



# The Mountain GAZETTE

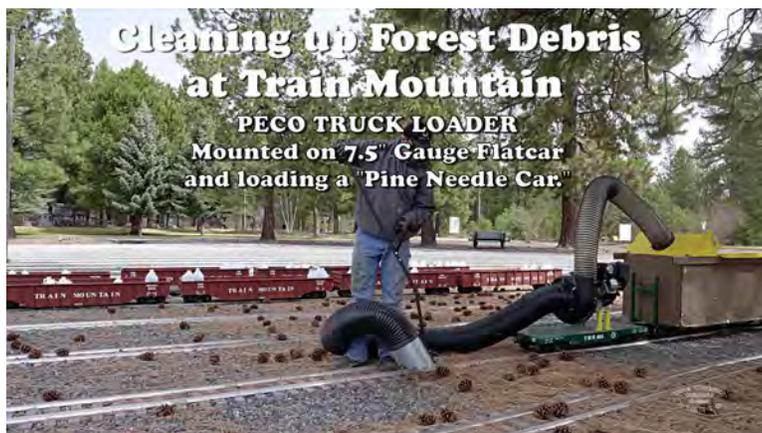
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## SPRING IS HERE and so are the Pine Needles

The month began with Aaron, of ([7 Idea Productions](#)), finishing the new Train Mountain Safety Video. You should check out his website for other train videos. The [Safety Video was posted on You Tube here](#). It quickly went viral on You Tube with 265,000 views, and climbing, after 30 days. As the most asked question in the comments is, "Where is Train Mountain?" It would appear that we exposed some new groups of people to TM.

In the pine needle / pine cone abatement program, we have been experimenting with a Pico Truck Loader vacuum unit. This unit normally mounts in a trailer hitch receiver on the rear of a truck. Since Train Mountain volunteers want to do it by train, we mounted the new unit on a small flat car. All I can say is this thing really sucks! It picks up both pine needles and pine cones, and mulches them to anywhere from 6 to one to 15 to one, depending on



the material, and contrary to popular fears, it picks up less ballast than you get raking by hand.

The first test taught us that it was way too much work keeping the intake nozzle in the correct position. The next experiment was the installation of Training Wheels, which solved the nozzle position issue but did not cure the too much work dragging the hose issue. The second test involved vacuuming about 500 feet near Hairpin, which was

accomplished at just about a normal walking speed. That is extremely productive.

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Please Use the Online App to Register or Join-- <https://trainmtn.org/tmrrmembers/>

The next retrofit was the installation of a pivoting hose support, and attempting to limit the exhaust dust from the pine needle car. Although the plastic flaps opened under pressure, they added just enough back pressure to cause the vacuum intake hose to plug up. The pivoting hose support is shown in the image at the right in the travel position. The white plastic flaps in the image were later removed because they cause too much back pressure.



The image on the left shows the unit being used with the Training Wheels and the Pivoting Hose Support. This part of the unit appears to be working very well with the crews taking the unit out several days during the Spring Awakening Meet Work Week.

There is still more experimenting to be done to make more of the mulch stay within the Pine Needle Car.

The last image shows a full Pine Needle Car. This represents from 300 to 500 feet of right-of-way, depending on the thickness of the pine needle blanket.

Gathering un-mulched forest debris by hand raking and loading would have filled four to seven or more Pine Needle Cars.



## 210 Foot Rule

There seems to be a lot of confusion over Train Mountain's 210 Foot rule. The rule is:

**5. CONDUCTOR TO FLAG TWO MILEPOST LENGTHS (210') BEHIND ANY STOPPED TRAIN. This rule probably prevents more accidents than all of the other rules combined.**

What that means is if you stop for an obstruction, derailment, etc., your conductor should go back 210 feet or two mile posts and warn the train behind you that you are stopped. Now here is where the confusion comes in, what does the second train do once they are stopped? Well obviously the second train knows you are stopped and the first train's conductor knows that the following train knows that the second train has stopped. Here is what 'should' happen at this point. The first conductor should head back to their train; the second train's conductor should go back two mileposts and flag the back of the second train. Once properly flagged the second train can then slowly move forward to the first train and see if assistance is required. The second conductor can begin walking slowly behind their train making sure to maintain the two milepost distance.

