



The Mountain GAZETTE

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October

October brings us to our annual 'Snow Bird' festival. It's the magical time of year when the 'locals'

be come less local and head south for the winter! They head to places like Arizona and temps in the 80's while we bask in the winter highs of NINE! Anyhow we wish them well and look forward to their coming back next spring to see the wonderful pine needle harvest we will have stored up for them over the winter.

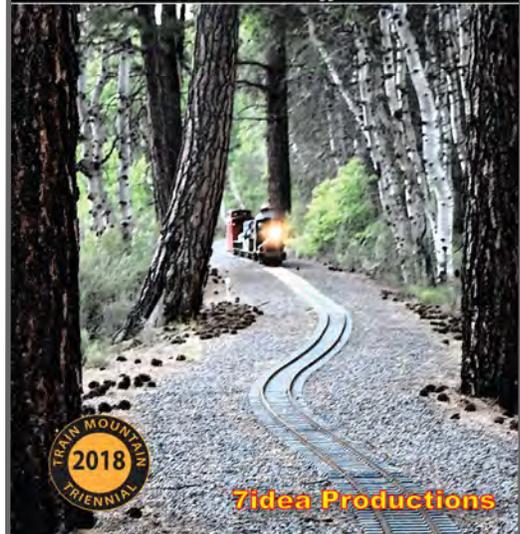
Even with the chilly start to this winter we still have many visitors and although Rail Tours are not as frequent we still try and greet them and give them as much attention as we can. Tom has developed quite a good library of videos of the parks and various activities here and we show them in the Hall of Flags as a 'virtual tour'. If you happen to be here please greet them and answer any questions they may have. They like the BackShop and the prototype equipment and most recently the wonderful displays that Pam and Steve are doing in our new showcases.

Remember that as a member the park is open to you 365 and we would love to see ya' here. Russ

2018 TRIENNIAL VIDEO AVAILABLE NOW

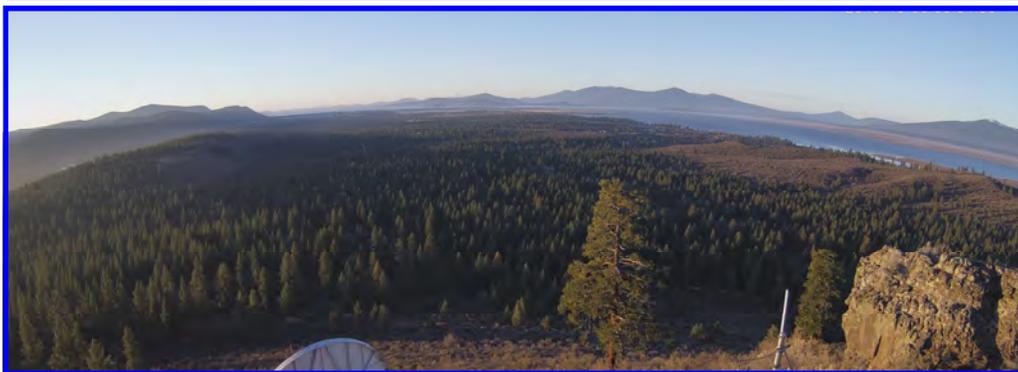
W I D E S C R E E N

TRAIN MOUNTAIN TRIENNIAL
Official 2018 Video



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Or Go To:

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The Mountain Gazette

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October 2019

From the Desk of Jeff Mills, President TMRR

The Fall Colors Meet closed another great season at Train Mountain. We have a lot to be proud of and an exciting future is ahead of us. Once again, volunteer efforts accomplished a lot this year. Of course, important raking and hauling of forest debris was completed. The Central Station Building received a fresh coat of stain thanks to the young volunteers of the Sierra Service Project. Replacement track around Wedding Cake was installed making this a viable alternate route into the Main Yard, Back Shop and Containerville. Replacement track was laid during the Big Build across Dam #4 to the junction of Aspen Loop at the Logging Camp.

