



The Mountain GAZETTE

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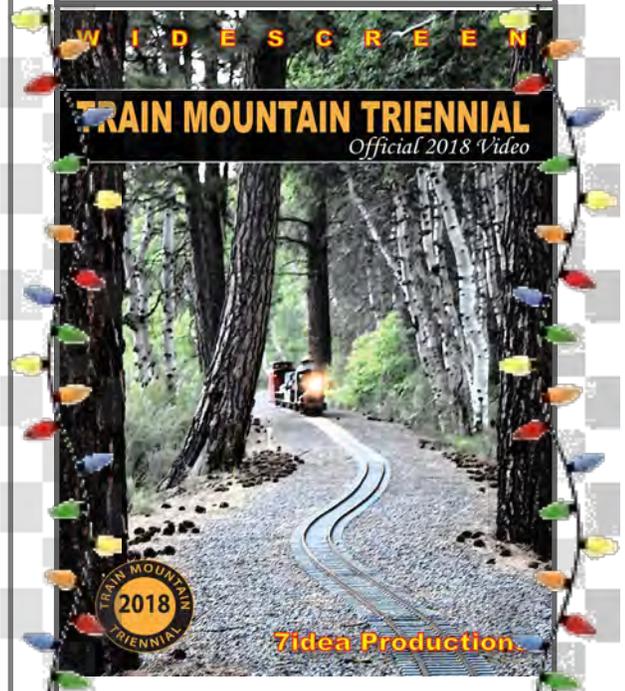
December

The last couple of weeks have been interesting to say the least. We had a scare with our Track

Man Dennis having some medical issues that seem to be getting resolved. The Track Shop is back up and running with a little help from Bill. Robert is recycling some of the lumber from the deck project. He's made some improvements to the dust collection system in the Wood Shop and is busy making all sorts of wooden goodies from the lumber scraps. We've had our first dusting of snow and Dennis got a chance to see if he had the plow adjusted correctly and made a few passes. Barbara decided we needed a 'little' Christmas decorating in the Hall of Flags. This 'little' decorating is now on week three! Marsha runs the Visitor Center on Wednesday's and while here she also helps with the 'little' decorating. Steve and Pam have all 4 showcases installed in the Hall of Flags and are now in the tedious process of installing lights, glass shelves and of course their large collection of railroad goodies for all to enjoy. Rose keeps making some delicious goodies for the Tuesday morning gatherings and as a consequence it is well attended, we sometimes even get the 'boys' to attend! On Facebook I've been making periodic posts of some of the fun stuff going on and also been adding to the pool of 'fake news' supply. Seems I posted what a great job Richard was doing clearing the park roads of snow when in fact he was on vacation over on the coast! The clearing was a team effort by Dustin and Derrick with Derrick getting some Skid Steer time pushing snow. They also cleared the deck and ramps into and around the office to make it safer for us 'senior' members! What a group. It's the end of the year and the New Year is fast approaching. We have had a great year with the new Visitor Center taking in some great donations, converting a few visitors to members with Dave and his crews have given many great Rail Tours. This is an area where we are getting a good handle on what's needed and how to control it, all we need now is for some additional volunteers to add to the mix. See Barbara, Dave, or me (Russ) for additional details and schedules.

Happy Holidays from all of us to all of you

2018 TRIENNIAL VIDEO AVAILABLE NOW



Click Here to Purchase Online

<https://trainmtn.org/tmrrmembers/videosales1.aspx>



Join Train Mountain Now!

Register or Join - <https://trainmtn.org/tmrrmembers/Member Portal.aspx>

From the Desk of Jeff Mills, President TMRR

The 2019 year is in final days and the new calendar for 2020 will be soon be put to use. A number of items must be considered by the Train Mountain members. Among them are the 2020 membership dues, signing up for meets and container leases. These requirements are important in keeping Train Mountain functioning. These payments can be made online or by snail mail, if you prefer. If you have any questions regarding memberships, meets or rentals please contact the Business Office.

