



The Mountain GAZETTE

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Painting of WEYCO-031 Snow Plow

The painting of the WEYCO Snow Plow was one of the projects selected for the SSP kids. SSP stands for Sierra Service Project, a Christian non-profit organization whose mission statement reads:

“Building faith and strengthening communities through service to others.”

Middle school youth and high school young adults arrived from Sacramento in early July to help out at Train Mountain.



Join Train Mountain now!!

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



Nobody asked me but,

every 10-foot track panel used at Train Mountain requires 30 sixteen-inch cross ties. Each panel also requires 58 tie plates (none are used at the rail joints), two rail joiners and 122 track screws. Six additional track screws are added when the panel is installed.

After dirt work is completed, every mile of new track installed will require 42,420 square feet of vinyl underlayment prior to installation of 528 track panels. Replacement track may not require as much vinyl because the existing vinyl is still viable. Every mile of new track will also require approximately 39 cubic yards of ballast.

By the way—when you do the math, a mile of track requires 15,840 ties (19,840 feet of material), 30,624 tie plates. 1,056 rail joiners, and 67,584 track screws. We have approximately 6 miles of mainline track with wooden ties to be replaced.

The plan is to replace all the mainline track which has wooden ties with track that has steel rails on recycled plastic ties. All yard and siding tracks that have wooden ties will be upgraded with aluminum rail on recycled plastic ties.

When all the existing mainline track has been upgraded with plastic ties, expansion to New England and other locales can continue.

By the way, all the replacement and expansion cost a lot of money. Please, if it fits in your budget, consider upgrading your membership or adding a contribution in addition to your dues or both.

Respectfully,

Dennis Ward,

defacto Track Superintendent

How railroading has changed over the years, or what happened to the Caboose?

My dad was a brakeman and conductor on the Southern Pacific Los Angeles Division. The SP was a family friendly railroad so when growing up I had many opportunities to ride engines and cabooses on freight trains and almost every kind of passenger train from the Daylights to the mail train. Today it's nearly impossible to enjoy the experiences I had, but one can still marvel at the changes that have occurred over the years.

The freight trains today typically have a crew of two, an engineer and conductor on the head end. A train can easily be 14,000 tons with four diesel engines on the head end, and two DPU (distributed power units) on the rear-end controlled via radio by the engineer on the lead unit. When my dad started with the SP, he occasionally worked the route from Los Angeles to Bakersfield by way of a sharing arrangement between Los Angeles and San Joaquin Division train crews. A typical freight train on the route over the Soledad and Tehachapi passes between L.A. and Bakersfield might be 6000 tons. To get the 6000 ton train over the route there might be as many as five steam engines, two on the front-end, and three at various locations mid-train or on the rear-end. With an engineer and fireman on each steam locomotive, that translates to a crew of 10 for the engines alone. Add to that a conductor, a head-end brakeman, a rear-end brakeman/flagman, and three mid train brakemen to set the retainers, that's five additional crew members on the train, for a total of 15 crew members to move a 6000 ton train.

The advent of diesels reduced the number of engine crews, even with a helper engine. Then with the addition of dynamic brakes, the number and need for mid-train brakemen was reduced, or eliminated. Then along came the trackside detectors to detect hot boxes (bearings), dragging equipment, or other defects, the caboose was no longer needed and replaced with a FRED (flashing rear-end device). So now we have 14,000 ton trains with a crew of two, and the railroads would be delighted to replace one, or both, of these crew members with centralized remote control.

Today a 150 car train of double stacks is the equivalent of taking 300 trucks off the Interstate highways. And the 300 double stacked containers, each the size of a large truck trailer, is moved by a crew of two.

Like all industries, change is inevitable. Will the way we operate trains at Train Mountain change? I doubt the crew size will be reduced, but other changes over time are as inevitable as the changes that have occurred in the railroad industry. Hopefully we will be smart enough, and have the leadership to make changes for the better.

By way of a disclaimer, I've never worked for the railroad, but I base my information on stories told to me by my deceased dad, personal observations, and a little research. Any corrections or additions are welcome.

Subjects titles I'm considering for the future:

Retainers and dynamic braking.

DO NOT HUMP, or what happened to the HUMP?

The SP Zipper.

Griffith Park 1/5 Scale Railroad.

