



The Mountain GAZETTE

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An Official Publication of the Train Mountain Institute and TM Railroad—Issue Vol. #5 Issue #1 August 2022

August

I would like to welcome members to a new era in the continuing evolution of The Mountain Gazette. Russ Wood, who has been preparing the Gazette for many years is taking a well-deserved break from being the Editor of the Gazette. I, Danny Chamrad, along with Lucinda Gilman, will be preparing the Gazette in the future with the help of other TM members who submit articles for publishing (submit articles to djc2jr@hotmail.com) and provide tips on how to prepare the Gazette for publishing.

We just finished having the Ops Meet, which according to much feedback was an overall success, and enjoyed by those in attendance. Many members worked days to gather, stage, and perform maintenance on the freight cars used for the meet. Richard Croll supervised the Freight Car aspect of the meet, and John Lovely supervised the Passenger Trains aspect of the meet. We have some excellent write-ups and pictures of the Ops Meet in this issue.

We also have some informative write-ups and pictures on the progress of the Hope Shelter Project. I'm also including the "original write-up" about this project to give members a reminder about why this project was conceived.

The next meet will be the Big Build Meet, and there is some good information in this issue about what we looking to accomplish during this meet.

Many members participated in the Passport Game in Triennial VIII and enjoyed searching for their "photo opportunity." We have pictures in this issue of their efforts.

TMRR President Jeff Mills submitted an article about the Train Mountain Safety Committee, and TM BOD VP John Cooper submitted the TM BOD election results.

Lucinda and I hope that members enjoy reading the August Gazette, and, in doing so, will conjure up ideas that they might have for future Gazette articles.

The Editors

2022 Train Mountain Train Meet Schedule

	Polar Bear Train Meet	Spring Awakening Train Meet	Narrow Gauge Train Meet	Triennial Train Meet	Operations Train Meet	Big Build Train Meet	Fall Colors Train Meet
Work Week	none	4 /30 to 5 /5	5 /21 to 5 /26	6 /11 to 6 /19	7 /23 yo 7 /27	9/3 to 9 /8	none
Meet	1 /14 to 1 /16	5 /6 to 5 /8	5 /27 to 5 /29	6 /20 to 6 /26	7 /28 to 7 /31	9 /9 to 9 /11	10 /7 to 10 /10

Join Train Mountain Now!

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

From The President of Train Mountain

Jeff Mills

The Operations Meet was completed, and all 166 cars were returned to their owners' storage locations. We did not get full cooperation from mother nature during that week so preparations were done in temperatures which reached over 105 degrees Fahrenheit in the shade. They were much higher in the Main Yard. The extreme heat persisted through the meet causing the Train Master and the OPS Committee to call an audible and shut the Office, Dispatch, and Tower down at 1 PM and reopen operations at 5 PM. A few crews worked through this shut down regardless of the heat. The turn-out was far below OPS meets on non-Triennial years. This low attendance was due to several factors. Firstly, it was only a few weeks after the Triennial. Secondly, gas and diesel prices were at record highs making travel much more expensive. Finally, being late July there is always potentially high temperatures.

The OPS Meet Committee is collaborating with the creators of the Train Game, merging their respective databases with the goal of using the Train Game Software for tracking during the Operations meets. There are some roadblocks to this merger which could take a few years to work out. The result will be tracking, and train control done by computers. This brings us closer to how the large national railroads operate. Hopefully it will engage some of the younger members to participate more in our hobby in this age of handheld electronic devices with great computing power.

The next event is the Big Build beginning September 3rd through the 11th. This year the area of work will be the Panama Canal which experiences severe frost heaving. The Track needs to be releveled, rail joints gapped properly, and drainage improved. During the Winter this track does not drain well capturing water which freezes when temperatures drop to cause frost heaving. Hopefully our work will eliminate this problem.

Also, during this work week, the Hope Shelter Crew will be placing the rafters on the Shelter and needs at least four more helpers to make this project go smoothly. There will be plenty of work for all of our participants.

We close out the Big Build work week with our annual Train Mountain Railroad Board meeting at 5 PM on Thursday, September 8th. New board members will be installed. All members are welcome to attend in the Hall of Flags.

Looking forward to seeing everyone at the BIG BUILD!