We have two projects we are attempting to fund with member and visitor donations. These are two additional AED units to be staged in the Backshop and Track Shop to supplement the one we already have in the Hall of Flags at Central Station. The Second project is the painting of the full-size sleeper car on the entrance driveway. Please consider making a donation to help us fulfill these projects. Even if you have to wait until February or March to make those donations, please keep funding of these vital projects in your budget.

We will begin working on the 2021 Triennial as soon as April. This large event requires advanced planning to obtain commitments from our service suppliers and vendors. Organizing this event also means looking for Triennial Coordinators and Administrators as soon as possible. If you desire to volunteer for one of these critical positions at the Triennial, experience as a Volunteer Coordinator is required in 2020. Please contact me at oldcatd399@hotmail.com to schedule your month. Volunteer Coordinator positions for all 2020 meets are available so be the first to make your choice.

In September, the TMRR Board approved a new type of member name badge. Currently a backlog of new members requiring these badges is being processed. Once the new members badges are fulfilled, look for an announcement in the Gazette for existing members to order replacement badges. Replacement badges are not required but if a member wishes to order one, they cost \$10.

I am interested in adding unique events to our meets. One of those was during the 2019 August Meet where the Progressive Dinner and Poker Run was added. I hope those volunteers who organized this will come forward again for at least one 2020 Meet. We also invite other event ideas during meets to enhance our experience of the hobby and bring us closer together as group. Please contact me or any other board member with your ideas.

Please enjoy your families and the Holidays and a Happy New Year to all.

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

Join Train Mountain Now!

Register or Join - https://trainmtn.org/tmrrmembers/Member_Portal.aspx

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

It is time to renew our dues for the upcoming year. Therefore, this month’s “Understanding” document will be the one that describes Train Mountain’s dues and meet fees.

Understanding Train Mountain Dues and Meet Fees

Members of Train Mountain pay yearly dues that cover the period from January 1 to December 31. Members can sign up to attend designated train meets and pay the fees for those individual meets or they can buy an all meets pass that covers fees for all meets held that year. There are several membership types that are listed online and on the paper membership form.

Members can join Train Mountain and register for meets in person, by mail or online. They can pay for their memberships and meet fees with cash, checks, credit/debit cards or PayPal.

Train Mountain is made up of three non-profit organizations. The membership is a bundled membership. When someone joins Train Mountain they join all three groups. They cannot join just one of the organizations. Each of the three organizations is critical to the success of Train Mountain. Train Mountain Institute (TMI) is a 501c3 organization and donations to it may be taken as a tax-deduction on you US tax return as far as the law allows. Friends of Train Mountain (FTM) and Train Mountain Railroad (TMRR) are 501c7 organizations and donations to them are not tax-deductible

All three of the Train Mountain organizations share a portion of the dues income from memberships. Both TMRR and FTM receive \$5 for each Individual membership and \$10 for each Family membership. TMRR receives 100% of the regular meet fees and all meet passes payments.

That portion of the dues not transferred to FTM and TMRR is considered a contribution to TMI. From a reading of the tax laws, Train Mountain believes that this contribution is tax-deductible. No goods or services are provided in exchange for the contribution to TMI. All of this money is used to support the non-profit mission of TMI. The contribution goes to support the museum portion of Train Mountain and to provide educational activities concerning railroad operations and safety. It also is used to keep Train Mountain in existence by paying for things like utility cost and facilities maintenance.

An individual must be a Train Mountain member to bring and run equipment at a Triennial meet. A non-member may attend but cannot bring train equipment. Triennial meet fees that are paid for by Train Mountain members are transferred to TMRR, but those meet fees paid by non-members are retained by TMI. None of the triennial fees are tax-deductible.

With the exception of some small miscellaneous items, the money transferred to TMRR from due and meet fees makes up 100% of Train Mountain Railroad’s income.

Last Updated December 15, 2019 By: Jerry Crane



So, you have a relative who worked on the Railroad!