See how simple those 24 words are, 210 feet, that's the rule.

## Train Mountain on Oregon Public Broadcast Links

The new segment on Train Mountain and other Oregon destinations was aired in their Thursday, November 9<sup>th</sup> broadcast of 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,  
and can be viewed without being a [Facebook member by clicking here.](#)

## TRACK CHANGES AHEAD

By David L. Waterstreet

As many of you are aware, and many are not, there have been a few changes to the Central Station Yard trackage since last summer. In fact we have completely redesigned and re-laid, the entire inner half of this yard and re-plumbed, rewired and re-everything else too. Some of this cold work was pictured in the last Gazette. A couple of new signals and all new push button boxes to select your desired route into, through and out are included, plus some special features of course. If you have not seen any of it, I would like to refer those who have a computer and internet to YouTube. We have a short walking tour of the new rails at the following URL – or internet address if I may: [www.youtube.com/watch?v=\\_jwIzB-6p0A](http://www.youtube.com/watch?v=_jwIzB-6p0A). That's a lot of garbly-gook to type into the address bar. Therefore, if you like, just drop to the bottom of the main TMRR web page, click on the right most YouTube button, and in the top row of selections is one named CS New Yard by Tom Watson. I suggest you view this short video to familiarize yourself with the changes. Herein, I will address the operational aspects of it all. But first here are a couple of pictures of the general layout.



As you can see all the back in tracks off the left hand lead are gone. Replaced by 4 slightly longer, temporary, back in stopping tracks off of track 4 from the right hand ladder. These are accessed by the unchanged main line or the Crisp yard lead from across the parking lot and thru the new diamond in the foreground. The tracks to the left now form our new primarily passenger load and unload and tour train staging area next to the Central Station platform. The right most of these three is both an additional loading track and a bypass track through the middle of the yard which also accesses the turn table on the far end. You can get to these 3 tracks from both main tracks coming down the hill from the main yard, Containerville, or out of the tunnel. Main route selection will be done on a new push panel, figure 1, located at the junction of the main line and the tunnel exit tracks just prior to the road crossing. Additional left and right main push button route boxes for the left or right yard ladders will be located just next to the signal bridge by the tower. Figure 2 & 3.

A new feature on these route selection boxes is a Blue LED indicating the current route selected. If that is the route you desire, then proceed under signal indication as no further button pushing is required. Also, on the panel in figure 1, Red LEDs will indicate the tracks ahead that are already occupied. Additionally on several button boxes is a Yellow LED indication that CS Tower is in operation and has primary control of the turnouts and therefore your route. As always, the tower personnel will be listening for your requests on FRS Channel 13.

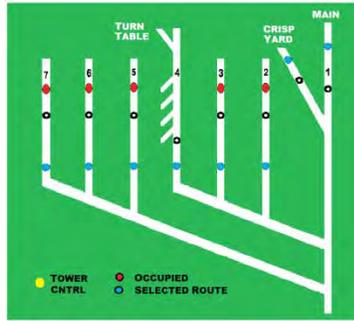


Figure 1

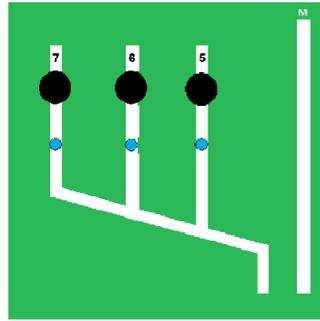


Figure 2

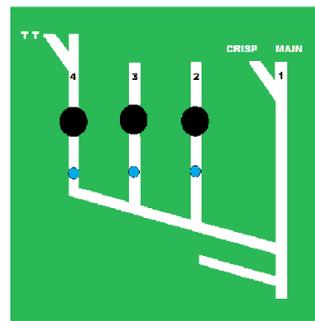


Figure 3



Additional new route selection boxes are being put in prior to signal bridge 12, adjacent to the flag pole, that will let you select to cross-over from one main to another coming out of the main yard or the containerville/backshop yards in order to get to the CS ladder you want. Prior to now, these crossovers were only controllable by the tower. They are not in yet, but we hope to have them in by the Triennial. The signals on signal bridge 12 will reflect your cleared routing down to the TM Tower signals. Of course all the traffic down the hill during the Triennial will be controlled by the tower. Another new route box and signals, will be at the far end of the new passenger tracks to allow selection into the turntable and reachable from your locomotive. The new signals (2) here will protect both directions across the new turntable diamond, which

includes departing trains from the passenger tracks and locomotives desiring to enter the turntable, and trains coming from the main multi-functional yard ladder or to proceed outbound around the turntable complex.