Dick Miller

Understanding Train Mountain Railroad

By Jeff Mills

501c7

Train Mountain Railroad is a 501c7 organization. What is a 501c7? It is a mutual benefit nonprofit corporation whose existence is for benefit of the members. A 501c7 does not pay income tax on income related to the organization's purpose. Dues and fees are to fund activities and maintenance for these activities.

We do not have to direct access to Train Mountain Institute's funds. We have access to TMI resources as further explained below.

Train Mountain Railroad Board

Train Mountain Railroad Board of Directors makes all decisions by resolution. These resolutions govern only the activities of Train Mountain Railroad and its members. This is limited to the following:

- Membership dues
- Meet fees
- Meet schedule
- Operation rules and the running of the Triennial
- Maintaining and creating By-Laws to govern TMRR membership

The Train Mountain Railroad Board is able to make **suggestions** regarding track, equipment, infrastructure, policies and employees to **Train Mountain Institute**.

Volunteers

Train Mountain Railroad has committed to Train Mountain institute to provide and supervise volunteer labor for maintenance and improvement projects of the Train Mountain Institute's property and equipment.

This work is approved by Train Mountain Institute. Our volunteer labor allows us the use of the Train Mountain facilities. This commitment is why we stress volunteerism and your volunteer hours are important in maintaining this relationship between the two organizations.

Further Education

If you are interested in learning more about the Train Mountain Railroad organization, please go to the website trainmtn.org and select from the menu TMRR Documents and then select TMRR By-laws or Why a 501c7. These documents offer explanations in greater detail.

Next month I will write an article about understanding Train Mountain Institute and its relationship to Train Mountain Railroad.

Lillyville - - by Seymour Skandals

Thanks to Chad Terboks for helping us reopen the Lillyville Fakenews Tabloid office. With the recent boom in Lillyville, we hope the economy will support this news service on a full time basis. Please shop in Lillyville and support the local economy.

Spokesperson, Roger Andout, announced that plans to build the Western Union & Telegraph have been delayed due to problems getting the telegraph lines to Lillyville. After being shot at, Rick O'Shea reported the Indians don't like the lines going through their land. Rick's partner, Miles Prower, wasted no time leaving the area. Government officials, led by Stan Still, are now trying to work out a treaty with the Indians. According to spokesperson Krystal Ball, it is going to take 6-9 months to lay the lines through, or reroute the lines around, the Indian land.

In the meantime Wells Fargo and Express Company will begin stage coach service to Lillyville immediately. The Wells Fargo building has been built and supplies are starting to arrive by buckboard to supply the needs of the town and the mining company. The first State Coach will be delivering passengers and mail in about a month. A new employee, Carrie Case, will be available to help passengers with their luggage. Rick Shaw plans to open a local taxi service.

Plans for the new Lillyville Jail were submitted to the Eakin Construction Company, and Abel Carpenter is already working on the job. According to Jim Shorts, the new manager of Mallery's Bath House, the grand opening will be soon.. The Lillyville City Hall, and Wells Fargo Company, will have their grand openings in September. Singer Carrie Oakey and Dan Sing will be providing entertainment.

The Reverend Dale E. Bread has reminded us he is getting no cooperation in building a new church. He has enlisted the aid of Anna Mosity of the temperance movement to put pressure on the wives of the local men. They believe that the men continue to spend too much time in the Beer Thirty Saloon instead of working on the church building. Saloon spokesman Al Coholic denied everything and referred us to his attorney Lou Pole. The temperance ladies are planning a march on the Beer Thirty Saloon, so this could get ugly.

One of our oldest residents, Candice B. DePlace, is celebrating the fourth anniversary of her restaurant next month. That would be the tent next to the Beer Thirty Saloon, not to be confused with the new restaurant down the street, Sam & Ella's restaurant. Even though Anna Wrexia is on a diet again, the restaurants continue to grow in popularity with so many of the temperance women not cooking.

As the drama builds so will the stories - stay tuned.

2018 Operations Meet Report

The 2018 Operations Meet was held the last week of July and was a great success. Even though it closely followed the Triennial, attendance was good, with an estimated 80 in attendance.

On the freight side of the meet, 15 freight crews moved 218 cars. This is up from 162 cars in 2017. We had one additional day this year, but the average number of cars moved per day was up from last year.

On the passenger side, 19 passenger runs were completed, and 612 “passengers” were handled, according to the Conductor reports submitted.