This year's Day Visitor statistics show we can expect significantly increase in the coming year. They provide vital donations to TMI's budget. This is why we ask members to act as docents, Tour train engineers and conductors. This is rewarding work so please consider giving the Visitor Center even 1 (one) day of your time while visiting Train Mountain to support our appreciated Tourists.

We must prepare for the 2021 Triennial NOW. Volunteer Coordinators and Administrators are essential to this process. If you are interested in any of these positions, please contact me or Tom Watson about being a Volunteer Coordinator for at least one of the 2020 Train Mountain Meets to gain vital experience in these management roles.

With generous member donations, an AED unit has been installed in the Hall of Flags. We are halfway toward the goal of obtaining additional AED units for the Back Shop and Track Shop. Additional donations funded Luke Conner's Eagle Scout Project for new Pine Straw Boxes which are nearly completed and will be utilized in the 2020 Spring Cleanup.

A new project is the restoration and painting of the Sleeper Car near the entrance gate. Duane Kaasa volunteered to head this, providing us his painting expertise. Wayne painted some of our Caboose and the Wine tanker near our front gate. It is important to have these full-size Railroad exhibits in good condition, saving them from the ravages of weather and providing a good representation of our Museum pieces. This Sleeper car will be painted in its original paint scheme of the New York Central Railroad. If you are interested in what it will look like, there is a scale New York Central car in the Display case near the inside door to the Visitor Center in Central Station, provided by Steve Panzik We already have 1/3 of the necessary funds to get this accomplished. You can donate specifically by mailing or contacting the Business office with your specific funding request. We thank you for **all** donations.

We always hope for donations of useful tools, equipment and supplies. Recently someone with good intentions, donated several older televisions. They were not suitable however and had to be hauled to the Dump for disposal. Please check with the Business Office, a TMRR Board member, Back Shop or Carpenter Shop before bringing your donation to TMRR.

With growing commitment from our volunteers, I expect a great Run Season in 2020 and important preparations for our 2021 Triennial.

Greetings from Joyce at the front office:

The mornings are getting chillier and chiller here. It was 12°F the morning of October 28th and 22°F the morning of October 29th. Afternoons are variable and depend some on the wind chill factor and whether you are standing in the sun or in the shade, but they may still reach up into the 50's and 60's.

It is nice that we are still getting some members dropping in from out of town. Some have be coming to volunteer, some to play trains and some to do both.

On the visitor side of things, September brought about 475. The visitor traffic has slowed considerably in October given the cold mornings and cooler afternoons, but they are still coming in to enjoy Train Mountain. The October count will most likely end up at around 120 to 150 or so.

The Fall Colors meet, which can be one of the smaller meets of the year, was nicely attended and 65 people came to the banquet. That's a highest ever for the Fall Colors Banquet, at least for as long as I have been keeping track and that's been awhile.

2019 membership is over 822 members including all family members. If you haven't already renewed your membership or joined for next year, you can do so online, by mail or in the office any-time. Memberships are generally good for the year that you buy them in, but if you renew or join on or after October 1st, it is good for the remainder of the year you bought it in plus the entire following year.

Kitties, Charlie and Maggie are doing well. Charlie is still a bit lost on what to do with himself now that the heavy visitor season has settled down and he has far fewer people to greet. He is working more on his critter catching and cat napping duties now. Maggie continues to be the indoors kitty. She seems to know "cat people" and takes quickly to them, so if you are a real "cat person" she may step up on the counter to greet you and grab a pet and an ear scratch when you arrive. I can't wait until next year when you all come again for the work weeks, meets and in between times! In the meantime I am going to turn on some old time rock n' roll (or something more soothing than that), take a seat and catch up on some office work.

Thank you once more to all the many volunteers who help to make Train Mountain, Train Mountain! Keep up the great work!

Here's wishing you all a happy autumn!



