



The Mountain GAZETTE



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October

I had always heard that the numbers '666' were attached to evil and bad tidings. Well now I think that the real bad numbers are numbers with pairs of two's! What am I referring to, you ask, how about '2020', pretty bad right? And just when we are getting close to the end of it along comes '242', I'm of course referring to the recent Two Four Two Fire here in southern Oregon which included a large portion of Train Mountain.

With some bad there is always a rainbow at the end and to me that is Richard and Dustin. We hear about first responders, well these guys are the epitome of the word. Long before fire crews arrived they were out in our woods saving our park! They worked tirelessly and in conditions that were just awful. Gail force winds, smoke so thick you could cut it with a knife and this was in the dark of night. If you love Train Mountain and like to come here, please take a moment when you see the guys and give them a great big Thank You for saving our park.



The track is open up to and including Schubert Junction. Beyond that the park is **CLOSED!** There are many hazard trees that can fall at any time. There are forestry crews falling trees and operating heavy equipment doing the forest damage remediation. There is **NO** reason for you to go up there. If your curiosity bug has got you, then take a ride in your car. Out the front gate, turn left. Turn right on to Hwy 62. Go north to Hwy 422, turn right. Go to Hwy 97 and turn south to return to Train Mountain. During that drive you will see the extent of the fire damage and will have done so in the safety of your vehicle.

As of the first of October you can pay your dues for next year and sign up for next year's meets. Train Mountain has had no tourists here other than Harvest Host guests and so the treasury will gladly accept your payments.

We look forward to seeing you on your next visit whenever that is.

Yes, we really do!

20
AND
COUNTING

Join Train Mountain Now!

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

The Mountain Gazette

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October 2020

From the Desk of Train Mountain Railroad President October 2020

By Jeff Mills, TMRR Board President

The Fall Colors Meet is in the books. The Aspens in the Grove are co-operating with bright yellow foliage indicating Fall is truly here. It was cold in the mornings but warmed up to a comfortable temperature by noon. Saturday, it rained most of the day bringing much needed moisture but eventually turned to clear blue skies by late afternoon. The Backshop became a hub of activity with many repair jobs being performed. Sunday provided good weather and a great Run Day.



The Idaho Mafia and their volunteers arrived the preceding weekend to get track repairs completed in the 242 Fire burn area. They opened up the North tracks to Schubert Wye. Additional volunteers worked with Dale Furseth to get the steel on plastic track replaced from Woodpecker Siding to the grade crossing. Great accomplishments for both of these areas. One unexpected result of the fire were burned-out culvert pipes. They were plastic and once they caught fire, they burned like a chimney fire, leaving an unsupported earthen tunnel beneath the tracks. This required the track panel or panels to be removed so new steel culvert pipes can be installed and the track panels replaced. The current count is 50 panels destroyed by fire or heavy equipment.



The track beyond Schubert Wye will be closed until further notice. This is due to the danger posed by falling trees and limbs. There will be a contract logger harvesting dead trees for salvage. There will be a crew felling and skidding logs as weather permits. TMI will be paid a percentage of the salvaged timber proceeds which is good news financially.



Contacts have been made with numerous organizations about grants and assistance with reforestation and seeding grass to assist the Elk with forage. These efforts are on-going, and we will post any updates on this process. Our grant for Brush Remediation is still in place but will require some rewriting and re-organization of the units to be worked. Some will be changed from brush remediation to dead tree removal.

In summation, we had a great turn out for the Fall Colors meet with a lot of vital work accomplished. As always, we had the help of many great volunteers. Hopefully, next year will be closer to a "normal" year, allowing us to prepare for the 2022 Triennial. We are still in need of volunteer Triennial Administrators. If interested, please contact me by email at oldcatd399@hotmail.com.

Enjoy the upcoming holiday season and don't delay making your plans for 2021 at Train Mountain.

TMI Recovery from the 242 Fire

Jeffery Pape

The major focus for Train Mountain Institute efforts to recover from the 242 Fire should concentrate on preserving the park known as Train Mountain and let the railroad issues take second priority. Track recovery can be deferred until next year and can mostly be accomplished by the Train Mountain Railroad group. Forest recovery is a more immediate priority and should begin right away.

Discussion of several topics by Russ Wood, Tom Watson and Jeff Pape included land clearing where appropriate, salvage timber sale where appropriate, and replanting where appropriate. In each the "where appropriate" question is beyond the scope of education and experience of the three study participants. We need professional help and that profession exists. Practitioners are called Consulting Foresters. Russ Wood has knowledge of one such person in the Klamath Falls area and he is trying to arrange a "free first conversation" with that person.