In addition, 10 excursion trains ran.

The most productive freight crew was engineer Dennis Ward and conductor Charlie Shubert, with a total of 30 cars moved. Second most productive was engineer John Cooper and conductor Daniel Cooper, with 27 cars moved. At least some of the Cooper’s cars moved via railbikes. Closely following was engineer Jim Pendley and conductor Chris Haaland with 25 cars moved.

Nancy and Kirk Devine captured the record for most passengers, with a reported 245, and this was done on rail bikes. John Cooper and sons were second with 107 passengers reported.

Other than the Triennial, the Operations Meet is probably the most complex meet of the year, and it is thanks to the army of volunteers that it is made possible. It all starts with arranging for members to loan cars to the meet, and Jim Armstrong took on this task. Cars were provided by Train Mountain Institute, Floyd Adams, Jim Armstrong, John Cooper, John Croll, Richard Croll, Bill Klundt, Mike Mattioda, Walter Oellerich, Steve Panzik, Dennis Ward and Ron Williams. Next, the Train Mountain cars had to be located, and taken out of storage. After this, the cars are run through the back shop for inspection. Jim Armstrong, John Croll, Jim Henry and Dick Miller handled this task. Cars needing repairs were dealt with by Jim Armstrong, Jim Henry and Boyd Butler.

After going through inspection, the cars were sorted for distribution by Bill Klundt, Ed Sarber, John Croll and Richard Croll. Thanks to a suggestion from Jeff Pape, the preliminary sorting was accomplished as the cars came out of the back shop, and was done using the electric yard on the north side.



The real fun begins with distributing the cars to their starting locations. This was handled by Dennis Ward, Larry Debroi, Burt Newberry, Gary Moore, Bill Klundt, Les Dent, Leonard Houpt, Ken Stanfield, Denny Thompson, John Cooper, Daniel Cooper, Samuel Cooper, Richard Croll, John Croll, Ed Sarber, Walt Oellerich, Ken Olsen, Scott Olsen, Chris Haaland, Jim Pendley, Isaac Bos, Larry Raymond and Colton Raymond. By early afternoon on Wednesday, 136 cars had been spotted.

Meanwhile, John and Cynthia Lovely were seen installing passenger depots all over the railroad, all the way to Hope Circle.

The Dispatchers "office" had to be set up, and this was accomplished by Bill Dwyer, Tom Watson, Dale Furseth and John Cooper.

We were fortunate to again be able to use the old "beanery" for the freight office, and it was set up and manned by Jim and Gwen Armstrong. This location was the office for the Triennial and is now the event office. This was a welcome change this year.

While all these other activities were taking place, the track crew of Dennis Ward and Charlie Shubert were busy. Jeff Mills was also seen doing emergency track repair during the meet. Ed Sarber and Richard Croll worked on track on the north side of the back shop one afternoon.

Once we began running on Thursday, we were fortunate to have quite a few people helping with the tower and dispatching. Among those assisting Chief Dispatcher Bill Dwyer were John Cooper, Aiden Day, Ian Day, Larry Day, Steve Passmore, Jeff Pape, Larry Raymond, Larry Debroi, Kirk Devine and Nancy Devine.

For the first time, the meet ran three days. We got started Thursday morning, after the briefing meeting, and ran through Saturday. While we were officially operating until 5:00PM each day, crews were encouraged to continue in the evening when it was cooler, and some did. As far as I could see, trains were running continuously during the official hours all three days.



Saturday evening, we had a nice banquet, catered by Dana Ward and the Pot Belly Café. Among other things, passes to the Grand

Canyon Railway were awarded to the most productive freight and passenger crews. Thanks go to John Lovely for obtaining these from the Grand Canyon Railway. The Devine's and Coopers declined the passes, so the recipients were Charlie Shubert and Chris Haaland as conductors on the freight side. The passes were awarded to Aiden Day and Jerry Crane for the passenger trains.



Of course, once it is over, we must get all the cars back to the main yard. Saturday evening Larry Day and family moved all the cars on South Meadow loop over to Weaver for pick-up. On Sunday, Dennis Ward and crew, Steve Arnold, Tim Parks, Ed Wishart and crew and Bill Klundt were busy bringing in the cars. The sorting went very well, and a big thanks goes to John Croll for his suggestions and help in directing the cars to the desired location as they entered the yard. Assisting him in the sorting were Bill Klundt, Walt Oellerich, Ed Sarber and Jim Armstrong. Thanks to all the helpers, we were done by mid-afternoon Sunday.

