



The Mountain GAZETTE

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An Official Publication of the Train Mountain Institute and TM Railroad—Issue Vol. #4 Issue #12 August 2019

August

So the weather is always so hot in August that most members don't sign up for the August meet. Well the other morning it was a 'Danny' day at my house for my morning coffee, it was **38!**

The meet was still fun although a bit subdued (and not hot).

For the past year or so we (Jeff Pape, Tom and I) have been pursuing a grant from the forestry department to give us some assistance on clearing our property and being able to maintain it. Well we are getting close to acquiring the grant and so this month we had a demonstration machine for a day or two to see what it would do for us. Check the article in this edition.

Under normal conditions, if there is such a thing here on the Mountain, my lead in page is a review of what just happened and what is likely to happen soon. So what happened to my lead in this month? The contributors this month have done such a great job of submitting articles that my lead in this month is simply this,

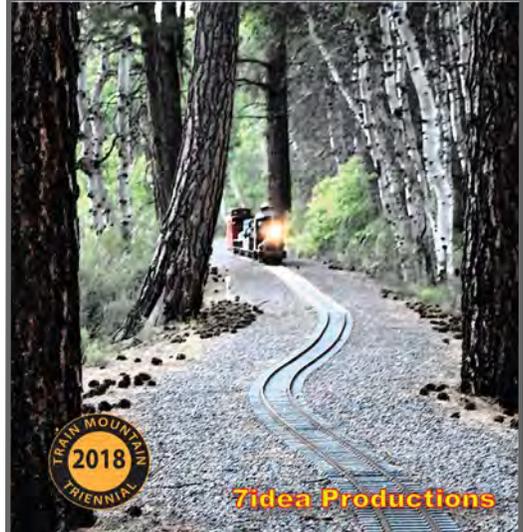
READ ON!

Election Results Page Three

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Tidea Productions

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2019 Train Mountain Train Meet Schedule

	Polar Bear Train Meet	Spring Awakening Train Meet	Narrow Gauge Train Meet	Operations Train Meet	August Train Meet	Big Build Train Meet	Fall Colors Train Meet
Work Week	none	4/27 to 5/2	5/25 to 5/30	6/29 to 7/3	8/3 to 8/8	8/31 to 9/5	none
Meet	1/18 to 1/21	5/3 to 5/5	5/31 to 6/2	7/4 to 7/7	8/9 to 8/11	9/6 to 9/8	10/11 to 10/14



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The Mountain Gazette

Page:1

August 2019

From the Desk of Jeff Mills, President TMRR

The August meet is in the rear view mirror and this year is flying by. While it was expected to be 90 degree plus, we welcomed lower temps in high 80's to 90. A thunderstorm, without any lightning damage thankfully, with heavy rain Friday night dropped the temperature into the low 60's for Saturday but made for a beautiful day on Sunday in the mid-seventies.

The dedicated volunteers braved the warm weather and accomplished a lot. There was a continuation of forest debris hauling and brush cutting. A great deal of this work was accomplished by the SSP (Sierra Service Project) volunteers. The SSP volunteers also worked on staining and painting Central Station. Please notice the doors on the east end of the Central Station as they now have a coat of RED paint on them and are no longer in primer grey. Each new group of teens in the SSP have repeatedly done work we simply did not have the manpower to accomplish and saved us thousands of dollars if it would have been paid to accomplish. Also during this work week, prep for the Big Build was taking place. At the Track Shop, removed aluminum track panels were disassembled, making more flat cars available to haul new track panels out to Dam #4. Track panel construction has been going on all summer. Finished panels and switches were hauled out and staged for the Big Build in September. We will need lots of volunteers ready and able to lay track August 31st to Sept 8th!

During the August work week and run days, we had four scheduled groups who were given train tours. These were the BNSF Annual Picnic, Foster Children's Picnic, A Porsche Club and 2 SSP picnics, August 2nd and August 9th. Thanks to all the volunteers who helped out with Trains Crews for these events. These events are an important part of our education mandate and provide a positive Train Mountain experience.

A group of local members, led by Marcia Furseth and Janet Dominguez, organized a Progressive Dinner and Poker Run on Wednesday. It was difficult to get a hard count on the attendance but it was approximately 40 people on 9 trains with one rail bike (wonder who that could be). We proceeded from Central Station along the railroad getting one course of our meal at each stop. Those who bought into the Poker Run portion got to draw a card for their hand at each stop. Everyone had a good time. Especially Bill Kludt, he won the Poker hand with four 9's!