HELP WANTED

article by Dennis Ward—Track Superintendent

The regular Track Shop crew is being greatly decimated by age and infirmity. I need HELP! I will train people to assemble track panels, cut ties, prep rail and load the finished product on flat cars. I need people who can work in the Track Shop on a regular basis so that they will not have to be retrained every time they visit Train Mountain. Training for each task should take no more than one workday. Most people can master all four tasks on their first one or two days.

Follow on training will include making and assembling switch components and using these components to assemble complete switches.

Trainees should provide eye and hearing protection (the track shop is occasionally quite noisy). I do have some safety goggles and ear protection available, but no means of sanitizing them between uses.

I do have battery powered screw guns available (Ryobi), but I would appreciate if you can provide your own. The screws we use require a #2 Phillips bit, and it is helpful if the bits are magnetized.

I can usually be found in the Track Shop Monday through Friday in the morning. After the Klamath and Western season ends on September 3rd, I will usually also be available on Saturday mornings in the Track Shop.

An impromptu work week, which is scheduled just before the Fall Colors meet will require 1,465' of steel track, three switches, and approximately 200' of aluminum track for a siding. This project will leave inventory at a very low level.

Track assembly goes on year round. The shop is heated during the winter. So again, HELP WANTED.

Greetings from Joyce at the front office:

We have been getting many sizzling hot sunny days with an interspersing of just a couple short light rains over the past two months. Mornings continue to be on the cooler side which is nice.

The Operations Meet was great as usual though not as highly attended as in non-Triennial years. One of my favorite things during the Ops meet is hearing the office radios come to life with dispatcher and train communications. The Triennial meet is the only other time when the radios are so lively. The Operations meet banquet was entertaining and Dana put together another great meal.

Visitor and Harvest Hosts traffic continues. The traffic seems lighter than usual this summer, but perhaps that is due to road construction with traffic delays on Highway 97, the summer heat, the higher fuel prices, and other concerns. Nonetheless, those who visit continue to have a great time, and we continue to gain new members. And, group event reservations are picking back up.

I am still working on a lot of catch up in the office. Charlie cat and Maggie cat have been spending more time in the office with me and occasionally try to lend a paw to help. They are good at paper shredding and "re-filing" papers.

It looks like we will have a new editor for *The Mountain Gazette* soon. That is good since it will allow us to keep getting the newsletter out.

The Big Build work week begins September 3, 2022 with the meet starting on September 9, 2022. If you are planning on coming but have not yet registered, please register soon. It is always helpful to know how many people to expect and for getting meet badges printed in time. I think there may be some nice plans in place for a section of track and the "Big Build." Come join in on the fun at the next to the last meet of the 2022 year!

As always, we are looking forward to seeing you here!

Joyce



The Klamath and Western is off to a great start this summer season. Even though the first two Saturdays were cold and rainy, it didn't dampen the spirit of the many visitors. There has been a nice turnout of volunteers, but more could be used for running trains, greeting visitors, and the beanery. Consider volunteering for the K&W where kids and adults enjoy the model train experience. Besides the pleasure of meeting visitors, you'll be able to show off and talk about our hobby. So far we've had visitors from as far away as San Jose, Redmond, Grants Pass, and of course many from Klamath Falls.

The Visitor Center article by Dennis Ward

As a lot of you already know, Train Mountain created a Visitor Center in the Santa Fe Chief room at Central Station. This Visitor Center is necessitated by a couple of events. As a result of Train Mountain Institute's existence as a 501 (c) (3) dedicated to educating the public about trains, the front gates have been open to visitors. When a sign advertising the presence of Train Mountain was installed on both highways 62 and 97 the number of visitors increased tenfold. The front office staff was overwhelmed.

The Visitor Center was created with staffing by Marcia Furseth on Monday and Friday and Barbara Ward on Tuesday, Wednesday and Thursday. Barbara Green frequently assists Barbara Ward on Thursdays. Additional volunteer docents are welcome to provide relief.

In addition to staffing the Visitor Center, Rail Tours have been added. Train crews for these tours are encouraged to apply for training. Battery powered trains are provided by Train Mountain. Rail tours are usually about thirty minutes in length. The train crews make frequent stops to act as docents talking about various aspects of our railroad and railroads in general.

Curtis Hoopes, David Savage, Dale Furseth and Dennis Ward are providing most of the train manning. John Hill, Clay Smith, Russ Wood and Tom Watson fill in when available.

Volunteer staffing for the Visitor Center and train crews is always welcome.