We tried some new things this year and will likely continue with them. Thanks to the yard being added down in the South Meadow at Appendix, we are now able to transfer cars to and from there and the main yard. We now have the capability to have freight trains operate from Appendix and not have to deal with the long uphill climb to the main yard. This can be a benefit to those with smaller engines. Those wanting to pull longer trains can take an express move of freight cars to or from Appendix and the main yard. We also ran a couple of unit trains. One was a string of empty log cars, and the other was a train of steel parts.

This year, we ran freights out as far as M&M corner, and passenger trains all the way to Hope Circle. We are hoping to run freights all the way to Shubert Wye next year.

A huge thank you to all the volunteers who worked to set this up and run it. My apology if I missed anyone who helped. Thanks also to those who participated in the Operations Meet. It makes all the preparation worthwhile seeing the happy faces of the crews out on the railroad, and seeing the tracks and equipment being used.



I welcome any comments or suggestions about the Operations Meet. My email is railroc66@yahoo.com.

Richard Croll, Trainmaster

Train Mountain on Oregon Public Broadcast Links

The new segment on Train Mountain and other Oregon destinations was aired in their Thursday, November 9th broadcast of Oregon Field Guide.

You can now view the entire segment directly on the opb.org website here: <https://watch.opb.org/video/3006578129/>

OPB has made the Train Mountain part of the broadcast available on Facebook, and can be viewed without being a [Facebook member by clicking here.](#)

(AED) Automated External Defibrillator

Delores Bartholomew (store lady)

July 12, 2018

Recently an emergency incident arose on TM property in which the individual went into shock twice. This could have led to a more serious situation, like a heart attack. This incident made us realize we need to be better prepared for an emergency with the huge increase in members and tourists.

Circulation Article: THE CONCEPT OF EARLY DEFIBRILLATION

An Advisory Statement from the Advanced Life Support Working Group of the Inter-national Liaison Committee on Resuscitation.

Most adults who can be saved from cardiac arrest are in ventricular fibrillation (VF) or pulseless ventricular tachycardia. Electrical defibrillation provides the most important therapy for the treatment of these patients. The greatest chances of survival result when the interval between the start of VF and the delivery of defibrillation is as brief as possible. To achieve the earliest possible defibrillation, the International Liaison Committee on Resuscitation (ILCOR) endorses the concept that in many settings non-medical individuals should be allowed and encouraged to use defibrillators. The wide-spread availability of automated external defibrillators (AEDs) provides the technological capacity for early defibrillation by both ambulance crews and LAY responders.

TMI and TMM boards have agreed for TM to start a **Donation Campaign** to purchase a **AED**, to have on hand at TM Central Station for Lay Responders.

The final goal would be \$3,000, which would be used to purchase a \$2,500 **quality** Defibrillator, extra supplies (extra pads, etc.), and provide financial assistance to local TM members for the one day, \$65 First Aid class, provided by the local Fire Dept Chief or other qualified instructors.

We are asking all members to consider a generous donation, because the sooner we have a Defibrillator the better **we are Prepared!** Is a Life Worth \$3,000? Is **Your Life Worth \$3,000?**

Donations can be made by: Check, Cash, or Card. **Please make checks out to Train Mountain Institute.**

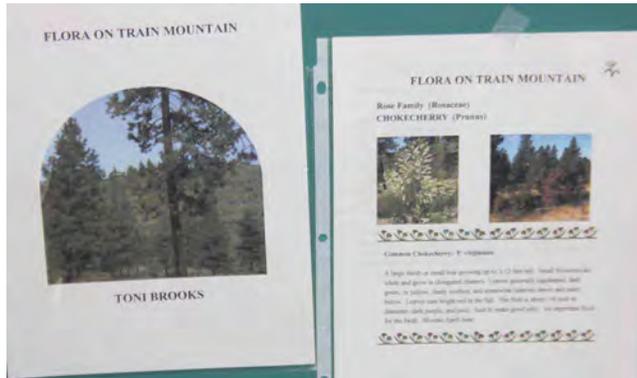
For those who have already donated, a very deep **THANK YOU TO YOU!** For those who are planning on donating an equal deep **THANK YOU!** We will try to keep you all informed as the campaign progresses. Right now we have a great start during the Ops meet banquet.