Salvage Sale. How much timber is so damaged and of such size that it is worth while to harvest and sell? Cleanup is necessary as too much dead standing timber is a definite fire hazard and will harbor far too many destructive insects in the future if not managed properly. Also the harvest and removal makes room for replanting and potentially for revenue to pay for replanting. The determination of where to harvest, costs and estimated revenues can best be determined by a consultant.

Management of fire-killed non-commercial trees. What to do with smaller dead trees needs to be determined. An appropriate few trees should be left as habitat and the rest disposed of to favor seedling survival and fuel management. The consultant can provide a plan.

Replanting. A consultant can help us obtain seedlings of a genetic makeup suitable for our tract, determine the size and quality and answer other questions such as planting density and pattern. When the time comes to replant the consultant can arrange a paid crew to do the work.

Fireproofing. Fuels management remains vital. The grant request that TMI has submitted is still in process and, if anything, is more important than ever before. Additional measures should include improving internal roads as firebreaks with wider cleared rights of way and removal of flammable vegetation along a wider swath. The effectiveness of the firebreaks that Richard and Dustin formed with the bulldozers in the face of the fire speak eloquently to the value of firebreaks. Perhaps new firebreaks in a few locations that are not roads would be worthwhile. Track rights of way should also be widened and be maintained brush free. In previous discussions with the personnel of the Oregon Department of Forestry their recommendation was eighty feet, but that is not doable and still maintain the look we want for the railroad portion of the park. After much discussion a work-a-ble distance seemed to be forty feet.

Other fuels management. This experience very clearly proves the need to have effective and constant pine needle removal from the gravel portion of the track roadbed as well as the track itself. TMRR needs to double down on efforts to fully mechanize the process, hopefully using rail mounted equipment to make volunteer hours both much more productive and fun as well. It turns



TMI Recovery from the 242 Fire (cont.)

out that our plastic ties are difficult to burn and hard to damage in a wildfire if fuel such as pine needles is not on the track. Where there were matted pine needles and an ignition source the track was destroyed. The widening of the right of way as mentioned above would help in this regard.

Erosion concerns. Richard Cox has requested bales of straw to employ in places to prevent soil loss and silting. The rainy season will soon be upon TM and there is urgency to this request.

Miscellaneous losses. Several plastic culverts under roads and tracks were burned or damaged. A count with sizes and lengths should be made. Replacing with metal should be favored if possible.

Fence repair. Our perimeter fence is a vital part of our fire prevention program. Replacement or repair along with suitable signage should be a topic of inquiry with a consultant to see if government forestry fire recovery assistance can be used as a funding source.

For local Lodging please go to our web site and click on Local Lodging. We think it's accurate as of last summer so if you call one of these folks, and they have changed or are no longer available **PLEASE let us know.**

Volunteer Hours Reporting

Dale Furseth has worked his techie magic on the member's part of our website again. You can now report your monthly volunteer hours online. From the Train Mountain Railroad home page, click on "Online Member Resources: Join Train Mountain: "Register for Meets", then on "Enter Volunteer Hours" or go there directly with this link:

https://trainmtn.org/tmrrmembers/Member_VolunteerHours.aspx

Choose your name from the drop down menu, enter your total hours in the box that matches the month you are reporting your hours for and click on "Update Information" to submit them. So-o-o simple! We hope you enjoy using this feature.



We hope to have the online Company Store partially up soon! Just in time for Christmas!

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

Fall Colors 2020

With an ad hoc Work Week
an article by Dennis Ward—Track Superintendent

ad hoc—for the particular end or case at hand. Thank you members, guests and Train Mountain employees. You showed up for the ad hoc work week in droves. Raking and picking up of newly fallen forest debris, rebuilding of the fire and equipment damaged track in the loop of track between Witcombe Wye and Schubert Wye.

This has been the largest turnout for a Fall Colors that I can remember and it started early. Some people were here only for the ad hoc work week and returned to their homes as soon as their particular part of the repairs was completed others showed up to enjoy the fruits of their labor and to continue the rebuild.

While the repairs were going on in the Schubert Loop, Dale Furseth with the help of a crew from California managed to remove offending roots from beneath the right-of-way. Additionally, they repaired some inherent switch (turnout, point) problems. To top it all off they completed the replacement of wooden tie main track, between North Portal and the grade crossing at Dam 3.5, with track made with steel rail on plastic ties.