I must thank those who made this happen; Marcia Furseth, Janet and Gil Dominguez, Barbara Ward, Carol LeBarge and Alma Taylor, Lynne and Dick Miller, Dale Furseth, Dana Ward, Mort and Denny Ediger, Joyce Kludt and Pam Williams. We hope to do this again at the 2020 August Meet. It's such a great way to spend an evening on the rails!

The Brush Remediation Project of the Klamath Watershed Partnership (KWP) is progressing. We are in the final phases of getting the grant to purchase equipment and perform this work. Financially, the grant will pay all the expenses of this work, leaving us with a healthier, fire resistance forest. We had the privilege of the demo of a "Fecon 150" for two days that week. Richard and Dustin are now trained and favorably impressed with this machine. The ODF (Oregon Dept of Forestry) and KWP representatives got a chance to see the machine and our workers in action. When the rest of brush remediation starts, there will be improvements in the techniques employed. These improvements will increase both productivity and longevity of the equipment.

Our Day Visitors keep on coming. In June, we were open 20 days and had 666 visitors along with some nice donations. July was even better with 1161 visitors and once again some very nice donations. With this volume of visitors, we need as many volunteers for train crews and docents as we can get. Please consider giving us 1 day a week to keep those visitors GIVING! Contact Barbara Ward at the visitor center if you wish to volunteer.

We are still raising funds for two additional AED's, one for the Back Shop and one for the Track Shop. Please donate to this project as this equipment is Life Saving! The donation box is in the Hall of Flags. You can also mail your donation, denoting it's specific project, to make sure it is allotted properly.

Greetings from Joyce at the front office:

August weather is a continuation of July weather. It has been good and warm to hot during the days with blue skies and a few clouds here and there. We did get a spot of rain near the beginning of the August meet, though.

The August work week and meet, though about half the size of the Ops meet, was quite nice. It was a pleasant time for all and the Wednesday night Progressive Dinner was a blast (and no trains caught on fire and none ran out of gas this time either!) Dana catered another wonderful Saturday night banquet and about 40 people attended that.

We are presently at 785 members including all primary, lifetime and family members.

If you go onto TMRR's Facebook page, you might find some photos there with Maggie peeking into and out of some of the office drawers. I am not sure if she was trying to help me find something or if she was on critter control, but the pictures are cute.

Charlie continues to meet and greet all of the members and visitors and I hear tell that he has gone out with another member on their steam train. It was just a short ride, but still.

I was saddened to hear that we have lost another member, Jim Rickman. He and his wife, Sabra, have been keeping the TM Library up, and most recently Jim supervised the Sierra Service Project during the staining and painting of the Central Station building. He and his wife put on the "Where's Smokey" game during the 2018 Triennial, too. Jim, along with being a productive and helpful Train Mountain member and volunteer was also quite active with Klamath & Western Railroad. Our sympathy goes out to his wife, Sabra.

The Visitor Center and Rail Tours operations can still use more volunteers. There were over 1100 visitors in July!

Thank you again to all of you who do volunteer at Train Mountain! You are all amazing!

I hope we see you at the Big Build Work Week and Meet!

Joyce

JIM RICKMAN

On Sunday, August 18, 2019, Jim passed away from a massive heart attack. He was 71 years old. He had no train of his own, but spent thousands of volunteer hours at TM and K&W Railroads. He and his wife, Sabra, lived in Chiloquin year round, full-time for over 15 years. Jim's specialty was light-hearted conversations with both TM members and visitors.

Jim's work at TM included recording TM history, RR Librarian in TM Library and work-week projects. He had been K&W President. There he worked on management procedures, construction, maintenance, improvements and operations.

Jim was also an AMTRAK volunteer docent. He was always positive and fun to talk to. He had been a business trainer, a high school teacher and a commercial painter for over 30 years. He is survived by Sabra, his wife for 46 years and his sister, Joy. He was born in Portland, OR, and lived in Torrance, CA., over 31 years. He graduated from Long Beach State in Political Science.

The past two years he supervised the Sierra Service Project (SSP) young people working at TM. With his guidance they painted our prominent RR artifact, the yellow snow plow and this year Central Station. The year before he stripped, primed, and painted the Rio Grande Caboose.

Jim will be truly missed.



Register to attend a Train Mountain Meet Now!