Lastly, will be a new panel face coming out of the tunnel. It too will include the route selected Blue LED indications to verify what you chose back at the Arm Extension point coming into the tunnel approach gorge. Also will the Tower-in-control yellow indicator. The track signal indications at this point remain unchanged.

That pretty much sums up all the major changes. Of course there is a whole bunch of new wires and control circuit boards and electrical boxes and associated stuff that make it all work. We are striving to make all this as safe, intuitive, flexible and prototypically functional as possible. Please follow the signal indications displayed. The logic behind them is quite complex and effective in providing all of us a safe operating environment.

Your volunteer signal maintainers and much appreciated general member volunteers that have assisted in the ditch digging, pvc pipe fitting and wire pulling and many other tasks, have made all this possible and functional. This and all volunteer help make Train Mountain run and really enjoyable for the serious railroad modeler and rail fans alike that visit. So please continue to ask where you can lend a helping hand. Happy and safe railroading on Train Mountain.



## Crisp Yard Load / Unload

During the Triennial we are very busy during the incoming unloading period and the exit or loading period. If you are directed to Crisp Yard Unload / Load from Staging here is how we would like to see it flow. Patience is a good place to start. Please listen to the volunteers at Staging and Crisp Yard. They really are there to help. There are lots of members that are going to use the facilities. While we have 10 places for you to back into to unload / load we only have THREE tracks to temporarily unload / load onto. Therefore PLEASE DO NOT spend time getting everything just perfect for your visit. Get your train unloaded quickly and then moved off of one of the three Crisp Yard temporary tracks and then moved around to the FOUR temporary parking tracks located in front of Central Station. If you allow a volunteer to move the train, there will be a shuttle engine available to move your train to the Central Station temporary parking area, but only with your permission. Our volunteers have been instructed to only assist you if you request it. At that point move your vehicles to their designated parking place and come back to get your train. This will really help everyone get through the unload / load process quickly and not cause a big bottle neck while you fuss with safety chains, cars in the right order, blankets, ice chest, etc. From the three Crisp Yard unload / load tracks you will NOT go through the Inspection Station, you can go right to the 4 Central Station parking tracks. Also once you get back to your train and you are ready to go to your track assignment space, you probably have NOT got your Safety Video sticker. So as you move your train the FIRST time to your final track assignment just let the Inspection Station know you just got here and where you are heading. The Inspection Station is supposed to give you a little slack upon arrival. Now if they recognize you as having already been by there once before, you are on your own, some of those folks can get mean! 😊

For 2018 we are trying a couple of things to assist in this traffic flow. The heavy duty lift will be available for those assigned to the K&W facility. However if you have a large tow vehicle and/or trailer, please continue to use the Crisp Yard facility. The folks at Staging will guide you with what will work the best for your vehicle combination. We have also added a third unload / load facility called Appendix Yard. With so many smaller engines coming and many of them battery powered, we have designed the facility to accommodate those folks. So here is the guideline for this area; If you have your whole train in the back of your pickup you are a candidate for this area. Steamers will of course still need to go up the hill, but gassers and electrics can use the facility. Please follow the directions of the folks at Staging; they are the FINAL answer.

## Triennial - Help, We Need Help

We have tons of little committees that only take a couple of folks to man. We also have 5 areas that need lots of folks.