**As of August 29, 2018, the AED Donations are at \$1,165.
The goal is \$3,000. Just \$1,835 still to go.
Your donations are appreciated. Thank you!**

Train Mountain Library



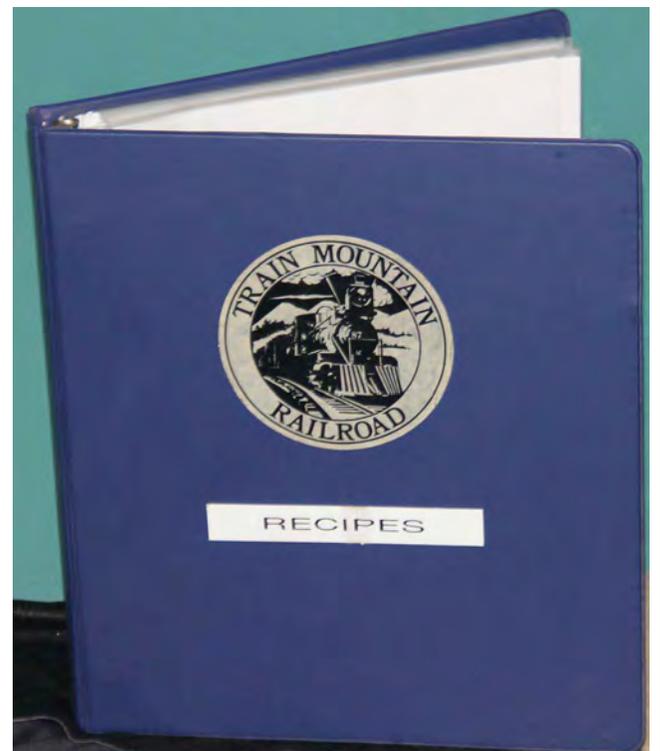
There have been a few additions to the library this past month. One is a notebook of The Flora on Train Mountain by Toni Brooks. The book includes information and photographs which Toni has collected and



assembled over the last ten years or so. The descriptions and photos help us to answer questions we may have as well as encourage us to get out and explore, notice and identify the numerous plants on TM. The album covers Noxious Weeds, Trees and Flowers.

Another addition offers a variety of gastronomic delights – it is a notebook of recipes collected by Donna Nugent for Train Mountain. Recipes cover a broad array of foods such as Louisiana Gumbo, Beef and Asparagus Stir Fry and Hamburger Stick.

A recording of The Train They Call the City of New Orleans has been loaned to us. Thank you Toni and Donna and Rickmans. Everyone come by and take a look and a listen.



Your Library Staff

Greetings from Joyce at the front office:



Uh oh! You haven't heard from me in a couple of months – at least not in the Gazette. I finally got my nose a bit above water and gained a wee bit of wiggle room to sit down and write something. Seems I've been mired in visitors, paperwork and other things for a good while now.

The air is finally clearer and we can see blue sky again after weeks of smoke that collected in the Klamath Basin from all of the fires that were around. I hope it stays clear now. It really wasn't much fun to breath and I'm enjoying being able to have the office door open again.

Thank you to Barbara Ward who is volunteering in the office on Mondays. She is doing a great job at greeting our visitors! And thank you to everyone who volunteered for the Chiloquin Fire and Rescue Department Picnic and the BNSF picnic. You all helped to make their events a success!

Thanks to lots of volunteers the Triennial and Operations Meets were big successes. I really appreciated all of the help Mary Shepherd, Janis Stiles and Mary Duncan provided to the main office during the Triennial. 1,147 people were registered for the Triennial with 377 trains. Approximately 638 additional people attended on Day Passes which they purchased at the gate.

We are now at 591 memberships with 1,153 members for 2018, including all adults and children.

The ballots from the 2018 Train Mountain Railroad Board of Directors election have been tallied. It was a very tight race between some of the candidates! I can say no more until after the results are announced by the TMRR President.

The smoke slowed our visitor traffic, but fortunately did not stop it. It seems to be picking up some now that it is clearer. I want to thank David Savage very much for making the rail tours for the visitors such great fun – also Dick Miller and others who have done the tours. The visitors often make comments like, "This is the most fun I have had in a very very long time", and "That was amazing!" Also, as a tribute to all of Debra Cox's great gardening and landscaping, many visitors say that Train Mountain has a nice Disneyland-like quality to it. That is even though the grass is all mostly brown right now, but they are impressed by the cleanness and all of the trees, plants and beautiful flowers.