From the Signal Maintainers:

By John Cooper and Dave Waterstreet

The August Meet was a very productive time for the signal maintainers. We crossed off 15 line-items on our To Do list.

Perhaps the most visible item is the wiring of the 2nd wig-wag crossing protection near Crisp Yard. Along with help from Steve Dishman, we installed new conduit and pulled new wire. After a touch of oil, it wiggled and wagged just fine. The light even works. The status of the bell atop the wig-wag is unknown. We did not have a ladder tall enough so its wires remain disconnected.

The project is not quite complete as it still requires some tuning. After the oiling, it actually wiggled and wagged too well. We need to determine how to limit the voltage to the motor unit without limiting the voltage to the lamp.

During the week, some other small items were repaired. We fixed a signal at K&W Junction, a signal at Grand Junction, and yet another one at Blue Caboose. Some not so visible work got done as well, including upgrading a power supply, upgrading some track bonding, and fixing a corrosion issue.

Perhaps the best news of the week is that we survived Friday's thunderstorm without a single casualty to our circuitry. Either we got lucky with few nearby ground strikes or the surge protection we've been installing in recent years is working. Either way, we'll take it.

Some have been asking about the status of the project to install the PRR prototype signals that have been donated to TM. The original plan to install them around 6-acre campground is unlikely at this point due to concern about their proximity to the road and vandalism. The current thinking is to install them on the main track that runs around the main yard alongside the bunk cars. This location will still allow us to display most of the possible indications and solve some of the problems accessing power. The project would be coordinated with the plan to upgrade that stretch of track which is currently laid on wood ties.



From the Election Committee:

By John Cooper

The 2019 election for the open positions on the TMRR board of directors ended on Monday, August 19th. There were exactly three candidates for the three open positions. They will be seated at the September board meeting. The votes are as follows:

Dick Miller:	106
Steve Panzik:	94
David Waterstreet:	114

Here are some statistics about the election:

578 ballots issued.

556 ballots were sent by email

22 ballots were sent by postal mail.

120 ballots were cast

Voting participation was 21%

Voting participation for last year was 13%

Any comments or feedback on the election process would be welcome at elections@tmrr.org

Register to attend a Train Mountain Meet Now!

Long Term Forestry Plan for Train Mountain 2019 and Beyond - Russ Wood

A couple of years ago member Jeff Pape met with forester Daniel Leavell from OSU and Tom Watson here at Train Mountain. The main topic was the current state of our forested land. After extensive review the consensus was that the tree inventory was in good shape but the park had way too much underbrush to keep the forest healthy. The underbrush was starving younger trees and was using the limited amounts of moisture and soil nutrients we have here.

Richard and Dustin, in addition to all of their regular duties, have done a great job on what we call the south side. However the north side underbrush has continued to grow even more than what was discussed above.

The membership along with matching funds purchased a Peco Brush Blazer, which has turned out to be a wonderful machine for close in brush clearing. It is currently being used along the more fragile or scenic areas along the right of way. These efforts have shown what needs to be done but there are still some 1,000 plus acres that have had little or no attention.

Last year Jeff Pape was contacted by an organization known as the Klamath Watershed Partnership in regards to possible funding to assist in the remediation of the forested areas of our park. The Partnership is made up all of the funding organizations that issue grants for these sorts of projects. The Partnership takes on the role of organizing the remediation efforts and collectively getting them funded from all of the various sources. This effort relieves the landowner from having to figure out how to get help, and get through the entire mountain of forms and requirements. It was at this point that Jeff asked me (Russ) if I would take on the local effort and become the contact person for Train Mountain.



I have attended several training sessions and all of the meetings held locally since that point. There are some 88,000 acres involved in this major forestry project. In this entire project Train Mountain is the owner of the largest privately held forested land. Our portion of the project is approximately 910 acres (possible funded acreage).

The project for each landowner is divided into six parts:

1. Inventory and evaluation - COMPLETED
2. Program Plan and Contract Approval - COMPLETED
3. Cultural NRCS compliance review - PENDING
4. Client Review (Partnership with TM) - COMPLETED
5. Client completes contracted areas

Partnership certification of completion - FUNDING

In step #2 above is where the Partnership determines what funding sources are available for these projects and how much funding will be available to pass on to the clients to complete the plan. At that point the clients can either contract with outside sources to complete the work or they can undertake to complete the projects themselves. With the size of our acreage the decision was made to undertake to do the project ourselves, and to use a portion of the funds to purchase the proper equipment to continue to maintain these areas even after the funding time period. We have had ODF help us out in the past, which was greatly appreciated, but when they left the undergrowth was still growing. This plan to maintain our wonderful forest will be an ongoing project. *(cont. next page)*

Register to attend a Train Mountain Meet Now!

