



The Mountain GAZETTE

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AUGUST AT TRAIN MOUNTAIN

One of the highlights of the August meet was hosting the annual Klamath Falls BNSF family picnic and seeing Art Crisp and Dale Clark get together to reminisce about the early days of Over The Hill Live Steamers and Train Mountain.



Dale is on the left, Art in the center, and Dale's son on the right.

If I got this correct, Dale started his railroad career with Great Northern during the steam era as an engineer, and later moved on to diesels as they replaced the steam locomotives.

BNSF considers anyone that worked for any of the old railroads that merged over the years, e.g., Great Northern that merged with

several roads to form Burlington Northern, that later merged with Atchison, Topeka and Santa Fe Railway to form the present BNSF, to be members of the BNSF family. All of these family members and present employees are welcome at these annual family picnics.

August Meet and Work Week

By Jeff Mills

The August work week started with a full list of tasks anticipated. However, a series of unexpected jobs took priority. An electrical storm knocked out all the CTC signals and powered switches, leaving many burned out circuit boards and non-operational signals. Another unforeseen task was a section of the Grand Central Station Deck sagging due to rotten support joists. As the week progressed, a small but dedicated crew of volunteers got busy with the chores required. Many times the same group of volunteers would move from job to job as availability of materials and cooler weather permitted.

Work accomplished was in many categories;

Forest debris raked and hauled from Farmersville to Schubert Wye in multiple trips

Track Repair; Remote Switch Operator was installed at the new Lillyville Siding; over 20 track panels were assembled; Main Yard new switches and switch ladder leveling and ballasting was started.

Unreadable mile posts on the north side were pulled for reconditioning and a temporary red flag was placed to mark the spot.

Signaling storm damage was repaired: Tower CTC, Grand Junction, Blue Caboose, Dog Walk and associated crossing signals, crossing gates at Grand Junction Operational; Crossing flashers on service road (4 sets), Bond and fuel spur operational after many years of being impassable; Blue Caboose signals repaired.

Building maintenance and upgrades; Led lights were installed in kitchen, beanery and office. Central Station Deck repaired, swamp cooler installed in Kitchen and mirrors installed in handicap restrooms. Painting of some of the containers was started.

Rio Grand Caboose Project, Exterior painting was completed.

As this list of accomplishments shows, a lot of challenging tasks requiring various skills were undertaken during this work week. While this was being accomplished, Train Tours for Day Visitors was also provided. Saturday, the BNSF annual picnic was held at Train Mountain. Trains and volunteer crews gave the BNSF visitors shortened Rail tours for 3 hours.

There is still a lot of work to be completed this season; Raking and hauling forest debris from Schubert Wye to Hope and Hope to Schubert Wye needs to be completed. There are still raked piles of debris on the Shepard-Brooks Grade to be picked up and on Bond Siding.

Track Panels need to be completed for the Big Build in September. At this time plans are being formulated to reconfigure Grand Central Yard as track has to be removed for access of the tree service to fell two trees that are dying and threaten to fall onto Grand Central Station. This will require cleanup work and prep of the ground.

Containerville, once all containers have been delivered and set in place, the electrical installation will have to be completed. Painting of the containers will be continued by the container owners.

Reconditioned Mile Posts need to be reinstalled as they are completed.

Signaling; Crisp Yard Crossing now has a plan and needs parts, Containerville crossing is partially completed and needs parts to complete; DR&G at Katy Lane Crossing plan is completed and parts are needed.

Rio Grande Caboose needs the graphics applied and work on the interior and access stairs need to be completed.

As shown by this list of to do's, we will require volunteers to come forward and apply their efforts and expertise to these tasks. As always, the membership of Train Mountain Railroad is appreciative of the work completed.

Follow the Rules and Policies of the Railroad

By Jeff Mills

Train Mountain Railroad has very specific rules to follow for your safety and the safety of other members and visitors of Train Mountain Railroad. Some of these rules are a little obscure and seldom discussed while others are frequently mentioned in both the safety video and at volunteer meetings. This is your Railroad and safe operation should be of concern to all of us.

The Train Mountain Railroad website has a wealth of information collected during 30 years of active rail-roading on Train Mountain. Under Policies and Procedures on the website, there is a tab for Train Mountain Railroad Standards. This document is in an outline format but covers many areas of the operation on Train Mountain. Please take the time to review these standards and make sure you comply with them.