Because of the importance of visitors coming here (they enjoy it here and leave nice donations), and because most want to be able to get on a train, I have some ideas for next year that I will express in the next issue or two of the Gazette. Just want to warm you up to the idea that I have some ideas and so that is all I'm saying for now.

We hope to see you here for the Big Build Meet!

Joyce

8/29/2018

Banquet Ticket Sales

It is very important to purchase your Meet Banquet Tickets by Noon on the Friday before the Meets Saturday Banquet.

We must get the number of attendees to the caterer to make sure there is enough food to feed everyone.

If you plan to arrive on the Friday of a Meet, please call the TMRR Office during business hours and provide your name and number of guests so we can add those to the attendee count.

We want everyone to have the opportunity to attend these functions and enjoy a full meal!

This is your newsletter! If the Members want to have a good newsletter, they need to submit articles in a timely manner. The locals at TM can't do everything.

WE ARE ALL VOLUNTEERS

DON'T YELL AT ME, I AM A VOLUNTEER!

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



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

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NOTICES

Gazette PUBLICATION DEADLINE:

Submissions to the Gazette must be received by the 15th of the month of publication. The fifteenth of the month is to be the last day to submit material. Material received after the 15th of the month may be held until the following month or rejected.

SUBMISSION CRITERIA

Articles and ads may be submitted via a pdf file, MS WORD, Open Office, notepad, or similar text file attached to an email. **The email SUBJECT line must include your article title and a date. Please give each article a distinct file name with your name and a date.** If everyone submits an article named "article for gazette" or something similar it will often get overwritten by another article with the same name when downloading. **Articles sent as text in a email text will no longer be accepted.**

Please use 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.

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.

Join Train Mountain now!!

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

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.

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.](#)

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.

The Gate Code was changed on July 12, 2018

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Cal Tinkham

Live steamer and steam expert Calvin C. Tinkham passed away peacefully at home August 13. He was 87. Known to his friends as Cal, he had been a member of the Northern Nevada Live Steamers, the Golden Gate Live Steamers, the Sacramento Valley Live Steamers and Train Mountain. His ten-wheeler Virginia & Truckee No. 26 logged thousands of miles on railroads around the west.

Born in June of 1931, Cal lived next to the tracks of the Virginia & Truckee Railroad that ran from Reno, Nevada to Virginia City. The daily trains running by his house and frequent rides on that line planted the seed that grew into his love for steam power. His first job was as a pipefitter's helper in the Southern Pacific shops in Sparks, Nevada.

He went on to become a fireman on cab forwards running up the Southern Pacific Modoc line towards Oregon, and served a stint in the Army as a steam locomotive instructor in the transportation corps. By the end of the 1950s, it became clear that railroad steam power was nearing its end and there was little future for enginemen, so he moved on to other steam pursuits including obtaining a chief stationary engineer's license.

He restored steam tractors and road rollers, and spent 17 years in the restoration shops of Harrah's automobile collection in Reno. There he built or rebuilt low to high pressure boilers, steam generators, fire and water tube boilers, simple and compound stationary engines, and steam turbines. He also maintained Harrah's narrow gauge locomotive, a coal burning steamboat and a steam popcorn wagon.

Cal's skills were not limited to steam as he also designed and built a turntable for a pipe organ console, an automated machine for drilling holes in used gambling dice, and was even called upon to fabricate custom cookie cutters for the casino's executive chef.

His friends recall his willingness to share his skills and knowledge and his talent as a builder. Ken Schroeder, owner of the host railroad of the Northern Nevada Live Steamers, said, "Steam was in his blood, and if you needed to know anything he would always share. He was a great builder, he rarely used castings. He'd just machine what he wanted out of the solid."

Steve Alley, owner of Allen Models of Nevada, said, "Cal was the man that got me started. When I walked in at the Northern Nevada Live Steamers he made it so easy to feel welcome. That was the key that drew me into what I have become."

Sacramento Valley Live Steamers member Greg Lewis said, "He was more than a mentor. He was like a brother. His generosity with his time and knowledge was legendary."