Forestry Plan (cont).

After doing some online research for the past several months we contacted a company called Fecon, which has an excellent reputation for building industrial strength forestry mulchers. Brian Kile from Fecon visited TM and agreed that the FTX150 was the machine that would work for us. As it turns out the local Fecon Dealer is Pape' Machinery in Klamath Falls. Scott from Pape arranged to have one of these machines moved to Train Mountain for a day or two of demonstration running. Jason of the Partnership and Richard picked out a small area that would give all of us an



idea of how the machine could handle our terrain, dirt, and brush. The area was about six acres in size. The current conditions at Train Mountain are the absolute worst for clearing brush, which is actually good for really testing out the capabilities of the machine. It was so dusty that Richard and Dustin had very little visibility in some areas but the machine just cruised along through brush that was taller than the ten-foot high cab of the machine. The result of this limited testing was in 10 hours of learning to use the machine and testing out the various functions, six acres were cleared. The video shows the result of this testing. Now to answer some of the criticism of the video:

- This is NOT the look we want but was a test of the capabilities of the machine and preliminary running of the machine by OUR staff.
- We will NOT be clearing to bare dirt.
- We will NOT be clearing all of the brush and certainly there will be NO removal of trees that are not in distress.

The Brush Blazer will be used primarily to clear the right of way so that we have clear viewing to match our operating rule of two milepost visibility. The brush alongside the track will be removed so as to be able to maintain proper drainage along the right of way. We want the park to retain as much of its natural beauty as we can but with an eye towards a healthy forest and of course a fire safe environment. The Brush Blazer is not currently being used for all of the above mentioned conditions during this very dry, dusty, fire season. When moisture returns it will be back at work.

As far as the Fecon equipment testing was concerned, Richard's comment was that if he could have seen where he was going he could have done a lot more! 😊 Possible funding for a Fecon style machine may be covered by the ODF grant funds.

Next up is to get the Cultural NRCS compliance approval and once approved then we can officially start the project. The project will take a year or two to get to the maintenance point, and it is hoped to be able to start this winter when the moisture returns to the park. In conversations with other Fecon owners if there is two feet or less of snow on the ground you can just keep going. And yes the cab is heated, has Bluetooth, **two cup holders**, and when it gets too hot, it has **A/C**. Needless to say, Richard and Dustin really like the machine!

Fecon TM Demo video

<https://www.youtube.com/watch?v=pa8zVYz5qkU>

Klamath Watershed Partnership

<https://www.klamathpartnership.org/>

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Sierra Service Project (SSP)

SSP has completed a lot of work during their six weeks with us this summer, projects as reported/described in the June Gazette. Their last full workday was August 9th.

Jim Rickman and painting crew sanded, scraped and primed with Rustoleum the Jordan Spreader. Finish primer and paint still need to be applied. They also sanded and stained the entire Central Station, upper and lower levels! Excellent work!

Brushing crews continued with a lot of cutting and hauling big loads to the burn pit. Frank Bartholomew reports their main project was clearing at South Portal. This has greatly improved visual and fire safety at that only entrance to north TM. Switches and track at that location are a bit complex, but the signage is excellent. (Russ, Dennis, Charlie and David W.) Traffic north to Hope Circle increases every year, so improvement has been much needed.

Our cooperative effort overseeing the young people's work has proved to be very productive and enjoyable.

Any TM members who would like to help or replace Jim and Frank in future years, please call the office at 541 783 3030 and let them know. We need your help with all future SSP-TM projects. This year has actually been the second or third year that SSP young people have come to Chiloquin and Train Mountain to help with improvements. And their participation may continue in future years, always between June and August.

These are quality young people and advisors not on summer vacations, but have taken on Native American and community improvement projects /assignments. Working with young people is a very rewarding thing to do.

In order for TM to continue with this great benefit from SSP, we must have more TM volunteers. Individuals supervising the young people could volunteer for the entire six week working period, or for any one week period. This is very important to both TM and SSP.

We all know that what we have today, a fulfillment of QUENTIN BREEN'S VISION has been accomplished because of all of you, the volunteers. Your contribution helps!

The Train Store

It is great to have our own Train Mountain company store. We stock supplies for train use and train stuff for both adults and kids. Many of our sales are to members and visitors.