1. Registration, two hour shifts starting at 7:00 am to 7:00 pm
  - a. Three folks per shift would really make the work relatively easy. Task is to get the registration packet to the new arrival. If they have a train they are directed to Staging.
2. Parking, two hour shifts starting at 7:00 am to 7:00 pm
  - a. Three folks per shift would really make the work relatively easy. They will be directing traffic in the South Meadow area. First driveway is for all unassigned vehicles. Second driveway is for RV's. Third driveway is for campers. Members who have unloaded their trains will be bringing their tow vehicles back down to South Meadow to park them. They head down to the right hand side of Staging. Staging will direct them from there.
3. Staging, two hour shifts starting at 7:00 am to **5:00 pm**
  - a. Two folks per shift. These volunteers should be familiar with the Train Mountain facilities to allow them to make correct decisions as to who goes where.
4. Crisp Yard Unload / Load, two hour shifts starting at 7:00 am to **5:00 pm**
  - a. Three folks per shift would really make the work relatively easy. They are there to assist only if a member requests help. Once unloaded they can assist the member in getting directions to their assigned track.
5. Triennial Event Office, two hour shifts starting at 9:00 am to **4:00 pm**
  - a. Two folks per shift. This is where you go if you have a question, or Triennial related business. The volunteers there will assist you.
  - b. Main Office. If you need something from the Main Office a Triennial Office volunteer will get it for you, or escort you to the Main Office. The Main Office will only be available for Non Triennial Train Mountain business, and only when staff is available.

There are many other committees needing help but the five listed above are critical to getting the meet started. The other major committees with long days and short shifts needing help once the members have arrived are:

1. Inspection Tent, minimum 2 per shift
2. Safety Video, minimum 1 per shift
3. Company Store, minimum 1 per shift

# Indian Back Pump

By Jeff Mills

TMI has provided Indian Back Pumps for firefighting purposes. There are racks fabricated to hold these pumps on the front of the Gators, and 11 are deployed into the Fire Gondolas. These pumps are an effective man portable piece of equipment that is a great tool for fighting a small fire when it is first discovered. This action is referred to as **Initial Attack** by the fire services.

## Features of the Indian Back Pump:

- 5 gallon capacity
- 4 inch fill cap with strainer
- Bright color
- Dual Nozzle easily changed
- 35 to 40 foot range at 10 PSI
- Easy Carry Handle on top
- Molded sturdy base
- Padded Shoulder Straps and waist strap
- Clip to hold Pump

## Two Methods for donning Pump:

Place pump on something about waist high and put shoulder straps on one at a time. Keep your back straight and lift with your legs.

Second method is have a buddy hold the back pump with base about waist high again keep back straight and lift with your legs.

When walking, hold the pump so the nozzle is in a vertical position to keep water from dripping out.

## How to USE the Pump:

Hold the nozzle-end pointed at the target area with one hand and push the back part (the Trombone) toward the front with the other. This is the most accurate method of aiming and pumping.

Aim for the **base** of the fire with the water stream. If you require a spray, hold a finger over the nozzle to diffuse the stream.

If a spray is required for long-term use, change the nozzle by unscrewing and moving to the alternate position. Note: there is a chain attached to the nozzle so it will not be lost.

## **Safety while using Pump:**

Do not **Climb** with a back pump

Do not **Run** with a back pump

Hand off carefully to another person

Make sure the cap vent and nozzle are clear of debris

Make sure there are no leaks and the hose connections are tight

Use the strainer if filling from a stream or pond

For more information, YouTube has a great video on the use of the back pump. Search, "Wildland Back-Pump". Train Mountain will be preparing the FIRE GONDOLAS for this fire season, during the Narrow Gauge Meet. During the triennial the Fire Gondolas will be staged at the Fuel Yard. They are equipped to exceed state and federal fire equipment regulations. I encourage all members to consider adding one of these gondolas to their consist during this fire season. They will provide us with a roving fire patrol, ready for **Initial Attack.**



# ELECTION 2018

The Board of Directors of Train Mountain Railroad (TMRR), the Social and Recreational club component of Train Mountain which primarily operates meet events for its members, will have three out of seven Director positions to be filled later this summer through vote of the general membership.

Directors shall be members of TMRR. Nominees must have exhibited an interest in and commitment to the purposes of Train Mountain Railroad and must have expertise in areas relevant to the needs of the organization.

If a member wishes to be considered for nomination, submit a written or e-mailed application addressing, as the member sees fit, the following:

- a. Why the member is interested in the position of Director
- b. Experience and past contributions to TMRR
- c. Areas of expertise which might assist TMRR
- d. Other factors which the member believes relevant.
- e. A current photo (jpeg or similar preferred) is encouraged.

The application will be reviewed by the Nominating Committee and if nominated the statement will be published with the ballot.

**IMPORTANT:** To be on the ballot a qualified member must be nominated for election by the Board. The Board will accept applications directed to Mr. Jeff Pape, Vice-President TMRR, to be received by him not later than June 30, 2018. The By-Laws do not allow write ins at the time of the election.

