



2016 Polar Bear - Another Perspective

I have always enjoyed the annual Polar Bear meets for a very simple reason. When we run our trains it is mostly pretend train movements. We pretend we take passengers some place but end up right back where we started. We pretend to haul freight but we never stop to load or unload the freight. Ahh, but put a plow on the front of your engine, push that button for the BackShop roll up door, and stare out at the field of snow in front of you - well your perspective quickly changes, you are about to do meaningful work (and play at the same time).

For 2016 we had an added incentive and that was to move the loaded track panel cars that Richard has been filling up this winter with the new track panels for this years Big Build meet. We needed to clear some track and move those cars to a rail storage area and return them empty. Anyhow that was the plan.

The 2015 December Holiday Express event had an impact on the Polar Bear meet that was not expected. During the Holiday Express event we were short crews so we did not have a separate snow clearing train running while the event was going on. The purpose of this train is to run with plow and spreader in tow to keep the right of way cleared in between passenger trains. Even without the snow train we did good the first weekend but the second weekend the snow piles alongside the right of way were too steep to allow the freshly plowed snow to go anywhere. After the event we all took a break but did not go back out with the spreader to clear the right of way.

By the time the Polar Bear meet came around the snow alongside the track had turned the right of way into a bobsled race way with really steep ICE walls. This made for some tough going but we got it going.

For the Polar Bear meet we even fired up the red snow blower car and that worked pretty well but it was having problems with the ice walls as well. With a lot of help from Dustin and Richard we chipped out the ice from the grade crossings and once de-iced we were able to maintain them. Richard also took his walk behind snow blower and plowed the right of way all the way from K&W over to the K&W junction along with several other tracks. When we got to that area for plowing it sure made it a lot easier. Since the Polar Bear meet Dennis now has 6 Acre, K&W, Central Station bypass and lots more track cleared.

So the 2016 Polar Bear was a lot of fun, we learned a lot, and actually accomplished some meaningful work towards the Big Build meet.

In summary the Ron Young designed snow plows worked great, the red snow blower is now in need of some TLC but it was a work horse too. The need to run the spreader as soon as we plow, was re-emphasized to all concerned. Running smaller engines worked well as they are much easier to re-rail after the numerous ice caused derailments. There were lots of smiles all the way around after a weekend of a lot of blood, sweat, and tears, bottom line, another great Train Mountain Polar Bear meet!

Winter Slowdown

by Dennis Ward

It seems that everything slows down during the winter here at Train Mountain. Everything that is except snow accumulation. I know that I have slowed considerably. So has the visitor count. Even the Union Pacific (UP) railroad safety meetings have been spaced further apart.

December's UP safety meeting was first postponed for a week – then canceled all together. The January meeting was postponed then finally took place eight days later. It seems that the UP track gang has been busy keeping ravages of winter from completely closing the railroad.



I have been trying to keep some track open here at Train Mountain in order that we can run trains and perhaps move the newly constructed track panels from the Track Shop to the storage area in Main Yard. Not everything went well as seen in the picture to the left. I have had help from Charlie Bill Schubert, Boyd Butler, Dan Dodge, Russ Wood, Rodger Rude, and Jim Alkire in track clearing endeavor. So far no track has moved beyond the yard outside the Track Shop at Klamath and Western.

Larry DaBroi and Richard Cox have gotten a lot of panels put together and the small storage area near the Track Shop will soon be overwhelmed.

I have had a lot of great help from Bert Newberry. First he was a big help in the removal and replacement of a leaking hydraulic motor on my Rail Systems' SW-1500. The next day after completing the motor replacement my engine began running unacceptably rough. I determined that the carbon build – up in the exhaust system had become excessive.



I removed the exhaust and took it to Bert's to use his self-cleaning oven to burn out the carbon. When the exhaust was removed it came off in two pieces (unacceptable). Bert welded that back together for me. Russ Wood helped me reinstall the exhaust. This "cleaned" exhaust helped alleviate some of the rough running but not all. So Russ and I removed the spark plugs for cleaning. That did not help at all. We then went to Kircher's Hardware and purchased two new Champion RC12YC plugs and while there also purchased a new fuel filter. While I installed the new fuel filter, Russ installed the spark plugs. Still running rough. Finally pulled the air filter – the engine smoothed out immediately. Installed a new air filter and everything is running smoothly. Russ and I took the engine out for a test run.