Long-time friend Roger Gash said, "We were lucky to know him. He was generous and sharing."

Survivors include his wife of 52 years, Mignonne, and his brother, John.

Remembrances may be sent to the Sacramento Valley Live Steamers, the Golden Gate Live Steamers, or the Nevada State Railroad Museum for use or restoration of historical equipment.

Greg Lewis

"What is life? It is the flash of a firefly in the night.

It is the breath of a buffalo in the winter time.

It is the little shadow which runs across the grass and loses itself in the sunset."

— Crowfoot, warrior and orator 1830 - 1890

Join Train Mountain now!!

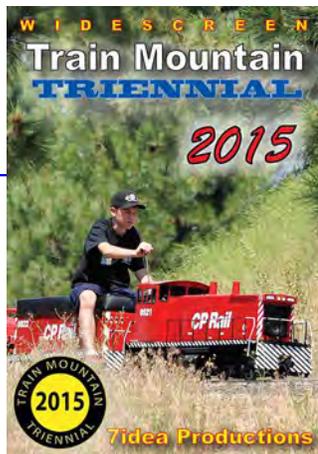
Please Use the Online App to Register or Join-- <https://trainmtn.org/tmrrmembers/>

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



The 2018 Triennial video will **be released** in the Fall of 2018, hopefully in **October.**

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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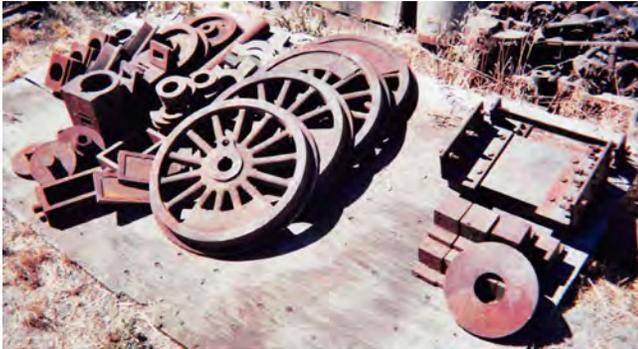


Join Train Mountain now!!

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

CLASSIFIEDS

Castings, frames, and new boiler available for 18" gauge locomotive. This is modeled after the locomotive at The Nut Tree Railroad in Vacaville, CA. This stuff belongs to Fred Kepner, who lives off the grid and is difficult to contact. He is asking \$9500, OBO. Anyone seriously interested, can email Tom at twatson703@gmail.com, and I can email you the history of these parts and how to contact Fred.



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



Crater Lake/ Train Mountain Vacation Rentals

Crater Lake Chalet

Located on Hwy 422, only 1 mile off Hwy 62 and 2 miles from Hwy 97 in the Chiloquin area. This house is at north end of Train Mountain



and contiguous to Train Mountain.



This comfortable house sits on 35 beautiful acres. 2 bedrooms and 2 bathrooms.

Can sleep up to 6 people.

Panoramic View Ranch House /

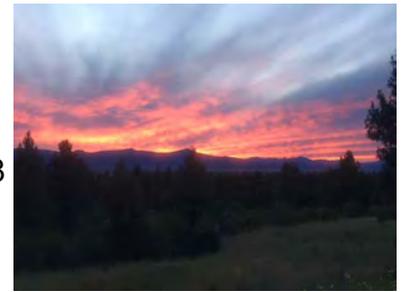


Crater Lake This ranch house is located on Hwy 62, and attaches to the west side of Train Mountain.

The 56 acres of land features

panoramic views of Agency Lake and the Cascades. Enjoy a peaceful and private experience. 4 bedrooms and 2 bathrooms.

Can sleep up to 8 people.



For more information please call: **Julie 415-756-3943** or **Mike 415-420-9026**

10% off for train mountain members

www.getawayvacationhome.com

Crater Lake Junction Travel Center

34005 Hwy 97 N
Chiloquin, OR 97624
541-783-9800

The Crater Lake Junction Travel Center opened for business in 2010, and is owned by the Klamath, Modoc and Yahooskin Tribes. Open 24 hours a day and located just next door to Kla-Mo-Ya Casino as you enter, this travel center offers competitive fuel prices and many convenience items.

Travelers can fuel up with gas, diesel, or propane. Stop in for a snack or soda, or grab a quick meal featuring 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.

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

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.