Train Mountain Safety Committee article by Jeff Mills

Three members have volunteered to form the Safety Committee. They are Larry Day, Joe Myall and Kirk Devine. This group brings together a great deal of experience in the area of Safety. If you have any safety concerns, please contact them through this e-mail address tmrrsafety@gmail.com . As always, your safety concerns can be communicated to a TMRR Board Member. A TMRR Board member will be assigned to this committee at the next board meeting.

From the Vice-President article by John Cooper

One of the responsibilities of the Train Mountain Board of Directors Vice-President is to oversee the election process for members of the board, and as such, here is an update.

This year, the terms of three board members are ending: Jeff Mills, Dick Miller and Steve Panzik. Jeff and Dick are seeking re-election while Steve has decided not to pursue re-election. We thank him for years of service and for the leadership he has provided.

Ed Sarber has stepped forward to run for a position, and we welcome him. He writes that he currently resides in the San Francisco Bay Area. He's been coming to Train Mountain since 2008 and became more actively involved with TM when he retired from the Hi-Tech Computer Industry in 2014. Following in his father's footsteps, Ed has enjoyed trains and HO scale model railroading since he was a young boy. He acquired his first large scale 7.5" gauge locomotive in 2000. Train Mountain is Ed's favorite place to enjoy spending time volunteering, railroading and socializing with friends who share a similar passion for trains.

Because there are three vacancies and three candidates, there will not be a formal election. Rather, the candidates will be elected by acclamation and seated at our September board meeting. This meeting will be held in the Hall of Flags on Thursday, September 8th at 5:00pm. All are welcome to attend.

Passport Game Triennial VIII

“Tracking Down Sly Fox and Birdie”

Committee Members: Jim Helwig and Sabra Rickman

The Passport Game was a great success. The Grand Prize winner of the two tickets to Grand Canyon Railway was Adam Madlinger, from Pennsylvania. We had 65 participants of all ages. Of the 65 we had 16 qualify for the grand prize drawing.

Thank you to the volunteers who helped us run the game. We couldn't have done it without you. Here is just a sampling of stories or anecdotes which came out of the Passport Game week:

1. We looked for kids to do the drawings for us. At one daily drawing, a baby or toddler was there in her grandmother's arms. The baby didn't wait to be asked; she just reached out and drew a ticket and to everyone's amazement it was her name on the ticket!
2. A couple of the daily winners, with very discriminating taste we might add, picked a couple of the bandana quilted table mats which were part of our display for their prizes!
3. The very first family that stopped by our table on Monday morning was the family that won the Grand Canyon tickets at the Passport Game at the 2018 Triennial! They reported that winning the tickets inspired them to take a road trip which included the Grand Canyon. They showed us several pictures of their adventure! A great way to start the week for us.
4. We received an e-mail from a game participant a few days after the event: “We had a lot of fun finding the Fox and it also helped us learn the Train Mountain track layout, while reminding us of the most important lesson of all: Always behave in a safe manner. Think safety and act safely.

Once we complete this report for the Gazette we will be sending Operation Lifesaver, our partner in this game, a write-up which gives Train Mountain credit for community involvement.

We look forward to 2025 and perhaps some improvements in the logistics of the Passport Game. Thanks to everyone who helped make the game fun and educational for all.

... and the winner of the Grand Canyon tickets is:
Adam Madlinger



Passport Game Pictures (cont'd)



Passport Game Pictures (cont'd)



Below is the original document outlining the Hope Shelter Project. This document is being printed again for the benefit of those who may not be aware of how this project began. The Editors

HOPE SHELTER PROJECT

Hello,

As most of you are aware, in September 2020, the 242 Fire raged through the Chiloquin area, burning down and damaging homes and structures. Our beautiful forest was not exempt from this devastation, as well as native animals, and too many of the majestic trees were lost and had to be cut down and removed. Train Mountain (TM) was also hit hard by this fire. The North area of TM, known as Hope Circle, was destroyed by the fire, losing the beautiful trees, as well as train track and the picnic tables. Also, during the Summer of 2021, a flood came through, burying the track at Hope Circle with mud. The trees at Hope Circle provided the beauty of the forest, under a canopy of the long established trees, while taking a break from the hour long train ride to Hope Circle. This was a favorite lunch stop on this enjoyable ride.

The proposal is to build a picnic shelter at Hope Circle, to include picnic tables. As there are no trees to provide shade at this destination, a shelter is needed. It will be many years before the new trees will be grown enough to provide any shade. As trains travel to Hope Circle, this would provide the perfect shady spot to eat lunch, or to take a quick break. There is still much beauty at Hope Circle even post fire!