One of the standards is the length of a train. The Standard is 140' train length which coincides with the minimum length of sidings. This allows for a train to be parked on a siding and not block the main track. It also allows the operation of the rolling stock to be observed by the conductor and the engineer. Trains over 140' would need a special Track Warrant from the President of the TMRR Board. Safety would dictate that additional watchers be provided to this type of special operation.

At the recent August Meet, it was observed that a Train was running in "The North" without a conductor. This type of operation is covered in the safety video and common sense should be applied. If a lone engineer on a larger engine is derailed or injured, a conductor is required to provide a safety watch or in case of injury, obtain help and first aid.

Carrying safety equipment is essential to responsible operation of the trains on our railroad. The following should be carried at all times:

- 1 FRS Radio and 1 Cell Phone are now required for safe running on all track
- 1- 12" square red flag.
- All cars of the consist should have safety chains or link and pin couplers.
- Night operation a headlight and flashing red light is required, a flashlight is recommended.
- During Fire Season a shovel, Pulaski, gallon of water or fire extinguisher should be carried. Fire Gondolas are available on a first come first serve basis and meet or exceed the fire equipment requirements.

There are a number of Train Mountain Owned Cars that are available for use by members; 2 seat riding cars and fire gondolas, Flat cars for projects such as moving track panels and other materials, pine needle cars for the removal of forest debris but not for riders. All three seat riding cars are for Train Mountain Museum Train Tours or special events and need to be ready for use. Return all Train Mountain cars to their appropriate storage location. If this is unknown to you, please ask.

If you have not watched the Safety video this year, please do so. We ask that you view this video at least once a year. It can be found on the Train Mountain website under the tab of videos, it will be the first video on the list. If you do not have access to the website please ask the office for a viewing as they have it on the big screen TV in the office. Please be safe and make the Train Mountain Experience a good one for everybody.

I WISH I HAD SOME LABOR SAVING TOOLS

The greatest asset of Train Mountain ("TM") is the membership. We come from a wide variety of backgrounds, possess many varied skills and often have access to specialty equipment. The majority of volunteers at TM are seniors that simply cannot do many of the needed jobs the old fashioned way - by manual labor. They need the mechanical advantage of modern tools.

Some of the skills, experiences and equipment can be of benefit to Train Mountain if only the needs of Train Mountain were known. The following is a list of industry proven tools often asked for by our volunteers:

Ditching machine. Often called a Ditch Witch which is a brand name. We would use the machine when installing pipe or conduit in the ground. It is simpler to use than a backhoe, uses less fuel and does not disturb nearly as much ground as the backhoe. A second use would be to improve ditches at the sides of the right of way along track to assure better drainage and possibly reduce root intrusion under the track which causes many repair calls for the track workers.

Man Lift. TM has a large outdoor man lift. What is needed is a narrow scissor lift that can go through ordinary doors and take one worker up to the ceiling in the various TM buildings.

Mopping machine. This is a power tool used in custodial work. It efficiently mops large floors such as the Hall of Flags. The advantage anticipated is a better job of mopping performed in less time.

Stump Grinder From time to time it is necessary to remove a tree stump, sometimes to lay new track and sometimes to restore the ground after a tree dies and is removed. Grinders work more neatly than backhoes and are easier to learn to operate.

The above tools are a few items that would be of great use at TM. If members or friends can direct us to possible donations it would be appreciated.

As a general comment most of the items sought can be used by members with appropriate instruction. This would allow more engagement by the membership and relieve the employees of tasks that presently only they can perform. The benefit to TM is to allow more work to be done at the same time with an overall rise in productivity. TM benefits and the members have more opportunities for fulfillment by contribution.

The above are industry standard tools that have been available for many years. This wish list does not include the items we still want members to invent and develop, like the automatic tool that picks up and hauls off pine needles and pine cones.

Greetings from Joyce at the front office:



Hot and smokey is what it is here thanks to a huge fire near Brookings, Oregon and 41 other fires burning in Oregon and Washington. The smoke is coming from a **lot** of miles away. Hopefully, it clears up soon.

The two ponderosa pines in front of Central Station are coming down as I write this. A tree service is here bringing the trees down in segments after removing all of the limbs. The tree closest to the building has a serious problem as evidenced by the large puddles of sap it has been bleeding out. The tree has been leaning closer and closer toward the building. The one in front of it is coming out in order to gain access to the bad tree. By the time you read this, I am sure both trees will be gone.

It has been an extremely busy season what with meets, visitors, members and all. I still have a lot of catching up to do in the office and hopefully will be caught up before 2018 and the Triennial Meet registrations hit.