By Jeff Mills

When I join in conversation with our visitors, many tell me they had a relative who worked for a railroad. With research, I discovered that in 1947 there were 1,516,000 railroad employees. The US census data for 1947 shows a population of 144,000,000. This means over 1% of the entire population was employed by a railroad making them a large US employer. I also assume that the number of workers was even greater earlier than 1947 since the total track mileage reached its peak, at 254,037 miles, in 1916. At that time, railroads dominated American Commerce.

This number has been greatly reduced today through smaller train crews, lower maintenance requirements with the Diesel Electric motive power as well as automation of track work, signaling and CTC, Computerized Train Control. Research indicates there are 235,000 railroad workers today. As of November 2019, the US population is 329,000,000. This makes the ratio of workers only .007% of the total. Today, we have 138,477 miles of railway trackage (not including Train Mountain).

My maternal Great Grandfather ran a track repair crew that worked out of Sioux City, Iowa. The picture that accompanies this article is of his crew in 1915. His name was James Thayer and is the man on the far right of the photo in the dark jacket. Their speeder was a modified hand-powered car to which they added a gasoline engine from a washing machine as a power source. Please note on the side panel the safety slogan, "Safety First". Even in 1915, safety was a great concern for the railroads.

If you have a family story about railroading and/or photos, please share them with us. The Train Mountain Gazette is always appreciates more articles and this information should be of interest to the readers.



Join Train Mountain Now!

Register or Join - https://trainmtn.org/tmrrmembers/Member_Portal.aspx

Greetings from Joyce at the front office:

The end of November brought us about 8 inches of snow and some rather sloppy road conditions. We did have a nice Thanksgiving here though. Then it warmed up and dried up a little. We got more snow—the nice powdery loose white kind—and then this past Friday and Saturday gave us about four or five inches of the not-so-fun-to-remove wet, heavy, sticky kind. That is now crispy crunchy and frozen onto whatever it has touched. It seems safe to say that winter is definitely here. There haven't been many visitors so far in December given the not-so-great road conditions and chilly weather, but we have gotten some nice donations for the museum.

Donations toward two additional AED's are at \$1,627. We are a little over halfway there. The donations toward the painting of the Pullman sleeper car are presently at \$1,820. Donations to these funds are tax deductible and any donation you make to either of these two funds would be most welcome and most appreciated. Donations can be made online, in the office or by mail. Please specify what your donation is for. If there is nothing specified on your donation, the donation goes into a general fund.

2020 memberships are now at over 130 with over 220 members including all primary and family members. If not already done, you can renew online, by mail or in the office.

This is a reminder that container space rents are due by January 1st. If you own a container and haven't paid your space rent yet, you can mail your payment, pay in office or you can pay by phone. If you have any questions, you can call me at 541-783-3030.

There will be a party here on Christmas Day starting at 2:00 PM. Dinner will be potluck and there will be a gift exchange. Those who will be attending should call Dana Ward, 541-543-0818 to find out what to bring for the potluck. No name tags or labels should go on the gift. The maximum amount to spend on a gift for the gift exchange is \$25. I realize a majority of you live too far away to attend, but we will be thinking of you and wish you the best of the holidays! If you are coming, please call the office to confirm.

Charlie and Maggie have been helping me shred excess paper and Maggie is a good lap warmer. Charlie has been back at trying to sit in the hanging spider plant basket again. Guess he can't find any bare warm dirt to lay in elsewhere since the ground is covered with snow, but since it hangs and he's a big kitty, we have to keep chasing him out of it.

Well, 2019 has been a totally spectacular year with some highest-ever in non-triennial year membership, visitor statistics and more. Here's to an even more spectacular 2020.

Happy Holidays!

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.

Register to attend a Train Mountain Meet Now!

TM's Freight Switch List System and How It Works – Part 4

Welcome back to “TM's Freight Switch List System and How It Works”, Part 4.

In Part 3 we learned how Freight Movement “Zone” Points are calculated in SLS (Switch List System) and how they are earned by a Train Number.