There will be a cost for this shelter to be constructed. There is much research presently occurring, including plans, appropriate permits, material, and labor. As soon as there is more information about the cost of this project, you will be informed. Volunteers to help with the labor will be needed, which could include Work Weeks, as needed. The goal is to have the shelter completed for the Triennial in June 2022.

A group of Train Mountain members/volunteers have created a committee: known as: Hope Shelter Committee (HSC). The members are as follows:

Rodger Rude
Carol LaBerge
Leonard Houpt
Mary Houpt
Gil Dominguez
Marianna Sauser
Chris Bedore
Valerie Bedore

If there are any questions, the contact is Leonard Houpt, phone: (530) 908-9732 / email: Mary_n_len@hotmail.com.

More to come folks! Will keep you updated monthly, in the Train Mountain Gazette!

HOPE SHELTER PROJECT AUGUST 2022 UPDATE

Greetings & Happy Summertime!

Slowly but surely, the Hope Shelter is rising up & actually looking like the beautiful structure it will become. Committee members and volunteers have diligently been working toward the completion.

The thirty (30) 4 X 10 rafters that were ordered came in, and are currently being fabricated in the carpenter shop in the motor pool, and at the job site. The skip sheeting is also currently being done. The metal roofing has been ordered, and is due to be delivered on August 16.

Hope Shelter Committee (HSC) is going "RAFTING." Come join us during the Big Build Work Week, September 3 - 8. We need volunteers to help with the rafters and roofing.

At this current time, \$3,363.00 has come in, via donations, for this project. Thank you to those who have donated.

Interested in donating to the Hope Shelter Project? Please mail a check (made out to Train Mountain) to: P.O. Box 438, Chiloquin, OR. 97624. Please make sure you note on the check the donation is for the "Hope Shelter Project."

Volunteers for this project are still needed. If you are interested, please contact Gil Dominguez via email: gilnjanet@mac.com or via phone: (916) 616-3949.

Thank you!



HOPE SHELTER PROJECT AUGUST 2022 UPDATE (cont'd)



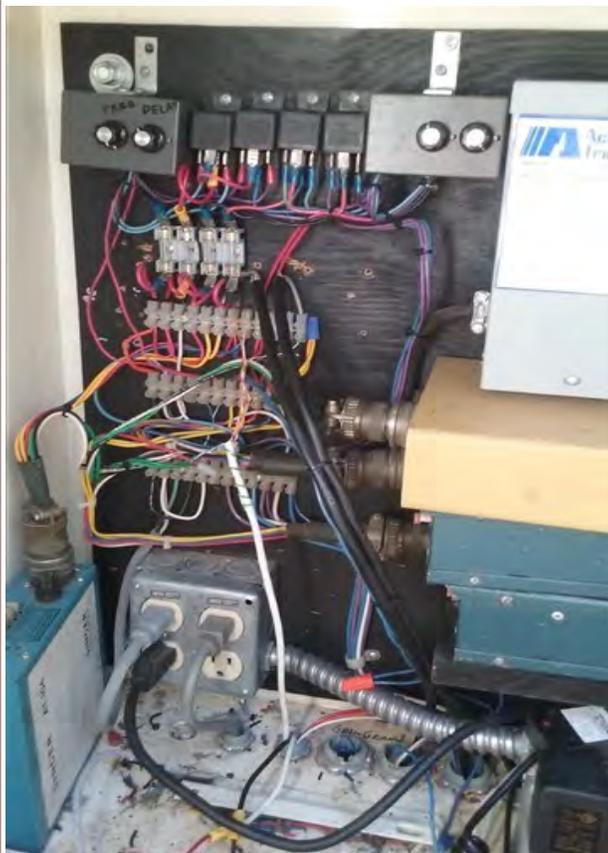
From the Signal Maintainers By John Cooper and David Waterstreet

The signals team is pleased to announce that we are in the process of upgrading the crossing flasher systems. The original system used inductive loop technology from automotive traffic lights to sense the presence of a train. These loops buried under the ballast detected the steel in the train. As we upgraded from aluminum to steel rail, these systems fell into disrepair as they were constantly detecting the steel in the rail itself. Detection was upgraded to proper track circuits a few years ago, but the circuitry that actually flashed the bulbs remained. The flasher units are labelled "Eric 1994" which leads us to believe they are almost 30 years old. Efforts to repair failed flashers have been unsuccessful and we found ourselves with no spare units.