Photos courtesy of Dennis Ward and Rodger Rude



2015 Improvement Projects

By Jerry Crane

It took about 59% of our Train Mountain Institute's income in 2015 to just keep the doors open. These funds were used to pay taxes, insurance, fees, utilities, maintenance costs, office costs, etc. Another 19% of the income was transferred to Train Mountain Railroad for membership administration and to run meets. We used 10% of our income to increase our end of year cash reserves. This left us with about 12% of our funds to spend on projects to improve Train Mountain.

Over half of this improvement money was spent upgrading the track. We replaced the aluminum on wood ties track along Rabbit Run. This is the section of track that runs from just below Little Falls to the bridge at South Portal. We also rearranged and upgraded the track coming out of Central Station. There is no longer a bottleneck in this area that required all departing trains to run through one track. It is now possible to run all the way from Central Station through Four Way Crossing, down Panama Canal, by Little Falls, by Dead wood, around the Burn Pit and to South Portal all on plastic ties and most on steel rail. Rail improvement money was also spent to purchase the steel rails and plastic ties that we will need for this year's track projects.

We worked on several capital improvement projects in 2015. We spent just over \$5 thousand on fire protection work. All the gators now have firefighting equipment mounted on them. The Hall of Flags interior work was completed and a new public address system was added. Our security system was upgraded. We started work on the second row of storage containers. All the parts needed for the transfer/lift table were purchased in 2015 and the foundation plates for the new containers were purchased.

We had over twenty thousand extra dollars for these projects in 2015 because it was a Triennial year. This money did not come from the meet fees (all spent putting on the meet), but from day pass sales and store sales.

In 2016 we will see projects to keep upgrading the track, continuing work on the second row of storage containers and improvements to our drinking water system. Other projects will be added if funds allow.

Greetings from Joyce at the front office:

Winter is still winter here with lots of snow on the ground and icicles hanging from the roofs. It is a welcome change from 2015's overly dry year.

I wanted to extend a special thank you to Klamath & Western Railroad and all of the volunteers for all of their great work in putting on *Holiday Express* and for hanging in there despite the harsh weather conditions. Jim Rickman stepped in, organized and ran the event and did a fantastic job. The Hall of Flags was gloriously decorated for the holidays and there were plenty of things for the children to do. Lots of families came to the event and left smiling big. When I visited our local library in Chiloquin a few days after the event, two of the librarians made it a point to tell me all about the happy children who visited the library after their great *Holiday Express* adventure. They said the children were quite excited to tell them all about the great time they had and that it really sounded like a lot of fun. It was a lot of fun!



I am working on getting the 2015 volunteer hours tallied up. If you volunteered for Train Mountain in any way, shape or form and have not yet reported all of your hours for 2015, please do so. All volunteer work is highly valued regardless of how big or how small the task is. There is a form you can use in this newsletter. You can e-mail the completed form to info@tmrr.org, mail it to P.O. Box 438, Chiloquin, Oregon 97624 or bring it into the office.

If you are interested in volunteering, there is always a lot to do both outdoors and in. There is always work to do on the tracks. There is always clean up after mother nature – shoveling and snow plowing the tracks, cleaning up pine needles and cones and sometimes fallen trees, repairing or making miniature buildings for the trackside towns and more. Inside, there are things volunteers can help with like the newsletter, packaging things for shipping, filing and lots of other miscellaneous tasks.

Most of all, when the roads are clearer and tourists start coming through again, docents are highly desirable and are desperately wanted. Tourists especially enjoy getting a tour by train when offered the chance! A fair number also become members after such a tour and most leave nice donations in gratitude. A train tour can only be offered when there is a member volunteer here to offer it. In the past, that has been touch and go. Some visitors have been lucky and others not so. For 2016, it would be great to offer visitors specific weekdays and times they can arrive and actually get a tour by train in addition to their self-guided walking tour.