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

The third component of Freight Movement Points is based on how difficult a particular car movement is when considering the type of car, sidings and industries involved, and particular Transit Rules that apply based on the car's current load.

One (1) Difficulty Point is awarded when the pick-up or delivery siding has a facing points switch.

One (1) Difficulty Point is awarded when the “run around track” needed for a facing points switching maneuver is not part of the entrance track arrangement for that siding.

One (1) Difficulty Point is awarded when the pick-up or delivery industry is the last (furthest back) industry on a two-industry “stub” siding.

One (1) Difficulty Point is awarded when the car is a loaded Stock Car or a loaded HazMat Car; two of the special Transit Rules for the Ops Meet.

One (1) Difficulty Point is awarded when the car is extra heavy and/or very long.

These Difficulty Points are cumulative for the car's full movement from pick-up through delivery.

Let's look at an example of how Difficulty Points are calculated for picking up a loaded Stock Car at Lillyville and delivering it to Swift Meats at Colton.

The pick-up siding at Lillyville is a single industry, trailing points stub spur, so it gets only 1 Difficulty Point for being a loaded Stock Car.

The delivery siding at Swift Meats is a single industry spur siding with a facing points switch and its run around track is part of the Colton arrangement, so it gets only 1 Difficulty Point for the facing points switch.

The total Difficulty Points for this car movement is therefore 2.

Currently, there are 4 car movements that have a Difficulty Points value of 3 but that can increase in the future as we expand our car inventory and industries.

In summary, the total Freight Movement Points for a car movement is the total of Base Points (1) plus the Zones Points (1 minimum, 5 maximum) plus Difficulty Points (0 minimum, currently 3 maximum but could be as high as 7 in the future) giving a total from 2 to 13 points for moving each car during the Ops Meet.

Next month we'll look at how you can maximize your Freight Movement Points by selecting available car movements with high point values.

Thanks for taking time to learn a bit more about SLS and have a Merry Christmas and Happy New Year.

Register to attend a Train Mountain Meet Now!



Great Northern & Cascade Railway

A call for some help

The GN&CR is the 7.5" gauge railroad in the city park at Skykomish, WA. The BNSF donated an SD9 several years ago to be part of the City Railroad park. After 7 years of setting on railroad land adjacent to the park with no plan for its final resting place, the BNSF gave an ultimatum that it is time to move or scrap. That finally seems to have lit a fire under the city council and maybe we will finally get it moved to a proper display location. We started repainting it about three years ago to the original GN paint scheme but quit when the city could not come to terms on a final location. Now the mayor is showing some real interest in saving the locomotive as part of the city's history (see GoFundMe link below). The loco is unique in that it is one of only two SD9's that the GN bought with dynamic brakes. It served Skykomish for many years as a road switcher.

A great looking picture of the subject loco, it has Alan Jesmers electric SD9 in front. Nearly an exact replica except it is one number off. Ours is 599, Alan's is 600.



<https://greatnotherncascaderailway.com/> Link to the club's web site

[<Members@gncrailway.org>](mailto:Members@gncrailway.org) Link to the club email site

<https://www.gofundme.com/f/save-599> Link to the GoFundMe site



WE ARE ALL VOLUNTEERS
DON'T YELL AT ME, I AM A VOLUNTEER!

Register to attend a Train Mountain Meet Now!

The Collier Park calendar for next year has some events going on at the same time as Train Mountain events. They are just up the road from Train Mountain and is really a worthwhile place to visit.

Special Events 2020 Collier Memorial State Park



Dutch Oven Cook-off

Sunday, May 24th | 8am—2:30pm

Join as a chef to compete or a judge for the people's choice award at this tasty event hosted at the Cookhouse.

Register online [here](https://bit.ly/320UmCy). <https://bit.ly/320UmCy>



Living History Day

Sunday, June 21st | 10am—3pm

Collier Logging Museum's largest event of the year! Historic equipment operation, trade crafts, kids activities, live music, food vendors and more.