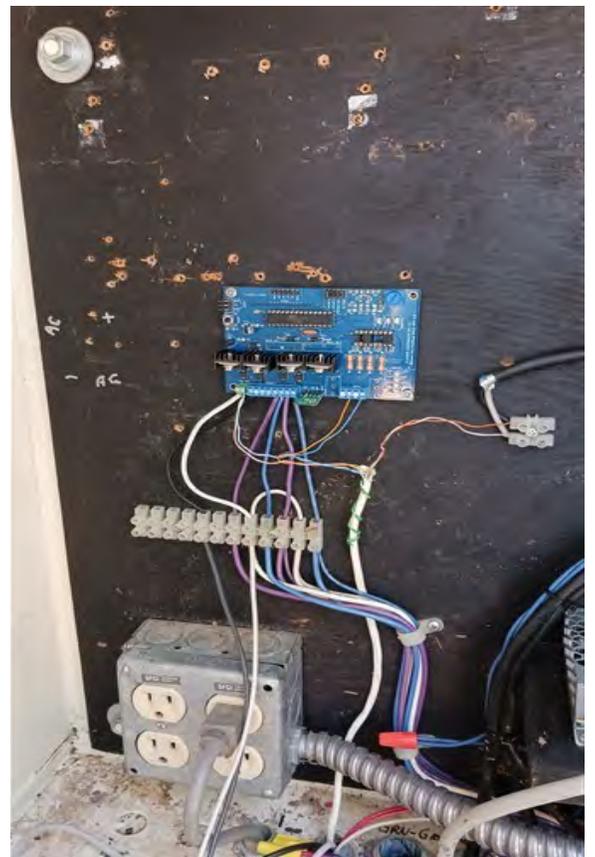
Nate Upperman, a friend of David Waterstreet, offered to design a new circuit board to meet our needs. The new board is completely digital and has features we've not had before, such as a timeout, entrance-exit detection, and the ability to activate a bell. The board is able to drive LED lamps instead of incandescent bulbs and will implement a fade effect to make the LED appear as incandescent bulbs as they turn on and off. The new boards were delivered prior to the Triennial and one was immediately deployed in the flashers at Six-Acre. Since then, the boards have been used to upgrade the crossings at Rio Grande, Containerville, Crisp Yard, the Wigwags, and Pineville (by the eastern gazebo); the latter 4 of which also got LED upgrades as well. Plans are underway to upgrade all remaining locations, starting with Bond, Blue Caboose, and finally the service road from Central Station down to Foothill Crossing.

After that, we would like to activate the stop signs on the Griswald crossing near the Fuel Yard and possibly deploy new flashers at the South Meadow Loop and Rio Grande crossings near Lillyville.

Attached are before and after photos of the electrical cabinet at Pineville to appreciate the difference Nate's board makes.



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2022 Train Mountain Operations Meet

By Richard Croll, Trainmaster

This year's Operations Meet was conducted the last week in July, just a month after the Triennial. While the attendance was not as high as past years, it may have been the most successful operations meet ever.

On the freight side, 161 cars were available. Of those 129 made at least one move. A total of 150 cars moves were completed, using 18 freight crews. The most productive freight crew (diesel, electric or other) was train 366, headed by John Cooper and crew with his GG1 electric. They moved 30 cars for 102 points. Next was train 356 with Walt Oellerich, the Croll Brothers and Ed Sarber. They moved 22 cars for 73 points. In third place was Train 361 with Kirk and Nancy Devine moving 15 cars for 54 points.

Two crews ran steam. Train 359 with Ken Olsen, Scott Olsen and John Barlow delivered 9 cars for 30 points. Train 360, with Ed Wishart and Glee Willis delivered 5 cars for 22 points. Train 373, with Samuel Cooper on his rail bike delivered 6 cars for 21 points. The freight trains operated over the entire railroad, with industry spots out as far as Hope Circle.

There were 18 passenger trains running, with a total of 765 passengers carried. Nancy and Jim Voss had the highest total with 264. They ran all 4 schedules, with two runs to Hope Circle.

Preparation for the meet began on Sunday, and by the time the day ended, all the freight cars being used were staged behind and in the back shop for inspection. Monday morning, the cars were run through the back shop where they were checked for safety chains, coupler operation and a general once over. As the cars came out, they were tagged for sorting. This was all accomplished in the morning.