Register to attend a Train Mountain Meet Now!

Train Mountain Track - Dennis Ward -Train Mountain Track Superintendent

First—a special thanks to Mark Flitton and the “Idaho Mafia” for an excellent job on this year’s Big Build. The assignment was to replace main track, with wooden ties, from the Dam 4 Junction (on the northbound side of Douglas Loop) to Canada Junction. The project involved removing and replacing ten-foot track panels one at a time and replacing each with a new, steel on plastic, track panel. The project also called for the replacement of five track switches. Due to time constraints only four of the switches were replaced and the project was stopped after the north (entry) switch to Steuer Siding was installed. The track that was installed is a huge improvement over the old track.

During the Fall Colors meet the siding just to the west of Meisser Tower was tuned and ballasted and an additional siding was installed. These two sidings were installed in anticipation of additional needed tracks for parking battery powered trains during the upcoming 2021 Triennial event. There is a 200-amp electric service available in Meisser Tower. This project was ramrodded by Steve Eddy.

Last summer, while hauling track for the Big Build, Rodger Rude designed a stabilizer to help keep the track panel loads from shifting while in transit. The picture to the right shows one of the stabilizers installed and the other, the one to the left being installed. The Rude stabilizers are a lot easier to install and hold the load a lot better than the ratchet straps we used in the past.

All these stabilizers are labeled “TRACK SHOP” and should be returned there once the load of track panels reach their destination. If you are picking up a load from the track inventory location on the northwest side of the backshop to transport to the job site, the stabilizers are available on the northeast wall inside the track shop. Hopefully we will not again find them discarded in the yard area or any place other than the track shop.

So—what’s next? There is still 763’ of track to complete the installation from Steuer Siding to Dam 3.5 in addition we will need to replace one 75’ radius left hand switch. About 757’ of track will complete the track from Dam 3.5 to Dam 4 Junction northbound. I picture this as the projects for next summer.

Rio Grande subdivision will require 4300’ of track plus nine switches. We also need to replace about 1200’ of Dogwalk, 550’ on Sharon’s Shortcut, Lucky North will require 990’ and the link for Sharon’s Shortcut to Lucky North about 232’.

The Main Track around the south side of Main Yard 856’ and the track around Central Station 530 feet. Add in 3691’ to complete track replacement across Timberlake Railroad and there is a total of **13,869 feet (2.63 miles)** of track still to replace before additional expansion track should be added.

A lot of this track and several required switches still must be built. I believe we have enough steel rail to complete the replacement project. We just received enough tie material to build 6300 additional feet of track panels. In addition, we just received enough tie plates and rail joiners, from our vendor, to complete the project. We purchase track screws when required.

While all the above is going on Bert Newberry, with help from Larry DaBroi, has been installing longer, hex head screws in all the track in Main Yard. This helps stabilize the track and should keep Main Yard viable for another ten years. Thank you Bert and Larry for this valuable contribution.

Register to attend a Train Mountain Meet Now!

A Thank You from A Garden Railway Visitor



September 30th, 2019

Thank you for the opportunity to visit Train Mountain as part of the Portland National Garden Railroad Convention. As a member of a live steam club here in Central Florida I was well aware of your amazing railroad and had been looking forward to this part of our visit to Oregon. Everyone we met at Train Mountain was gracious and made us feel completely welcome.

I wish we would have had more time to visit and ride trains because there seems to be endless tracks to explore. The intricate track work is well maintained and sets a standard for all railroads. The numerous detailed structures work perfectly in your setting and complement the trains perfectly.

We have every intention of returning to Train Mountain sometime in the future to spend more time enjoying your wonderful railroad. Experiencing the railroad in person I certainly understand the reason why you have members travel great distances to enjoy it each year.

Chris & Elizabeth Lau



Our excellent Rail Tour guide Dave and just a few of his closest friends!

HISTORICAL

Over the Hill Live Steamers



Pullman Repaint Project - *Second Call for Assistance*

Hi, my name is Duane Kaasa.