This great crew also replaced two switches on the southbound track across the Timber Lake railroad. Matt Thomas brought this great crew up from California. The repairs to the Schubert Loop were led by Mark Flitton and his Idaho Mafia.

The Schubert Loop will be closed temporarily after the Fall Colors meet. This will be done for the replacement of some of the plastic culverts that succumbed to the Two-Four-Two Fire. Dale and anyone who volunteers to help will pull the panels. Employees, Richard Cox and Dustin Barnes, will replace the damage culverts and repair the grade. Dale will then replace the track.

If the weather holds and we find enough materials to build the needed track panels Dale and primary helper Gil Dominguez should finish the northbound track from North Portal to Dam 4 before winter sets in. Charlie Bill Schubert and I will build as many track panels as we can for this project using ties salvaged from equipment damaged track and the last bundle of reserve tie material.

Outdoor projects, of course, will have to be put on hold or severely limited during the cold and snowy season. Indoor projects may also be slowed because our great track crew used up inventory faster than anticipated. We need additional plastic tie material right now and will need more steel rail soon. If you can renew your membership early and perhaps upgrade your membership to the next higher level we may be able to purchase the needed materials ahead of schedule.

ED: This just in, the gang has finished the culvert replacement project sooooo the great news is, the North Side up to Schubert is again open for your riding pleasure! ENJOY!

OK for those keeping score here's your SCORECARD

Milepost	Ties Burned	Track Length	Rail Length	Straight Panels	165' Radius	105' Radius	75' Radius
32.321 - 32.231	150	50	100	4	1		
32.314 - 32.328	210	70	140	4	3		
Panzik to Hope	210	70	140	7 Non-essential			
Hope Circle yard	135	45	90	4 Non-essential		1 Non-essential	
32.724 - 32.73	90	30	60		3		
32.953 - 32.97	300	100	200	8	2		
32.992 - 32.998	120	40	80	1	3		
33.037 - 33.043	105	35	70		4		
33.083 - 33.089	90	30	60	3			
33.093 - 33.108	330	110	220	8	1	1	1
33.598 - 33.606				This has all been repaired			
50.208 - 50.225	210	70	140	Non-essential			
50.25 - 50.253	90	30	60	Non-essential			
CAT Xings				These have all been repaired			
	2040	680	1360	28	17	1	1

Switches Destroyed

33.097	right hand
33.101	left hand
50.209	Non-essential
Hope Circle Yard tracks one and two	right hand - Non-essential

Switches Damaged

31.673	spring and cups
32.712	spring and cups plus the first 8 ties
34.34	spring and cups

Note: above are my best guess on radius, often times you end up needing a straight instead of a 165' radius curve.



Greetings from Joyce at the front office:

Fall has arrived at Train Mountain! Some of the trees are showing their fall colors while others have already dropped their leaves. Nights and mornings are downright chilly, but on sunny days the afternoons are still warm.

The Fall Colors meet had a really good turn out! I think this was the most highly attended Fall Colors meet ever!

Kitties Charlie and Maggie are doing well. Charlie, with all the people that were around for the meet, is a happy camper. Sweet, timid, demure Maggie has been quite playful. She has been getting bolder, too. On days when few people are around she has been venturing outside, but stays mainly around the front deck.

The fire put a big damper on Harvest Host visits for September and only a small handful visited during the month. October has seen only two Harvest Host visits so far. I suspect that will pick up greatly again next year.

The track is open completely on the south side and up to Schubert Wye on the north side. There is a lot of clean up to do farther north and there may still be smoldering or burning stumps and roots in the burn area, so no train running, walking, off-road vehicles, etc. are permitted up there. They can smolder for months, so we want everyone to be safe and stay out of that area.

The culverts that burned are being replaced. I do not have up to the minute news on that, but last I heard, Richard and Dustin had that well in progress and may have completed replacing all of them by now. Plans are well in place for burn reparations and removal of dangerous, dead or failing trees.

Online membership renewal for 2021 is now available on the website, as are sign up for 2021 All Meets Passes and 2021 Meets, About 20 people have already renewed for 2021 and we have a few new members already, too. About six people have already signed up for 2021 All Meets Passes also.

If you renew your membership or sign up for a meet, but do not receive an automatic acknowledgment email, you can always call me at the office, 541-783-3030, to get a confirmation that your payment and registration or application came through.

Thank you all for your continued support of Train Mountain and all of the wonderful volunteer work that you do.

I hope to see some of you continuing to come to Train Mountain this year. It will be great to see all of you at Train Mountain again next year, too!

Take care, stay safe and do well!