When elected, a Director is seated for a three-year term. For further background information, consult the By-Laws and other relevant documents which are posted on the web site. Talking with current Directors is also encouraged!

## **FYI: Current Board Information April 2018:**

<b>NAME</b>	<b>ELECTED</b>	<b>VACATES</b>	<b>Position 2017</b>
Jeff Mills	2015	2018	President
Jeff Pape	2015	2018	Vice President
Tom Watson	2015	2018	Member at Large
Dick Peterson	2016	2019	Secretary
Joe Simon	2016	2019	Member at Large
David Waterstreet	2016	2019	Treasurer
John Cooper	2017	2020	Member at Large

# KLS Work Week 2018 at Train Mountain

By Jeff Mills

A group of volunteers arrived at Train Mountain ready for the KLS Work Week. This work week is an Annual event and has a long history and tradition at Train Mountain Railroad. Those in attendance were; Danny Chamrad, Lucas Conner, Jerry Crane, Chris Haaland, Richard Hoffman, Bill Jarvis, Tadd Lennon, Eric Lynbeck, Jeff Mills, Ken Olson, Dennis Weaver, David White and Pam Williams. You may not recognize all the names as KLS members however they were all part of the work effort for the week. They also deserve a big THANK YOU from Train Mountain and Kitsap Live Steamers for everything they accomplished.

## Work Accomplished

The main project was the first phase of the installation of Bird netting for the Vendor Shed. This required a thorough cleaning of the support structure inside to remove all the bird nesting and litter from their habitation of the Shed. Then fastening of 1/8 steel cable to the support structure was possible. These cables are how the Bird Netting is secured into place. One Thousand Feet of 1/8" cable was laid after installing 50 eyebolts and 30 turnbuckles.

For information on the procedure for this installation, view it on You Tube at: [https://youtu.be/6By9v3b\\_MTU](https://youtu.be/6By9v3b_MTU)

Other work performed included: repair to the Front Gate, placement of new buildings at Lillyville, replaced wax seal rings on some toilets in Central Station, repair of lights in Central Station Loft and Office, outside handicapped restrooms put into service and minor plumbing repairs completed, sealant applied to loft skylight, damaged flags rehung in Hall of Flags, baluster repair on stair case to the library, track panels constructed, Triennial Packet preparation started and a Transfer Lift repair.

The second meet of the year is Spring Awakening from April 21 to 29. There are many tasks to be accomplished during that work week ranging from general maintenance to special projects for the Triennial in June. Please plan to join us and attend the morning volunteer meetings for details on how you can best help get that work done.



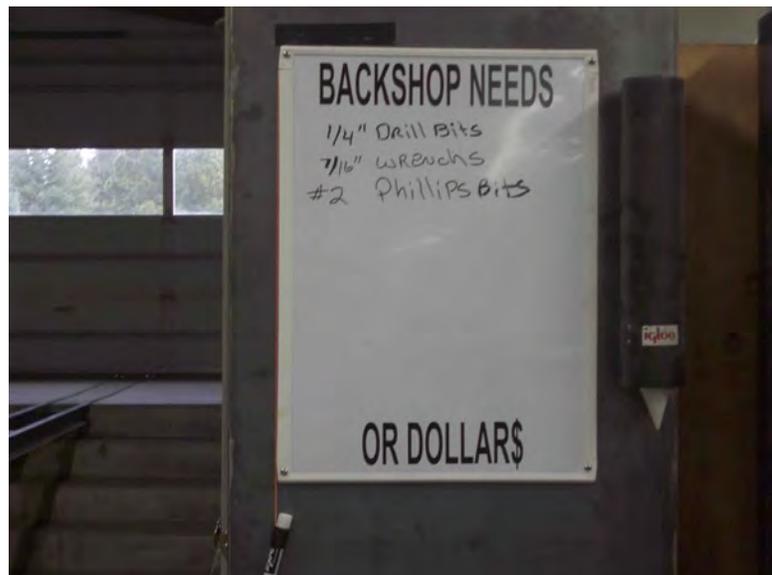
# New White Board in Back Shop

A white board has been added to the Back Shop. Its purpose is to alert Back Shop Users of tools and supplies which are urgently needed there. This list of tools or supplies should encourage donations from those of us with surplus items that the TMRR Back Shop could use.