For those who don't know me, I am the person who headed up the painting of the three cabooses at the front gate and at Willamette Western and the wine car. I have wanted to get the big Pullman car painted but life has gotten in the way. I am hoping to get this done sometime next summer (2020). The intent is to restore the exterior of the car to its original New York Central paint scheme.



I am with this letter, starting a fund to accomplish this project. I personally funded the painting of the two cabooses at the Train Mountain main gate, by about 95 %, including doing the red one twice due to paint issues. The Pullman car will cost about \$3500 for materials alone. I am asking for donations toward this project since I cannot afford this on my own. I am personally starting this fund with a \$500 startup donation.

I have already talked to Bill Shepherd who has offered his old pickup as a mount for the scaffolding. This setup can then be driven alongside the Pullman car to accomplish the various tasks. The rental outfit in Klamath Falls has available a pressure washer to which you can add sand. This can be used to sand blast the rusting flaking areas on top, after rough grinding. With the scaffolding thus mounted we can work while leaning out over the roof of the car. After blasting, the bad areas can either be filled with Bondo or fiberglass as necessary.

I have been researching high end catalyzed paint. I am working with someone with “Stewart Systems” water based paints. This stuff is aircraft certified and sold the world over. They have a soft paint for fabric surfaces, for flexibility, and a hard paint for metal surfaces. I have seen this stuff on very nice restored classic cars and aircraft. They have “how to” videos of their paint systems being applied.

Donations will be totally handled by Train Mountain in a fund for this project. Help volunteers and donators will be highly appreciated.

Thank you, Duane

From the ED: The response from the membership—youse guys—has been underwhelming! Come on folks we know this is a great project and we know what kind of great result we will end up with. DIG DEEP, please!

Register to attend a Train Mountain Meet Now!

Train Mountain's Freight Switch List System And How It Works – Part 3

Welcome back to “TM’s Freight Switch List System and How It Works”, Part 3.

In Part 2 we learned how the “Train Number” in SLS (**S**witch **L**ist **S**ystem) gets its initial information about the locomotive and its crew members.

Now we will learn how Freight Movement Points are earned for each car a Train Number moves during the Ops Meet.

Freight Movement Points consist of three different components in order to reflect the distance and difficulty of each car’s movement based on the Pickup and Destination locations on the railroad. The first component is called “Base Points” and (for now) is always 1 point for just moving the car.

The second component is “Zone Points” which reflects the zone to zone travel. SLS uses the term “Zone” to define different areas of Train Mountain’s trackage. Zones are close to TM’s “Divisions” with a few exceptions; that’s why SLS called them Zones instead of Divisions.

Zone Points increase for each zone the car must move from, through, or into in order to accomplish its delivery. This is NOT dependent on your train’s actual route to deliver the car but instead on the least number of zones traveled. It does not matter if you drag the car all over the railroad or simply pick it up and quickly deliver it as a single dedicated movement; either way, you get the same points.

Let’s look an example of how Zone Points would be calculated for picking up a car at Freihube and delivering it to Helena. Freihube is in the K & W zone, so we start there with 1 point; depending on your route, you cross into either Serpentine zone or South Portal zone, which is another point. If you went the Serpentine route, you would then move into South Portal zone, but South Portal via Grand Junction from K & W would get you to South Portal directly, so no point for the Serpentine zone. From South Portal you move into the North Portal zone which is home to Helena for another point. So, a move from K&W zone to North Portal zone is worth 3 Zone Points.

Next month, we’ll wrap up Freight Movement Points by explaining how “Difficulty Points” are awarded.

PS: If you are interested in learning which sidings are in each SLS zone and what are the Zone Points for each zone to zone movement, please send me an email at armstrong.jandg@gmail.com and I’ll reply with that detailed information.

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



Please Volunteer at a Train Mountain Special Event!