Loggers Breakfast

Sunday, September 6th | 9:30am—11:30am

Friends of Collier Park fundraiser breakfast. Serving pancakes, eggs, bacon, sausage and more. Fee event.

All FREE

**Collier Memorial State Park & Logging Museum
46000 Hwy 97 N Chiloquin, OR 97624**

Information: 541-783-2471x 24 | www.oregonstateparks.org

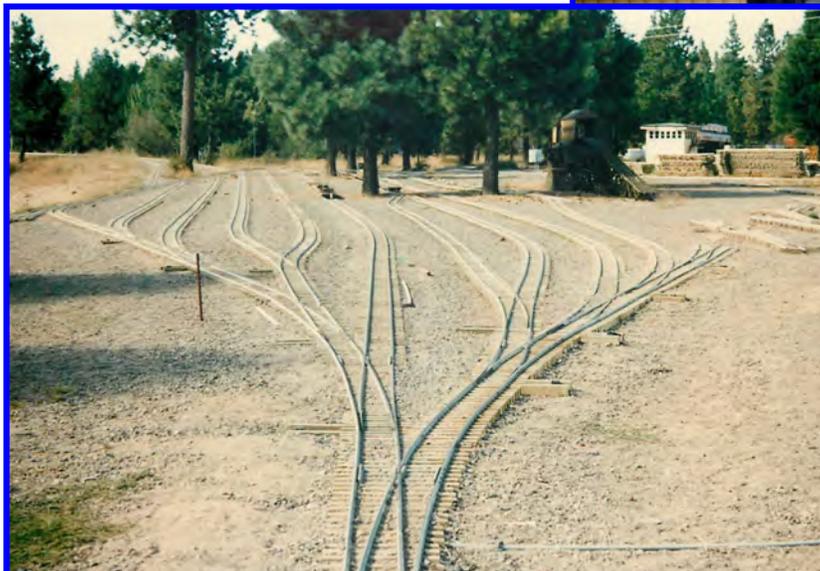


There are additional events scheduled for Collier Park. If you are going to be in the area, go to their website and get the latest schedule of events.

Register to attend a Train Mountain Meet Now!

HISTORICAL

Long Tunnel



Original Main Yard

Pullman Repaint Project - *Fourth 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: Donations for this project are to TMI so therefore if you need a tax deductible receipt make sure you let Joyce know.

Register to attend a Train Mountain Meet Now!

Rail Tour versus Train Rides *Reprint from an earlier issue*

Once the snow is gone or it warms up a little (which ever comes first) we will be back giving our much requested Rail Tours. A Rail Tour is just that, a multi stop Tour of the railroad with a docent(s) **explaining** a little bit about what is at each of the Rail Tour stops. Listed below is a brief description of the role we the members play in the bigger picture of this thing we call Train Mountain:

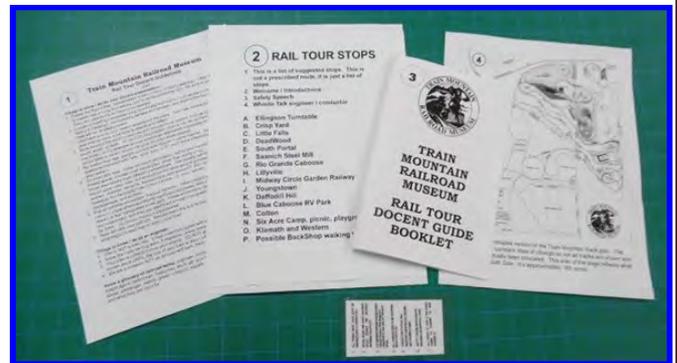
Train Mountain Institute (TMI) owns Train Mountain and operates it for educational purposes. In order to do this function TMI provides both the railroad and the equipment.

Train Mountain Institute educates the public with our Museum Docent members. The membership provides **TRAINED** docents to give these tours on a daily basis Monday through Friday, weather dependent.