Delores Bartholomew has been handling sales in the store for several months each summer for the past ten years. It gives her great pleasure to take in a very significant amount of money for TM. The Triennials, of course, make the most money and Delores gets volunteers to help, but she's wearing out.

Help in the store is needed, both in the summer months as well as throughout the winter when Joyce takes care of store concerns.

WANTED: Store Conductor who must be reliable, "train"-able, have time to devote several hours to the store, and enjoy customer interaction. They ask a lot of questions!

Please let Joyce and Tom know what you can do!

Please Volunteer at a Train Mountain Special Event!

Situational Awareness – Part 2

In the last issue of the Gazette our president, Jeff Mills, wrote an excellent article on Situational Awareness. Situational Awareness is paramount to safe operations at Train Mountain, and indeed, every aspect of our lives. Jeff cited some examples of situational awareness at Train Mountain, but didn't discuss how this learned trait is developed. As in all aspects of our life, a dangerous, or risky, situation can confront us in seconds. The trick is to identify the dangerous aspect of the situation, and to take appropriate action to avoid an accident or incident.

Most articles I found on teaching situation awareness teach us to observe what's normal, a baseline, and what's abnormal or out of place, in other words, what's different or suspect. At Train Mountain train engineers and conductors must likewise consider the environment and situation of the moment. At meets that include operations, the situation is much different, in that there are more trains operating, often being operated by members that don't regularly operate at Train Mountain. During a meet, awareness of what's going on around you is more important, as what may be normal outside a meet, may be far different than during a meet. Members that only operate occasionally at Train Mountain encounter conditions far different than most other layouts. Few, if any, other layouts have the grades and potential for collisions that are present on Train Mountain. So, we must consider this situation and do all we can to avoid being victims of mistakes made by occasional operators at Train Mountain, or even regular operators.

Jeff mentioned the weight and speed of trains relative to safe control of the train on downgrades. Prototype trains go slow downhill for a reason. This is indeed a serious consideration, especially when carrying passengers or visitors. Perhaps the best example of a potential problem is the route down Panama Canal to Hairpin Turn. While on a curve with limited visibility you will encounter a 2.07% downgrade when approaching the switch to the 2% Solution, just before New Isom. Awareness of the hazardous situation will dictate that you always approach this switch slow enough to stop if the switch is aligned for the 2% Solution since this route crosses the upgrade main line. If you can't stop with the switch aligned to the 2% route, and there is a train approaching upgrade, you're setup for a head on or broad side collision. This is the reason the engineer is responsible for the position of the switch points being left in a safe position to avoid setting up a following train for an accident if that train engineer is not aware of the situation. The safe position is to leave the switch aligned to the right after taking the route to the 2% solution.

After passing New Isom, the route continues down a 3.23% downgrade, followed by 2.56% downgrade to another switch with a relatively sharp curve at Hairpin, and if aligned to the left the route will again cross the upgrade mainline. The posted speed is 3 mph, and even slower may be a better choice if necessary to fully control the train, along with the ability to stop before the switch if necessary. An out-of-control train could derail from speed, or collide with a train coming upgrade. Likewise the upgrade train needs to be aware of this situation, and even hold back if the switch is aligned to bring the opposing train across their path. Hairpin, and similar junctions, are posted at 3 mph max as a reminder to operate at this slower speed for safety.

Another situation that could result in an accident is the upgrade switch on the Serpentine approaching Diamondback Junction adjacent to Youngstown. The engineer on the upgrade train can only determine the position of the switch by observing the points, and must be going slow enough to stop the train if aligned to the left across the path of a downgrade train. I've found this switch aligned across the downgrade mainline due to the failure of someone to return the switch to the mainline (to the right) after passing. This situation dictates that you don't setup a following train for an accident by leaving the switch aligned across the downgrade mainline. Likewise the downgrade

Continued next page

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Situational Awareness (cont).

train should hold back if a train is coming upgrade since this could put an inattentive engineer across your path.

Aligning a switch for the mainline after entering a siding will prevent an inattentive engineer from rear ending your train. This is a rule for all prototype trains outside CTC territory.

These are just a few examples where Situational Awareness will help avoid an accident. The bottom line is to operate at safe speeds, leave switches in the safest position for anyone that may follow, and be aware of what's going on around you.

“Safety First” is more than a slogan.