Entitled: adjective - Russ Wood

The feeling that you have the right to do or have what you want without having to work for it or deserve it, just because of who you are.

According to the club website when you pay your dues you are *ENTITLED* to the following:

- Year around access to the 2200 acre Train Mountain Park.
- Year around access to 36 miles of 7.5" gauge track winding through the pristine pine forest and aspen groves.
- Where else in the world can you take your train on a multi-hour tour and not travel the same track twice?
- Keep your eyes open and you may see some of our plentiful wildlife during a train ride, such as Bald Eagles, Golden Eagles, Red Tail Hawks, Falcons, Owls, numerous migratory birds, Elk, Deer, and much more.
- Year around access to our RV and Camping areas. **
- Seven Train Meets each year *
- Bring Guests to Train Mountain *
- Enjoy the comradery of Railroad enthusiasts from around the world.

* Additional fees apply during Train Meets and Special Events.

** Additional fees apply, but may be waived in exchange for volunteer work.

What a great deal, you send in a little money and you get all of that. Well folks if it were that simple it would be wonderful. The truth of the matter is the club, TMRR, has a legal obligation to it's partner corporations to help in the daunting task of maintaining all of *THAT* stuff! We get to use the park only if we hold up our end of the bargain. We need to rake, to pick up, fix track, and do all of the other manual labor chores so that we have a 2,200 acre fun place to come and play trains.

When you show up to play remember that there are some jobs that can be done without a large work week crew but you must stop by the office and find out what those might be. A lot of these chores are simple and most can be done by train – what a concept! If you do stop by and you agree to help out, let the office know when you have finished the project and we can strike it off the list.

Bottom-line is this and it's a very simple concept: *WE* are *Entitled* to all of those items listed above, but only if *WE* have a park to play in!

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.

Article Number Two on “Understanding TM” By: Jerry Crane

This month’s “Understanding” article will give an overview of our 7 ½ inch gauge track. We will look at the history of the installation of the track and our present situation concerning track installation. Next month we will look at our track panel building process and the installation of these panels in the field.

Understanding Train Mountain Track

On the Train Mountain property there is over 37 miles of 7 ½ inch gauge railroad track. This track is made of aluminum rail on wood ties, aluminum rail on plastic ties and steel rail on plastic ties. There are several hundreds of installed switches (points for Australian friends) in this railroad track. These switches are also made with the two kinds of rails on the two types of tie material. There also are several hundreds of feet of 7 ½ inch gauge track owned by our neighbors that join to the Train Mountain track.

History

Shortly after acquiring the first Train Mountain properties, Quentin Breen started laying track using aluminum rail on wood ties. At that point in history the cost differential between the two made aluminum a good choice. Over several years he laid the tracks around central station and the turn table and the yard track by the Backshop using this combination of materials. He also laid the main line tracks down the hill to and around South Portal and Midway Circle and the Rio Grande and Douglas loops using aluminum on wood.

The wooden ties are Port Offord Cedar and have a comfortable life span of around 25 years. Longevity wise, the wood ties have been found to not be the best material for ties at the Train Mountain location. The climate dried out and checked the wood so that screws would not properly hold. Quentin then started using ties made from recycled plastic. The ties were made by a Canadian firm using an extruded process using dies owned by Train Mountain.

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

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

In 2014 Train Mountain Institute (TMI) started contributing funds for track construction. In the last five years it has spent over \$170,000 on track projects.

Present Situation

Friend of Train Mountain has completed their obligation for installing new and replacing old track and will not be funding anymore major track construction projects. The responsibility for new and replacement track projects now rests with Train Mountain Institute and Train Mountain Railroad.

Understanding Train Mountain Track (cont).

FTM still supports track construction. Carl and Mark have generously offered matching funds to help pay for track projects and FTM pays the staff salaries for those helping install new tracks.

FTM also paid for and has turned over to TMI a large collection of required track building materials. A large stockpile of steel on plastic switches was built by FTM and was used by TMI.