You can call the office at 541-783-3030 if you would like to volunteer for anything.

Volunteers make Train Mountain what it is. Personally, I do not think Train Mountain would exist or would have ever existed without volunteers. We greatly appreciate you all you do!

Wishing you all a great year in 2016! Hope to see you here this year.

Joyce Merwin

Help Needed Now for 2016 Big Build

The September Big Build in 2016 will replace the existing track from Cox Bridge to Hill Top Crossing. This is the section on track that runs from Central Station to the Serpentine in front of the Colton Cement Plant. This section of aluminum on wood track will be replaced with steel on plastic track.

This is a section of double track 1,350 feet long. Therefore, the replacement work will require 2,700 feet of track or 270 pre-made track panels. We presently have about 70 track panels constructed, so we need to build 200 more before next September.

We are looking for volunteers that would like to help this winter in the track shop. You don't need any special skills. Richard will show you what needs to be done and he will pre-bend the required rails. The work is mostly loading jigs and operating powered screw guns. You don't have to work all winter. Any amount of time that you could donate would be appreciated. If you could come and work for a few days, it would be a great help.

If you have any question or if you are willing to help, please call the office at 541-783-3030 or drop us a line at info@tmrr.org.

Thank you.

Visitors to Train Mountain:

Train Mountain is very popular and is continually attracting visitors from throughout the world. We announce that our hours are from 10:00 AM until 3:00 PM Monday through Friday during the summer, and 10:00 AM to 2:00 PM during the winter. The office is closed on weekends except during meets, and then only when volunteers are available to open the office.

Our insurance advisors request that all people (members and visitors) complete and sign a liability release. If **YOU** as a member encounter visitors on the property without a visitors pass please direct them to the office so that we can insure that a release has been completed and a visitors pass has been issued.

If **YOU**, as a member, open the gate and allow visitors to pass through - **YOU** are responsible to see that the release has been completed. Releases are available in the mailboxes near the office for those times the office is closed. There are also releases available in the kitchen and in the back shop.

If you do not want to, or do not have the time to, ensure that the releases are completed - then please graciously explain that the train park is closed to visitors and that the open hours are normally (Winter) 10:00 AM until 2:00 PM Monday through Friday. To arrange other hours visitors should call the office at 541-783-3030.

Notice to all Members

Due to security concerns, the Gate Code for the Train Mountain Main Gate was changed after the Triennial. Any Member planning to arrive at Train Mountain when the Office is closed will need to contact the Office prior to arrival to arrange to get the new Gate Code.

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.

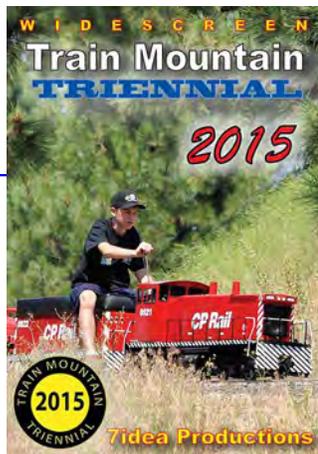
Please submit your volunteer hours. If you work off site or at home on Train Mountain projects - these hours count.

CLASSIFIEDS



2015 Triennial Video is available now!

The 2015 Train Mountain Triennial video from Aaron Bentsen at 7Idea Productions is now available through the [Train Mountain on-line store](#) or the main office at Train Mountain. Give them a call at 541-783-3030 and get a copy on the way to your place. It's \$29.95 for the video and free shipping and handling lower 48, \$6 S&H for all others. A most enjoyable video shot by a true video artist and of course our favorite subject, Train Mountain!