Tuesday morning, the sorting began at 7AM. Thanks to a new system for sorting devised by Ed Sarber and the help of at least 16 volunteers, the entire sorting was done by shortly after 9AM. The idea was to beat the heat, and that was accomplished for sure. On Tuesday afternoon and Wednesday, crews spotted the cars at their initial locations on the railroad. Wednesday evening, a briefing for the Operations Meet was held, and was kept to a minimum length. I heard no complaints about it being too long.

Thursday morning operations began and continued through Saturday morning. While the Freight/Passenger Office, Tower and Dispatcher were only open during the day and early evening, the railroad never closes. A lot of activity was seen on the railroad in the evening, and after dark. If you have never run after dark at Train Mountain, it is quite a different experience.

This was the second year in a row where we were dealing with extremely high temperatures, and the decision was made, after polling the participants, to change the schedule. The Freight Office, Tower and Dispatcher were on duty from approximately 8:30 until 1PM each day, and on Thursday and Friday reopened about 5PM and ran until 9PM or so. At 1PM on Saturday, regular operations ceased, and the roundup of cars began.

Saturday evening was Banquet time, with a wonderful meal prepared by Dana and crew. There were a few speeches and much audience participation, and it was a most enjoyable time.

Members were encouraged to pick up cars after the banquet, and this was so successful, that all but 3 cars got back to the yard by Saturday night. We again got an early start on Sunday morning, and by lunch time, we were done.

The Operations Meet is always a team effort, and I would like to thank everyone who made this year the success it was. We are always open to new ideas, and new faces.

2022 Train Mountain Operations Meet (cont.)

By Richard Croll, Trainmaster



Jim Armstrong and John Croll inspecting cars.

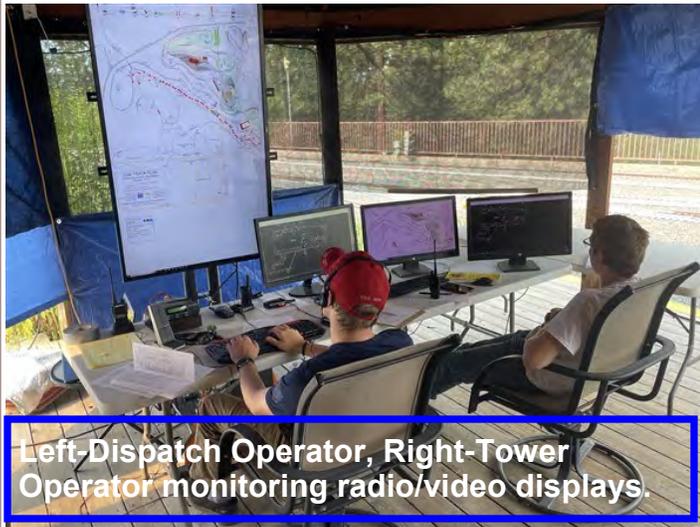
Bill Kludt bringing out inspected cars for sorting



Crews sorting cars at 7am Tuesday.

2022 Train Mountain Operations Meet (cont.)

By Richard Croll, Trainmaster



Left-Dispatch Operator, Right-Tower Operator monitoring radio/video displays.



Jordan Dobson in the Freight Office.



Jim and Nancy Voss running passenger train through Youngstown.



Scott Olsen running Train 359.

During all of our Train Meets there are usually some anecdotal happenings that are either educational, interesting, surprising, humorous, or a combination of other adjectives. In that light, enclosed is an anecdotal submission by one of our members from this Ops Meet.
Co-Editor - Danny Chamrad

**An Anecdote ...From the Operations Meet
By John Cooper**

I was taking a turn sitting at the dispatcher's desk during the Operations Meet, minding my own business – well, minding everyone else's business actually – when I got a call on the radio from Train 356. It started as a simple request. They wanted authority to travel from Witcombe Junction to Shepherd Siding. Witcombe is pretty far north on the property, about halfway from the highway to Hope. There weren't any other trains particularly nearby so it was an easy decision to make.

The next request from Train 356 got a bit more involved. They were picking up a car from Shepherd siding that needed to be taken to Hope. They wanted to backup from Shepherd to Witcombe so that they could turn toward Hope without having to travel so far. Now, normally I'm agreeable to such requests. I believe this is what the Operations Meet is all about, that having the dispatching function and human oversight allows us to experience Train Mountain in ways that we wouldn't normally during other parts of the year. However in this situation, I knew that Passenger Train 142 had just left Hope and was headed their way. So I declined their request.