Ballots for the open Board of Directors position are still coming in. Last day to vote online or have your mail-in ballot postmarked by is August 31, 2017. Results will be out in September.

Klamath & Western Railroad's Saturday Train Rides end for this season on September 2nd. They will be having Pumpkin Express runs on Saturday, October 21st and Saturday, October 28th, where children and their parents can ride to the Pumpkin Patch and pick out a pumpkin. The cost is \$3.00 per pumpkin.

The Big Build Work Week and Meet are *rapidly* approaching. I am looking forward to seeing our Australian friends and many others at the work week and meet.

Thank you to all of our fine volunteers for all of their help, hard work and comradery (spirit of friendship, closeness, loyalty and community between a group of people).

Have a nice rest of the summer.

Hope to see you at Big Build Work Week and Meet.

Joyce

August 29, 2017

Hazard Trees

The two hazard trees were removed from the west side of Central Station on August 29th. Several people watched both in person and on the web cams. Below are a few of the images taken.



The tree leaning over the building had fallen 1.5" toward the building in the last month. It had broken the benches that surrounded the tree. We needed to remove the trees before the one fell on the building and possibly injured someone.

This required the removal of the old track on wooden ties, and now allows us to replace this track using plastic ties, and also to redesign the Central Station Yard to make it better suited as a passenger loading area.

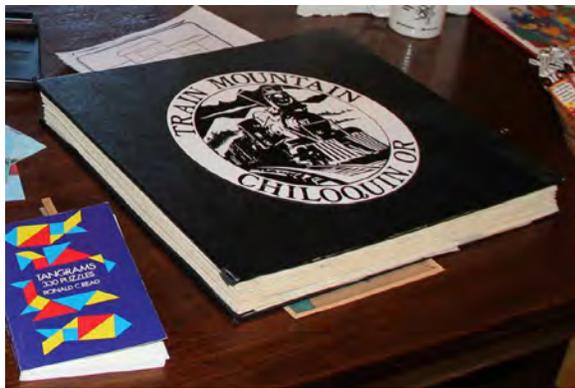


Train Mountain Library News

Train Mountain Library staff is starting to record oral history from long-time members of Over-the-Hill, Klamath and Western and Train Mountain. Art Crisp has volunteered to be the subject of our first recording session. We are looking for members who are interested in participating in this project. That would include not only interviewees but also those who could provide equipment and expertise in compiling and editing the interviews into a manageable format for preservation and presentation.



Art Crisp donated several years of OSH (Orchard Supply Hardware) train calendars. We determined that OSH started the train calendars in 1975. We currently have 1995, 1998, 2000, 2001, 2002, 2003, 2004, 2005, 2008, 2009, 2014, 2015. Can you help us fill in the blanks?



RIO GRANDE CABOOSE

Many thanks to the Rickmans for painting the caboose. Jim did the painting and Sabra supervised. It looks great.

Russ Wood is almost finished with the lettering. We should have some pictures of the finished product soon. Now we can start on the inside.

Containerville Report

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 the full year in 2017 is \$375. The fee would be prorated from time of occupancy. The contracts and rental information 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.

I AM NOT A ROBOT!

There have been a few changes made to the member's site, specifically where payment information is entered. The most noticeable change is that we have added a question asking if you are a robot. You check the box and depending on a bunch of things, you may be asked to choose from a set of pictures. You may be asked to click the pictures that show street signs, or click on pictures that show store fronts. It seems silly, but the questions and challenges are carefully crafted and updated by Google, and have an amazing success rate at determining if the entity pressing the keys is a real person or a computer program ("robot") trying to gain access.

The technology is called "CAPTCHA", or in our case "reCAPTCHA" and is quickly being the standard for online protection against robots, which pose a real problem to web sites. This is replacing the (to me) very irritating practice of trying to figure out what letters and numbers they are showing in fuzzy text. If you have questions or problems getting around the new challenge (or if you are a robot!), feel free to give Joyce a call in the office.

Dale Furseth

"the computer guy"

Volunteer Hours Reporting

Dale Furseth has worked his techie magic on the member's part of our website again. You can now report your monthly volunteer hours online. From the Train Mountain Railroad home page, click on "Online Member Resources: Join Train Mountain: "Register for Meets", then on "Enter Volunteer Hours" or go there directly with this link: https://trainmtn.org/tmr-members/Member_VolunteerHours.aspx

Choose your name from the drop down menu, enter your total hours in the box that matches the month you are reporting your hours for and click on "Update Information" to submit them. So-o-o simple! We hope you enjoy using this new feature.