If you do not have any of the needed items, one option would be to shop thrift stores and garage sales to obtain items at bargain prices. Another option is to put a monetary donation into the Back Shop Donation box to go toward replacements.

If you have items to donate that are not on the white board, please contact Jeff Mills, [jhmills51@hotmail.com](mailto:jhmills51@hotmail.com), to see if TMRR needs the item or has space for it before dropping it off.

Please feel free to add items to the list as you see we are short of something. This is your Railroad. Your inputs, as well as your donations, are very much appreciated.



## Greetings from Joyce at the front office:



It has been another month of varied weather. Most snow this month has melted either before or just as it hits the ground and the ground is dry between rain and snow storms.

The Kitsap Crew was here for their work week last week. Boy! They sure accomplished a lot while they were here! Thanks, guys and gal!

Tourists so far this month have been from Minnesota, Pennsylvania, Virginia, Florida, Nevada, Idaho, Washington, California and Oregon. Thank you to David Savage and Bill Dobbs for taking some of them on rail tours and for making those smiling faces!

A special thank you goes to Russ Wood, Jim & Sabra Rickman, Steve & Pam Panzik, TMI and Bill Dobbs for making an educational four hour school field trip a very special one for some Klamath Falls first through fourth graders. Russ delivered a class on railroad history, types of rail cars and more. Jim built a special track kit that demonstrated track laying technique and ballast tamping and which also allowed the children to participate. Sabra had her own table with several books out on railroading, and Steve & Pam had a whole table dedicated to railroad safety. They distributed lots of Operation Lifesaver materials to the kids. TMI set up two tables also: One with coloring book sketches of different types of locomotives and rail cars, the other with a small track layout demonstrating switches, sidings, bridges, tunnels, etc. The children were divided into groups. Each group took their turn at visiting each of the tables and on the train run by Bill. One of the teachers commented that what we did exceeded their expectations. They were VERY happy with their visit and with all we had provided for their STEM (Science, Technology, Engineering and Math) program field trip. Our volunteers truly make all of that happen!

Memberships are now at 522 with a total of 946 members including spouses and children. 364 trains are registered for the Triennial. The numbers are still growing! And, oh my! Just a little over a month and a half until the huge event! Yes, we need volunteers for the Triennial. Yes, we need volunteers for the Triennial Work Week. And, yes, we need all the volunteer help we can get before that. You can volunteer by calling 541-783-3030, by emailing [info@tmrr.org](mailto:info@tmrr.org) or in person at Train Mountain. (During the Triennial, you can sign up to volunteer at the Triennial Office.)

We received sad news that members, Jim and Sheri Beauchamp, both passed away this month. Sheri will be remembered for helping Toni Brooks with noxious weed control and both Sheri & Jim will be remembered for removing track blocking fallen trees, especially on the north side of TM property.

Reminder: if registering or joining online, do not include any commas or symbols in name or address lines and include only your two letter state abbreviation or a three letter abbreviation province abbreviation. Doing otherwise may cause problems with registering or paying online.

Two days until Spring Awakening work week! Come join us for some good hard work and some fun!

Joyce 4/18/2018

Please Use the Online App to Register or Join-- <https://trainmtn.org/tmrrmembers/>

# Train Mountain Library



The Library has re-built the brochure rack in the Hall of Flags. It was originally constructed by Richard Cox over 20 years ago, and most of the plexi-glass had broken or cracked. It was decided

to replace the plexi-glass with wood. We have re-organized the brochures and are hoping to add more venues/attractions soon. Stop by and take a peak.



Students from a Klamath Falls school on a recent visit to Train Mountain were provided with information about Operation Life-saver, heard a tall tale of John Henry, browsed many books about trains, and learned about laying track in a demonstration on a G-scale example.



The Library, in anticipation, of helping out with future school visits, would like to prepare a permanent display of various scales of model trains. We will be looking for a flat car from "Z", "N", "TT" (tabletop), "HO", "S" (American Flyer), "O" (Lionel), "I" and "G" scales. Cars will not be returned. Thank you.

Your Train Mountain Library Staff

## Art Crisp's Memorial Service

Art Crisp's Memorial Service on April 21<sup>st</sup> was a very special event.