Our good friend Jim over at Discover Live Steam has placed ads for us on his terrific website, thanks Jim. discoverlivesteam.com Did you see the great article and front cover story from the November / December 2015 issue of Live Steam and Outdoor Railroading? It is a great article covering the 2015 Triennial. and the great gang of folks that hang around the place and put on terrific live steam train meets. Pretty cool! web: livesteam.net



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Published by Train Mountain Railroad
 P.O. Box 438
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Contributors: TMRR BOD, Friends, TMI
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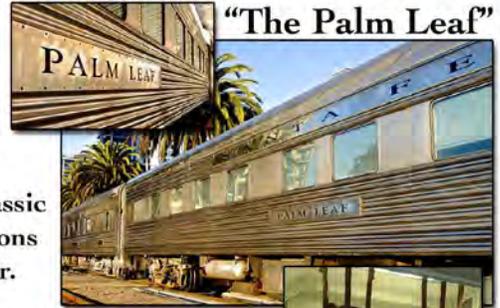


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Kla-Mo-Ya Casino

34333 Hwy 97 N
Chiloquin, OR 97624
541-783-7529 or 1-888-KLAMOYA
www.klamoyacasino.com

Kla-Mo-Ya Casino opened in 1997 and is owned and operated by the Klamath, Modoc and Yahooskin Tribes. Set in the beautiful pines of Southern Oregon, we are located on Highway 97 near the junction of Highway 62 (Crater Lake Highway).

We are open 24 hours a day, 365 days a year, and welcome travelers and groups from across the country year round.

Our Peak to Peak Restaurant is open 24 hours a day, with a full service lounge and beverage service available out on the gaming floor. Choose from great menu items like juicy steaks, classic salads and pastas, or try our beefy Triple 7 Burger if you are *really* hungry. Dine in or take out, we have a host of friendly staff to serve you. Check out our current menu from the Dining page of our website, and watch for monthly special features. The Peak to Peak restaurant welcomes groups, meetings or parties for special occasions.

Open from 7am to 9pm, the Espresso Bar serves a wide variety of espresso and coffee drinks, hot or cold, as well as fruit smoothies, frozen yogurt, desserts, and quick to-go lunches.

Our gaming floor has 344 slots with new games and themes being brought in all the time. Find out about our current slot promotions and check out recent jackpot winners on our website and Facebook page.

Try your hand at one of our four Blackjack tables. We offer double deck and six-deck blackjack with \$3 tables available every Monday. Keep up with promotions and tournaments available by checking our website.

Hours of operation:

Weds & Thurs: 12 noon – 8pm

Friday through Sunday: 12
Noon – 12 Midnight

(closing times may vary depending on play)

Stop by the Bonus Club to sign up for a free membership card to earn rewards and qualify for our many promotions and giveaways. While you are there, browse through the unique selection of items in our Gift Shop.

RVers, Truckers and large vehicles are always welcome, with plenty of free overnight parking available. Stop by the Bonus Club to ask about discounts and perks.

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



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 Ya-hooskin Tribes. Open 24 hours a day and located just next door to Kla-Mo-Ya Casino as you enter, this travel center offers competitive fuel prices and many convenience items.

Travelers can fuel up with gas, diesel, or propane. Stop in for a snack or soda, or grab a quick meal featuring Mexi-Go or Mountain Fresh Pizza. Free Wi-Fi, a comfortable lounge with large screen TVs, laundry and shower facilities, and ATMs are all available.

Make sure to ask for a Crater Lake Junction Travel Center rewards membership card so that you can earn points for each purchase and visit. Your earned points can be applied toward future purchases.

Truckers, ask about trucker services and benefits for each visit. Convenience items and truck accessories are for sale, along with many useful daily provisions.

Crater Lake National Park

Crater Lake National Park is located off Highway 62, just 34 miles from Kla-Mo-Ya Casino and the Crater Lake Junction Travel Center. After playing and fueling up, discover the world-famous beauty and amazing history of Crater Lake. Groups and parties, ask about casino shuttle service for your outing or adventure.

Shuttle Service to and from Train Mountain

Kla-Mo-Ya Casino and the Crater Lake Junction Travel Center are also offering a free shuttle service for Train Mountain Members, Guests and Visitors.

Train Mountain people should see the TM Office for more details, schedules, and special events.