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!

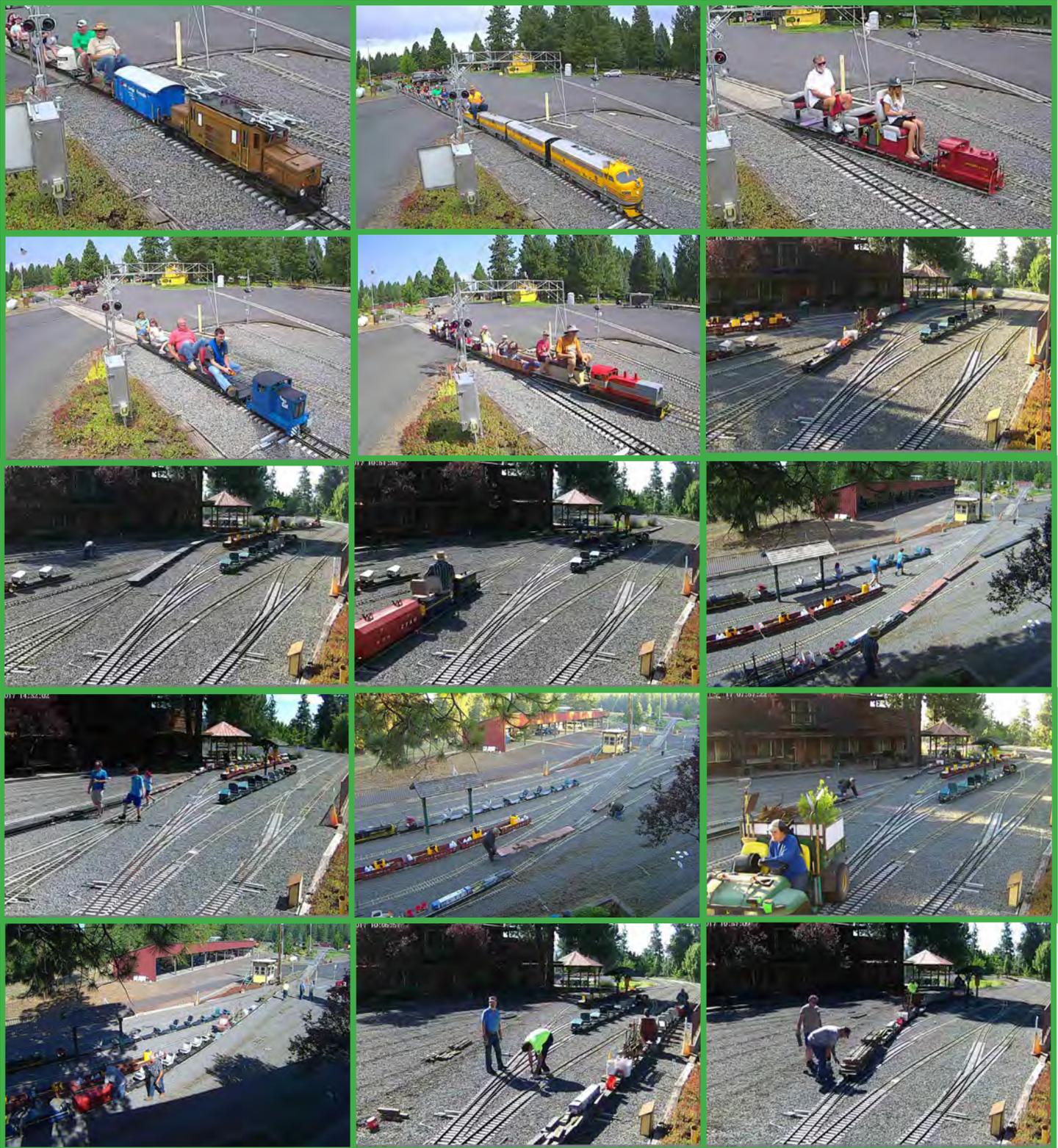
WEB-CAM GALLERY

Photos by: The Web-Cam



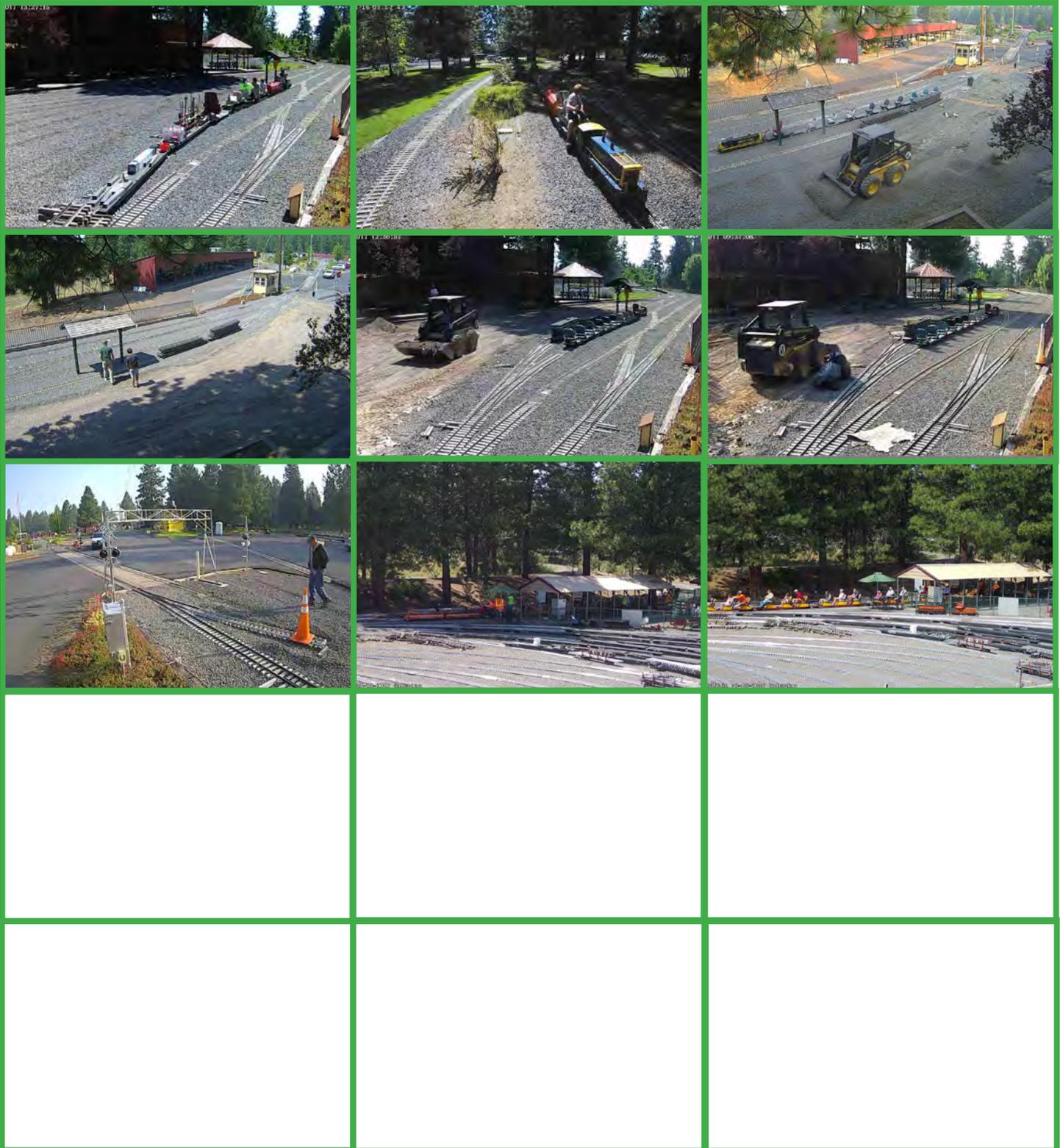
WEB-CAM GALLERY

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NOTICES

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, 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.

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.

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.

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.

Train Mountain EMAIL

Is presently out of service. Please contact Joyce via email at trnmtn.joyce@gmail.com

The Gazette EMAIL Notice IS PRESENTLY OUT OF SERVICE. Until the bulk email service is restored, the Gazette will be published on the Train Mountain website around the end of each month without email notice.

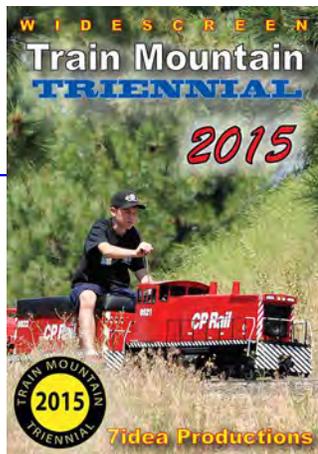
<http://trainmtn.org/tmrr/pages/gazette/gazette.shtml>

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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 Photos: Tom Watson





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.