Bert Newberry started the service with a prayer. About 50 people including 21 of Art's family were gathered around the Flag Pole.

Those who shared their memories and thoughts at Art's service spoke very highly of Art, his personality and of all he had done for Train Mountain, including the moves and the three different installations of Crisp Yard and the installation of some 800 switches.

Russ Wood engraved a memorial tie for the Memorial Lane section of the track. It was installed before the service. Attendees were shown the tie and Russ explained the reason for its respected position near Quentin Breen's tie.

The service was followed with a luncheon prepared and laid out by Rose Dobbs, Sabra Rickman, Pam Williams, Joyce Merwin and Janet Dominguez. During the luncheon Tom Watson played the video he had taken at the Eagle Point service the day before. After the luncheon members of the Crisp family were taken out on the trains by Bert Newberry and Boyd Butler

Thank you Bert Newberry for the wonderful prayer, Bill Dobbs for doing the majority of the grocery shopping for the luncheon, Jim and Sabra Rickman for doing the rest of the shopping, to Russ Wood for making the memorial tie and telling about it at the service, and to Rose Dobbs, Sabra Rickman, Pam Williams and Janet Dominguez for all of their help with the kitchen and luncheon part, and for cleaning up afterward. Also, thank you to Charlie and Peggy Schubert for their monetary contribution and for the case of water, and to Boyd Butler and Bert Newberry for taking the family out on the trains. Everyone helped to make it a very nice and special event for both the family and for our members. Thank you all!

Joyce

4/23/2018

## **Frequently Asked Triennial Questions**

**Q: I registered for the Triennial. I have not received a packet in the mail.**

**When will I get my Triennial Packet?**

**A:** Triennial Packets will be distributed when you arrive at the Triennial. They will be available at the Registration Booth near the Katy Lane entrance.

**Q: I need to make changes on my Triennial Registration. I tried to do it online, but can't. What do I do?**

**A:** Phone or email the office with the changes you need to make.

**Q: I want to bring guests with me to the Triennial. Do they have to pay? Why?**

**A:** Your guests will need to pay. As a member you are required to pay for guests at ALL of the meets. Unlike other meets, though, you cannot add guests to your Triennial registration. Each Triennial registration allows for the registration of two adults only--no more than that. Your adult guests will need to complete their own Triennial registration form. They will also need to pay the regular rates for their registration.

If your guests are only planning on coming to the Triennial for one to three days, it may be more economical for them to get Day Passes when they arrive at the Triennial. The Day Passes are \$25 per adult per day. Children's Day Pass rates are \$15 each for ages 13 to 17, \$10 each for ages 6 to 12 and free for ages 5 and under.

Day Passes do NOT include overnight camping. If you have paid for camping with your registration and your guests only have Day Passes, your guests CANNOT camp overnight with you. They can only camp overnight if they register for the full Triennial.

NOTE: If your guests are planning on bringing their own equipment, be it a riding car, a locomotive or other pieces of rail equipment, they will also need to become members.

# Triennial Vendors

**7idea Productions**



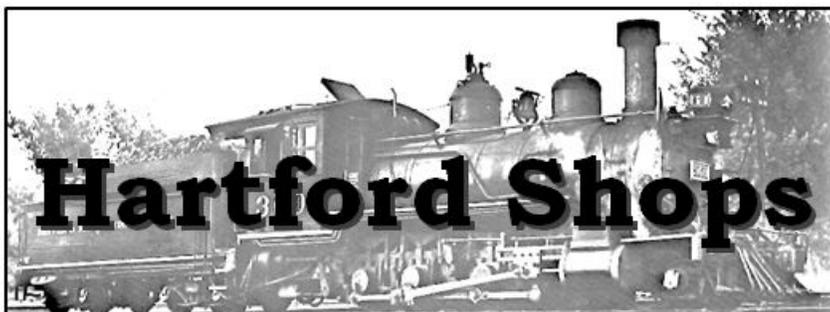
**American Model Engineering Supply**



**Live Steam**  
& OUTDOOR RAILROADING



**Live Steamer Parts, LLC**



**Live Steam Warehouse**  
*Detail Castings and Fittings*



**The Pike River Northern**  
Your suppliers for 1.6" scale locomotives and parts

**PRECISION STEEL CAR**  
LARGE SCALE TRAIN CAR KITS, DETAILS, AND ACCESSORIES

**Original Tom Bee Trucks**  
**Proudly Made in America!**  
[mrtombee@aol.com](mailto:mrtombee@aol.com) [islandpondrailroad.com](http://islandpondrailroad.com)

