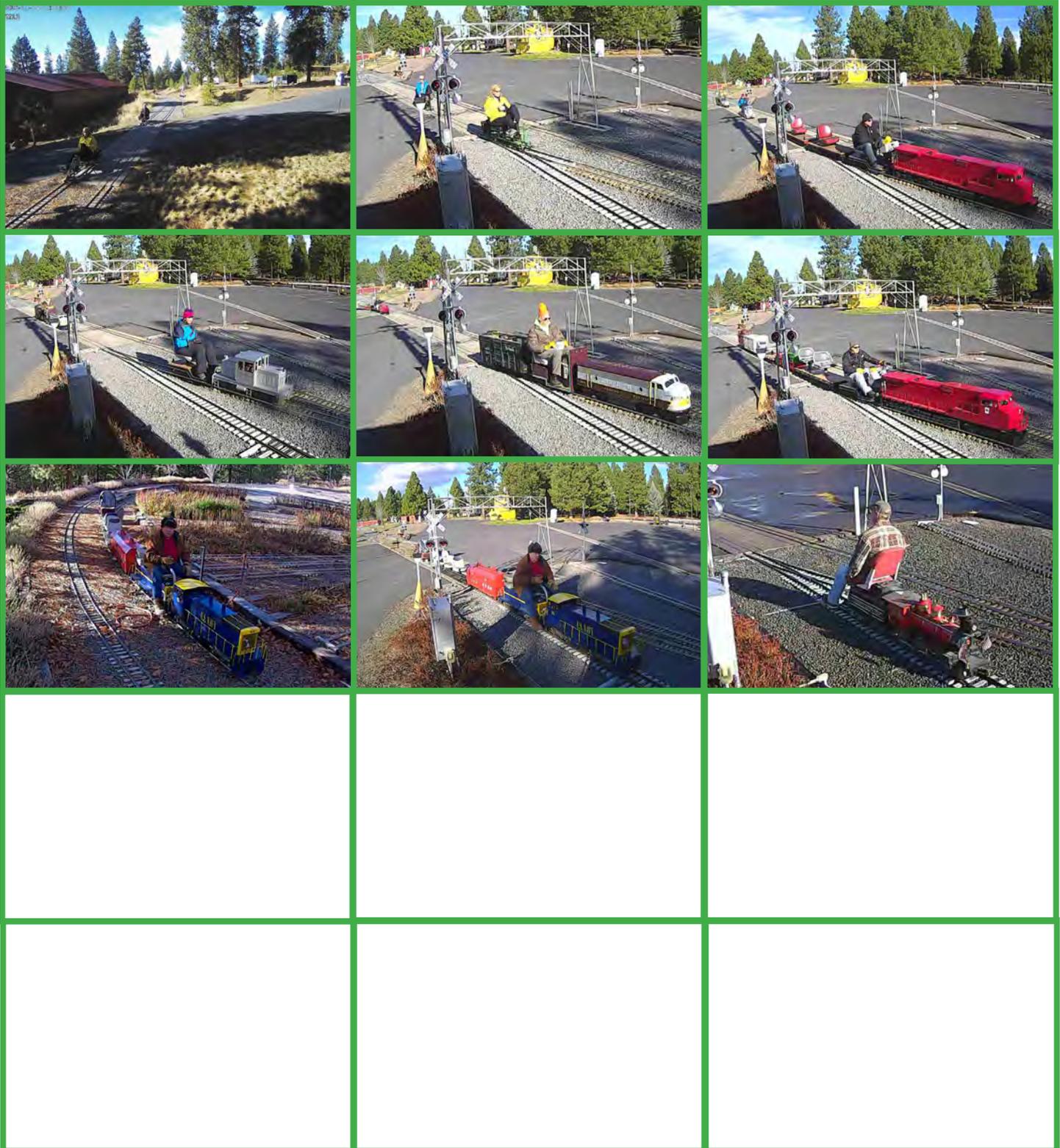
Articles and ads may be submitted via a pdf file, MS WORD, Open Office, or similar text file.

Please use a common open source FONT such as ARIAL that can be displayed in all Browsers, and is easy to read. Please do NOT use the Calibri 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.

WEB-CAM GALLERY

Photos by: The Web-Cam

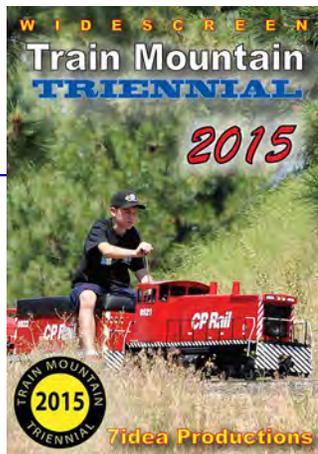


CLASSIFIEDS



2015 Triennial Video is available now!

The 2015 Train Mountain Triennial video from Aaron Bentsen at 7Idea Productions is now available through the [Train Mountain on-line store](#) or the main office at Train Mountain. Give them a call at 541-783-3030 and get a copy on the way to your place. It's \$29.95 for the video and free shipping and handling lower 48, \$6 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 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 2015 issue of Live Steam and Outdoor Railroading? It is a great article covering the 2015 Triennial. and the great gang of folks that hang around the place and put on terrific live steam train meets. Pretty cool! web: livesteam.net



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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 P.O. Box 438
 Chiloquin, OR 97624
 Email: info@tmrr.org Phone: 541-783-3030

Contributors: TMRR BOD, Friends, TMI
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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



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.](#)



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, schedules, and special events.