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

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

Material wise, we are in good shape. We recently purchased a semi load of plastic tie material from our Canadian supplier that will get us through 2020. We have taken delivery of 15 metric tons of steel rail from our Swiss supplier. We have approximately two thirds of this rail remaining to be used to make track panels.

Last Updated October 9, 2019. By: Jerry Crane

WE ARE ALL VOLUNTEERS

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

2019 Train Mountain Train Meet Schedule

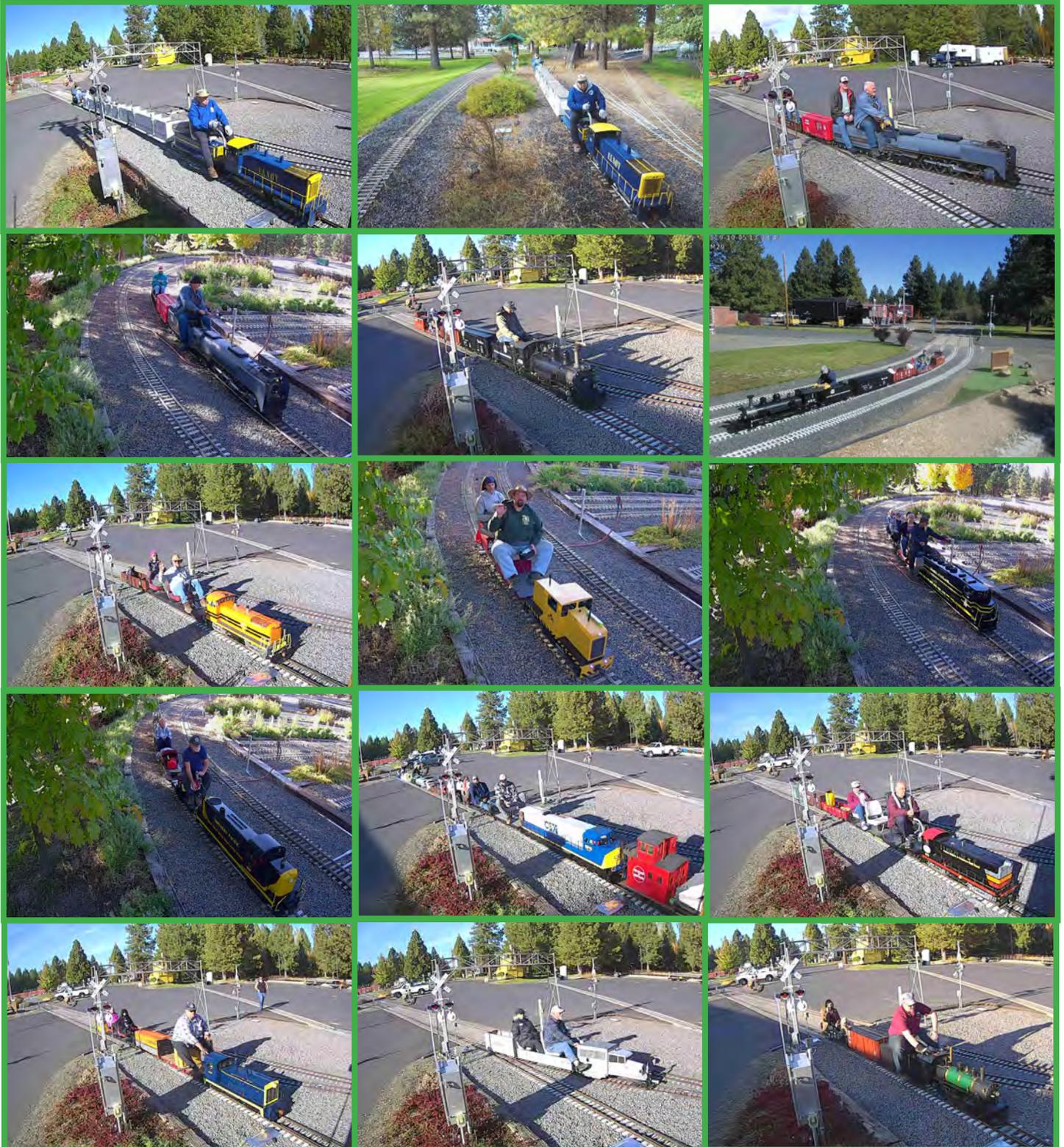
	Polar Bear Train Meet	Spring Awakening Train Meet	Narrow Gauge Train Meet	Operations Train Meet	August Train Meet	Big Build Train Meet	Fall Colors Train Meet
Work Week	none	4/27 to 5/2	5/25 to 5/30	6/29 to 7/3	8/3 to 8/8	8/31 to 9/5	none
Meet	1/18 to 1/21	5/3 to 5/5	5/31 to 6/2	7/4 to 7/7	8/9 to 8/11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