# Pacific Northwest Live Steamers

*Founders Day July 21<sup>st</sup> & 22<sup>nd</sup>  
Train Fest September 1<sup>st</sup> 2<sup>nd</sup> & 3<sup>rd</sup> 2018*

Celebrating our established 64th year Pacific Northwest Live Steamers cordially invites you to our annual Founders meet July 21st and 22<sup>nd</sup> 2018 as well as our

Train Fest September 1st, 2nd and 3rd

Travel our meandering railroad amongst majestic pines and clear streams; along our 4,200' main line Empire

Located in the cascade foothills

Visiting engineers and trains greatly encouraged full steam servicing available for Coal, Oil and Propane as well as services for Electric

And gas locomotives

Visiting engineers are encouraged to stay over night as bunkhouse, tent camping, or RV trailer is available however space is limited, so please send your RSVP.

A dinner with a nominal charge will be hosted Saturday night by the volunteers of PNLs.

Send RSVP or Information requests to  
Or Call

We look Forward to seeing all our extend live steam family.



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## Molalla Shady Dell Train Park

*[PnlsMeetInfo@gmail.com](mailto:PnlsMeetInfo@gmail.com)*

31803 S Shady Dell Rd

Molalla Or, 97038

Phone: 503-840-0903

# 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/tmr-members/Member\\_VolunteerHours.aspx](https://trainmtn.org/tmr-members/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!**



# WEB-CAM GALLERY

Photos by: The Web-Cam



Please Use the Online App to Register or Join-- <https://trainmtn.org/tmrrmembers/>

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# NOTICES

## 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. Please give each article a distinct file name with your name a date. If everyone submits an article named "article for gazette" or something similar it could get overwritten by another article with the same name.

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.

## 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.

## 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, and **YOU** are liable for them until they sign a release. 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)(Summer - 9:00 AM until 3:00 PM) Monday through Friday. To arrange other hours visitors should call the office at 541-783-3030.

**Join Train Mountain now!!**

Please Use the Online App to Register or Join-- <https://trainmtn.org/tmrrmembers/>

## **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.](#)

**Join Train Mountain now!!**

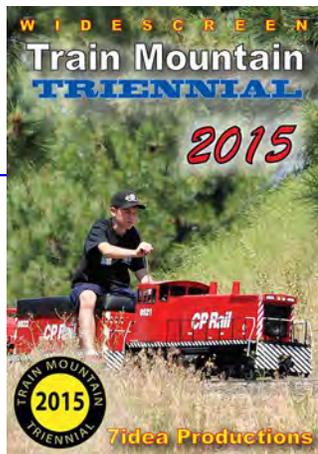
**Please Use the Online App to Register or Join-- <https://trainmtn.org/tmrrmembers/>**

# 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](http://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](http://livesteam.net)



**Donations\$ Needed!**

### 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



**Join Train Mountain now!!**

Please Use the Online App to Register or Join-- <https://trainmtn.org/tmrrmembers/>

# CLASSIFIEDS



**Pyle Steam Dynamo - \$1500**  
 One eight scale brand new replica  
 It runs on steam and generates enough  
 electricity to run your lights. It comes with a  
 regulator and original installation instructions  
 from 1982 by builder Francis Moseley.  
**Contact Al Taylor - 360-798-6753**  
[mralf2x@gmail.com](mailto:mralf2x@gmail.com)

**Meade 12" LX200GPS - \$2500**

**Schmidt-  
 Cassegrain  
 Telescope  
 with Autostar  
 II Hand  
 Controller.**

Tracking System does  
 not work, but may just  
 need tune-up or repair.  
 Have paperwork for  
 repair contact.

**Contact Al Taylor**  
**360-798-6753**  
[mralf2x@gmail.com](mailto:mralf2x@gmail.com)



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



## 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.

**Join Train Mountain now!!**

Please Use the Online App to Register or Join-- <https://trainmtn.org/tmrrmembers/>