You could tell that they were a bit frustrated with this response when they called back to inform me that they had checked the schedule of Passenger Train 142 in the timetable, and were very confident they had enough time to reverse to Witcombe before the passenger train was due. Unfortunately for them, Passenger Train 142 had a GPS transponder and I knew exactly where they were. I figured the running time from Hope to Witcombe was too close to the time it would take for Train 356 to flag their way backwards. So I declined them again indicating that the train had already left Hope.

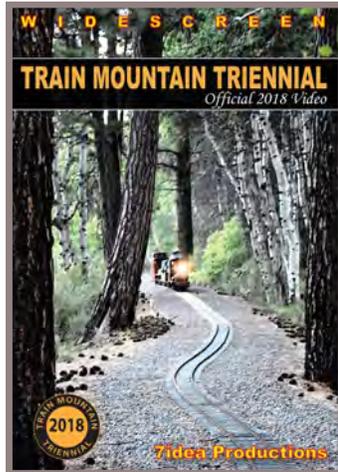
Clearly Train 356 had reached peak frustration with their next call. This time it was the voice of Richard Croll, chairman of the Operations Committee that organizes the entire event. "This is the Train Master, and I would like to know why you're letting a passenger train run ahead of schedule"

To which I replied, "The Conductor of Train 142 is the President of TMI, and you're going to have to wait."

CLASSIFIEDS

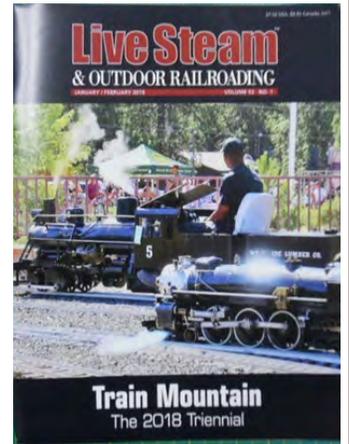
2018 Triennial Video Now Available

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!



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.



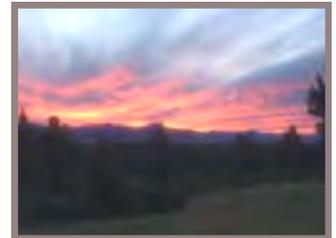
This comfortable house sits on 35 beautiful acres. 2 bedrooms and 2 bathrooms. Can sleep up to 6 people.

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**

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CLASSIFIEDS

The Potbelly cafe



Located only 1.5 miles off Hwy 97 in Downtown Chiloquin in the same building as the Post Office 212 1st Ave-



Good Service
Good Food
Friendly Folks



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 food to go or you can eat it there, Free Wi-Fi, a comfortable lounge with large screen TVs, laundry and shower facilities, and ATMs are all available.

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

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



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!

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"

NOTICES

Gazette PUBLICATION DEADLINE:

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

SUBMISSION CRITERIA

Articles and ads may be submitted via a pdf file, MS WORD, Open Office, notepad, or similar text file attached to an email. **The email SUBJECT line must include your article title and a date.**

Please give each article a distinct file name with your name and a date. If everyone submits an article named "article for gazette" or something similar it will often get overwritten by another article with the same name when downloading. **Articles sent as text in a email text will no longer be accepted.**

Please use a common open source FONT such as ARIAL that can be displayed in all Browsers, and is easy to read. Please do NOT use the Calibri font as we must take the time to convert it to Arial.

If your document has an embedded image, you must also include the image separately as a jpg, png, or similar image file.

Visitors to Train Mountain 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 Friday. To arrange other hours visitors should call the office at 541-783-3030.

Train Mountain is a NO SMOKING Facility

During recent events, many Members and their Guests have been ignoring this policy. There are only three designated smoking areas at Train Mountain:

- (1) Outside the front of the Backshop
- (2) Outside the east door of the Hall of Flags
- (3) Outside the Motor Pool (Maintenance Building)

Due to the high fire danger at Train Mountain during the summer, we have zero tolerance for anyone smoking outside one of the designated areas.

There is NO SMOKING anywhere out on the track!

Members, Guests, and Visitors that continue to violate the Train Mountain Smoking Policy may be asked to leave.

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.](#)

New 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.

Get New Gate Code—Call Office 541-783-3030