2020 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	5/2 to 5/7	5/23 to 5/28	6/20 to 6/24	7/25 to 7/30	8/29 to 9/3	none
Meet	1/17 to 1/20	5/8 to 5/10	5/29 to 5/31	6/25 to 6/28	7/31 to 8/2	9/4 to 9/6	10/9 to 10/12

WEB-CAM GALLERY

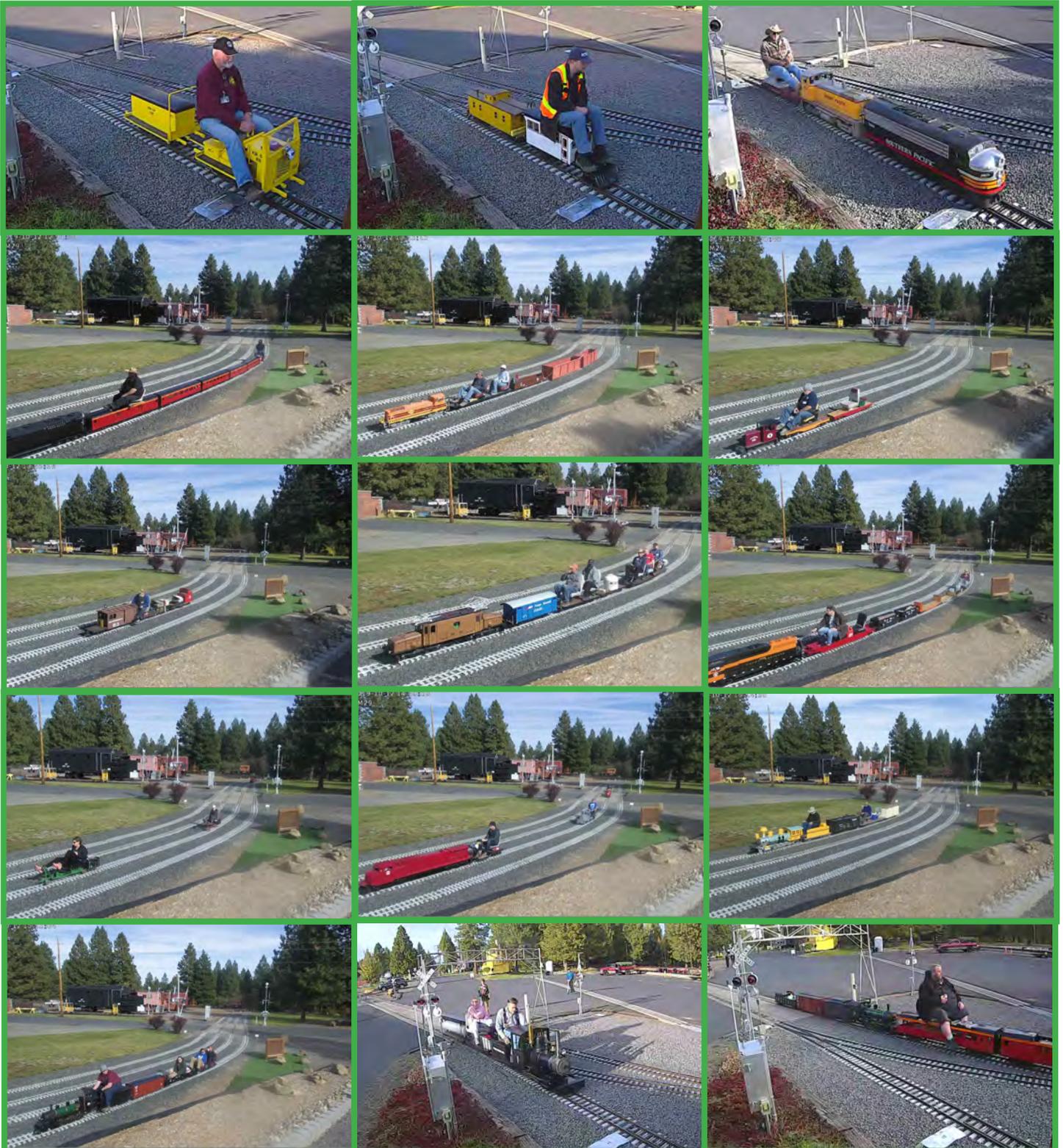
Photos by: The Web-Cam



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CLASSIFIEDS



Marissa Faust/Kendra Johnson
Oregon Licensed Brokers

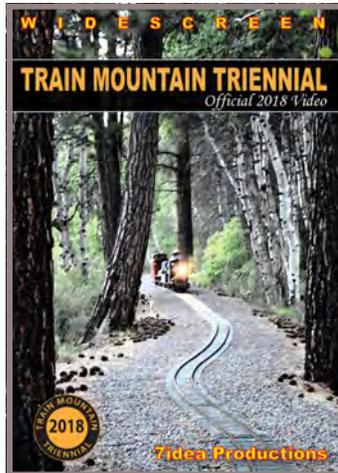
Fisher Nicholson Realty
541-884-1717

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



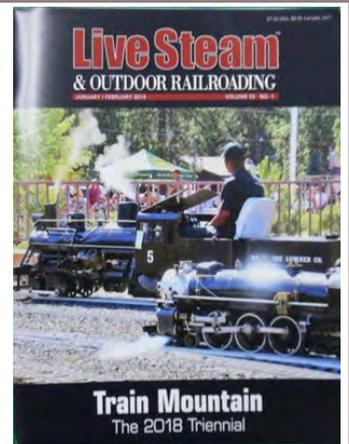
2018 Triennial Video Now Available

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!



OPPORTUNITY FOR OTHER TRAIN CLUBS

How would you like to have your very own Time-Share house and shop near the World's Largest Hobby Railroad? Think out of the box! A four BR, 2 Bath good house and big insulated shop for trains, etc. On 10.27 acres. Updated cabinetry in kitchen, laminate flooring in much of the house. Landscaping. Approx. 2120 square feet. Detached two car garage. Space for RV and hook up. Easy access to HWY 97. Directions: North on Hwy 97. Turn east on Rainbow Park Dr., first driveway to left.

109 Rainbow Park Dr., Chiloquin, OR - \$299,000

This could be used as a Time-Share and be owned by three or four club members. A great place for members, children, grandchildren and train work, storage, etc. Call S. Rickman at (541) 783-3798 or Frank Bartholomew (209) 966-4322.

Please Volunteer at a Train Mountain Meet!

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

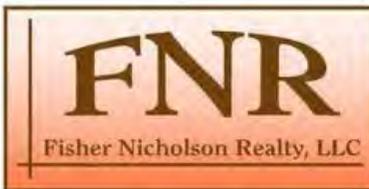
www.getawayvacationhome.com

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!

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



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