Dick Miller

TM's Freight Switch List System And How It Works – Part 1 - Jim Armstrong

Welcome to a new series of short Gazette articles that will hopefully help explain the ins and outs of how Train Mountain's annual Operations Meet uses the "Switch List System" for delivering freight to the many industries located throughout the TM rail system.

The Switch List System (let's call it the SLS for brevity sake) is a custom written computer application for Train Mountain that uses Microsoft's Access as the 'locomotive' that delivers the goods to make SLS work.

Basically, SLS keeps track of the available cars to move (rolling stock inventory), knows where they currently are (pickup industries and sidings) and where to take them (delivery industries and sidings). SLS also knows who's available to make these car movements (locomotives and their crews) and remembers all the work each locomotive and crew (the Train Number) has done during the Ops Meet.

It's just that simple or so it sounds.

Next month, we'll begin looking a little deeper into some of the details that makes all this possible and still allows the Train Number (remember, that's the loco and crew that will be moving the cars) to have a hand in helping select a consist (cars to be moved) for their particular train.

Thanks for taking time to learn a bit more about SLS and "Happy Rails" to you and yours.

Train Mountain on Oregon Public Broadcast Links

A video segment on Train Mountain and other Oregon destinations was aired on the 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.

WEB-CAM GALLERY

Photos by: The Web-Cam



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HISTORICAL



CLASSIFIEDS

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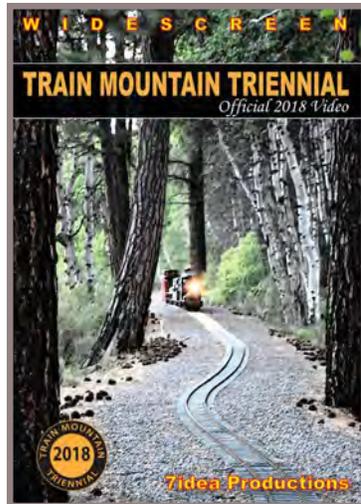

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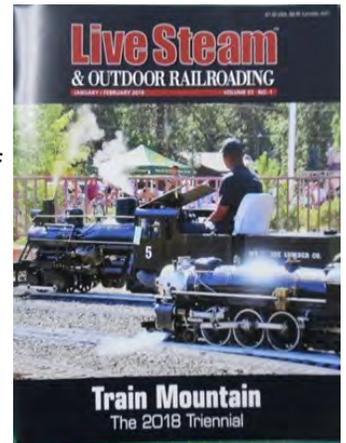
2018 Triennial Video Now Available

The 2018 Train Mountain Triennial video from Aaron Benson at 7Idea Productions is now available. You can order online at the link shown or you can call the office at 541-783-3030 to get your copy. This is a most enjoyable video created by a true video artist and of course it just happens to be about our most favorite subject! The cost of the video is just \$29.95, quite a bargain!



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 January / February 2019 issue of Live Steam and Outdoor Railroading? It is a great article covering the 2018 Triennial. and the great gang of folks that hang around the place and put on terrific live steam trainmeets. As an added bonus there is a photo album by member Michelle Moore! How about that! Pretty cool!



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

Published by Train Mountain Railroad
P.O. Box 438
Chiloquin, OR 97624

Email: info@tmrr.org Phone: 541-783-3030

Contributors: TMRR BOD, Friends, TMI
Photos: Tom Watson



Please Volunteer at a Train Mountain Meet!

The Mountain Gazette

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August 2019

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, 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

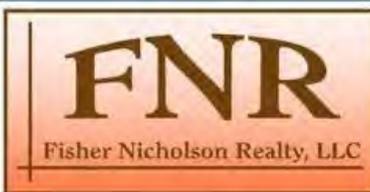
www.getawayvacationhome.com

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.



Marissa Fast/Kendra Johnson
Oregon Licensed Brokers

Fisher Nicholson Realty 541-884-1717

2590 sq. ft. 3 Bedrooms
2.5 Baths 10.19 Acres
300 ft. River Front
Greenhouse
30x40 Shop
3 car Insulated Garage



Please Volunteer at a Train Mountain Meet!

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



THE POTBELLY CAFE



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



Good Service
Good Food
Friendly Folks



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

This is your newsletter!

Thank you to everyone that took the time to submit articles this month.

Please keep it up!

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/tmrrmembers/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!

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,

Visitors to Train Mountain and YOU:

Train Mountain is very popular and is continually attracting visitors from throughout the world. We announce that our hours are from 9:00 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 when 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

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