This is your newsletter!
Thank you to everyone that took the time
to submit articles this month (by the 15th).
Please keep it up!

2021 Train Mountain Train Meet Schedule

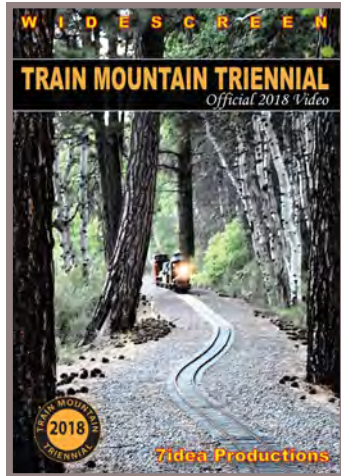
	Polar Bear Train Meet	Spring Awakening Train Meet	Narrow Gauge Train Meet	Operations Train Meet	August Train Meet	Big Build Train Meet	Fall Colors Train Meet
Work Week	none	5/1 to 5/6	5/22 to 5/27	6/19 to 6/23	7/24 to 7/29	9/4 to 9/9	none
Meet	1/15 to 1/18	5/7 to 5/9	5/28 to 5/30	6/24 to 6/27	7/30 to 8/1	9/10 to 9/12	10/8 to 10/12

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

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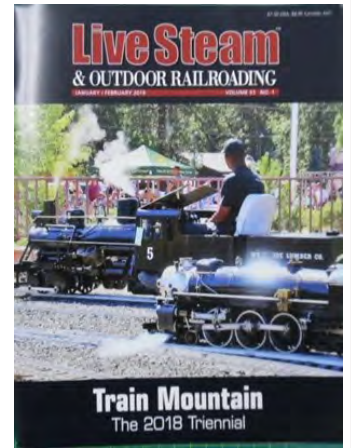
2018 Triennial Video Now Available

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

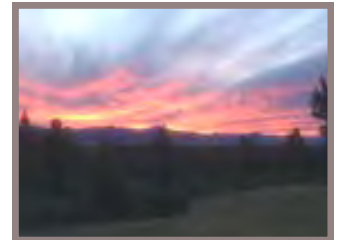


This ranch house is located on Hwy 62, and attaches to the west side of Train Mountain.

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**

10% off for train mountain members

www.getawayvacationhome.com

Please Volunteer at a Train Mountain Meet!

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THE POTBELLY CAFE



Located only 1.5 miles off Hwy 97 in Downtown Chiloquin in the same building as the Post Office 212 1st Avenue, Chiloquin, OREGON 97624 -- Phone: (541) 783-0988



Good Service
Good Food
Friendly Folks



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,

Visitors to Train Mountain and YOU:

Train Mountain is very popular and is continually attracting visitors from throughout the world. We announce that our hours are from 9:00 AM until 3:00 PM Monday through Friday during the summer, and 10:00 AM to 2:00 PM during the winter. The office is closed on weekends except during meets, and then only when volunteers are available to open the office.

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

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

If you do not want to, or do not have the time to, ensure that the releases are completed - then please graciously explain that the train park is closed to visitors and that the open hours are normally (Winter - 10:00 AM until 2:00 PM) (Summer - 9:00 AM until 3:00 PM) Monday through

Please Volunteer at a Train Mountain Meet!

Train Mountain is a NO SMOKING Facility

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

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

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

There is NO SMOKING anywhere out on the track!

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

What is Amazon Smile?

In a nutshell, it is a way for Train Mountain to receive 501c3 donations from Amazon. According to Amazon: AmazonSmile is a simple and automatic way for you to support your favorite charitable organization every time you shop, at no cost to you. When you shop at smile.amazon.com, you'll find the exact same low prices, vast selection and convenient shopping experience as Amazon.com, with the added bonus that Amazon will donate a portion of the purchase price to your favorite charitable organization. You can choose from nearly one million organizations to support.

When you go to Amazon Smile, choose Train Mountain Institute as your charity. In order for this to work, you must always start from Amazon Smile. Then all else is the same, your account, wish lists, etc. Also available is a direct link: <http://smile.amazon.com/ch/27-4031025> for the TMI account.

The AmazonSmile Foundation will donate 0.5% of the purchase price from your eligible AmazonSmile purchases. I found that just about everything I purchased lately is eligible.

If we can get a large number of Train Mountain supporters to take advantage of the Amazon Smile program, this could result in sizable donations to Train Mountain.

Click here for more information.

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

WEB-CAM GALLERY

Photos by: The Web-Cam



WEB-CAM GALLERY

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