Notice I stated that there would be **TRAINED** docents to give these tours this year. Russ Wood, David Savage and Tom Watson have designed a certification procedure. This certification system is in its infancy and of course it will be adjusted as we go along. The reason for this certification system is that it is for legal and insurance reasons. Our tours are hauling more and more public all the time and we just need to cover our exposure to liability for both the individual members, and the owner group (TMI).

There are two parts of the Rail Tour system. There is the Meet and Greet side, which will be called the **Visitor Center** function, which has been up to now a Front Office function. Barbara Ward has taken on the task of recruiting Meet and Greeters to man the **Visitor Center** Office when the weather gets better and the crowds come back. They will be responsible for getting releases signed and for the showing of a new Rail Tour video now in its design stage. If this is a function you or your spouse would like to help us with please contact Barbara and she will get you signed up. This function needs to be manned from 10 to 3 daily, Monday thru Friday during the season. If no docents are available this function reverts back to the Front Office, which is already stretched to its limit. So any help is really a double bonus. Volunteering for an hour or two or on a specific day like Thursdays for an example would be most beneficial.

The second **Rail Tour Group** is of course the **Engineers** and **Conductors** who will actually run the trains and give the tours. The tours are fun to do and only take an hour or so to give. If this is something you think you might want to do then please contact Tom, Dave or Russ and let us know. That will start the ball rolling. The main thing to remember is that these are Rail Tours **not** train rides. You will be **TALKING** with the public about trains, Train Mountain, and answering their questions. If we treat them good they reward us with donations. Donations help keep our membership dues low and keep all of the other functions that TMI provides running smoothly. So here's the deal, we really need more docents, we will give you the training necessary, and TMI provides the equipment. How cool is that!



Lastly there has been a slight change to the Train Mountain rule regarding no Joy Riding until after 4:00 during workweeks. The noted exception is of course work trains. The new change is an addendum, which adds Tour Trains to the daily mix. So during workweeks communication between the work crews, Rail Tour Office, and the Rail Tours will be necessary to alert the tour trains as to possible track and or routing issues.

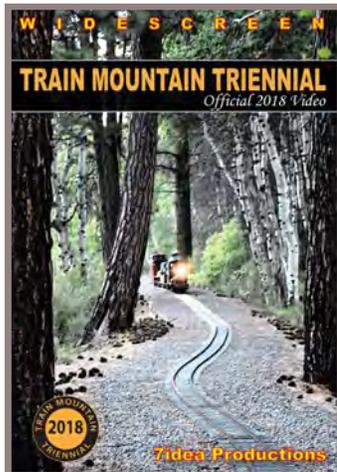
Several of our members have spent the last two winters getting the TMI equipment operational for the upcoming season. We should not experience the equipment shortages we faced in 2018. We thank these members for giving of their time and of course their expertise and for making the 2019 running season a good one.

We want Safe operation, happy visitors, and of course we want to run some trains.

CLASSIFIEDS

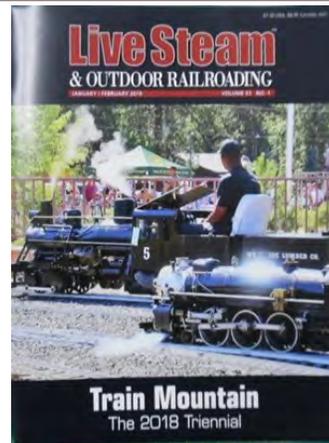
2018 Triennial Video Now Available

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!



SALE!

OPPORTUNITY FOR OTHER TRAIN CLUBS

SALE!

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 - \$279,000

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.

This is your newsletter!
Thank you to everyone that took the
time to submit articles this month.
Please keep it up!

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.



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

HAVE SOMETHING YOU WANT TO SELL?

Place an ad in the Gazette!

1/8 Page: \$25/month or \$250/year

1/4 Page: \$40/month or \$400/year

1/2 Page: \$70/month or \$700/year

Full Page: \$125/month or \$1250/year

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P.O. Box 438

Chiloquin, OR 97624

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

Contributors: TMRR BOD, Friends, TMI

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

Please Volunteer at a Train Mountain Meet!

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

