



The Mountain GAZETTE

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December

Almost, almost, yes folks it's almost OVER! The very terrible 2020 is almost over. Let's celebrate with a big sigh of relief, take a deep breath and get ready for an awesome 2021!

The big number at the bottom of the page is how many months there are until the next Triennial. We have tons to get repaired from the fire, track that still needs to be replaced, and many things to get manned and planned. We need some folks to step up and take on the tasks of being Meet Coordinators during this coming year so they can get a feel for the much larger task of being a Triennial Coordinator.

There's also a rumor going around that there might even be a special work week devoted to just finishing up Bert's excellent work in Main Yard. I believe there is already a member that has stepped up to take on the role of Work Week Coordinator for this special session including a 'special name'! More about this later but stay tuned.

The timber folks are working very hard to get as much done as they can because the weather this time of year is very fickle. The good news is with everything frozen to the ground raking and picking up needles is not currently a priority. However Dave and others are continuing brush removal when and where possible. This includes the area adjacent to the Klamath and Western tunnel project.

The next batch of plastic ties will be here soon so the Track Shop guys are busy stripping off the recycled aluminum on wood tie track so they will have a clean slate once they get back into steel mode. We have some more switch frog parts being produced so they will also fill in the switch track inventory.

The Park always looks so festive in it's winter disguise. It gets one in the mood for the Holiday season. So with that in mind from all of us here on the Mountain to all of you world wide, we hope you all have a very happy and wonderful Holiday break from this most 'interesting' of years.



18 AND COUNTING

Join Train Mountain Now!

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

The Mountain Gazette

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December 2020

From the Desk of the Train Mountain Board President By Jeff Mills

December finds us in the month of enchanted wishes. We all have many things to look forward to with some starry eyed wishes, as well. Mine is we return to a more normal year in 2021. With that wish will come a lot of hard work but our volunteers have always been resilient and persistent.

I must thank Russ Wood for his work as Editor of the Gazette. He has provided us with a very timely newsletter. He always needs more articles from the members, however. Please don't be shy about sharing your knowledge, experiences or photos in an article for the Gazette.

Now is a good time to renew your membership for 2021 and sign up for meets. Maintaining a strong membership base is vital to the health of Train Mountain. The All Meets pass is the way to go if you plan on attending most of the meets. Perhaps a Train Mountain membership can be a gift for that "hard to buy for" person!

Your volunteer hours can still be entered on the website for 2020. These volunteer hours are important in many ways to Train Mountain. The number of volunteer hours logged is impressive and should be a source of pride for all the members. As we apply for more and more grants, your accumulated hours are our barter material to qualify for these grants, thanks.

Our forest recovery projects have slowed down some due to weather and progress will be dictated by how much snow accumulation we get. Hopefully we get a decent snow pack to alleviate the drought conditions we have experienced over the last few years. Spring will come soon enough and the reforestation work will continue. Train Mountain continues its commitment to best stewardship of our natural resources.

The TMRR Board is planning for the 2022 Triennial but we will need your help. We would like to get volunteers to help with the administration functions of the Triennial. We have plenty of prep work which needs to be done during 2021. If you want to help with any of our Triennial preparations, please contact me at oldcatd399@hotmail.com or Tom Watson in the Train Mountain Office.

There has been great progress on the Timber Lake right of way and expect to have that completed by the conclusion of the 2021 Big Build. This work is a welcome upgrade and makes the northern track more accessible.

The TMI fundraising has gone well. Our late member, George Hoke's contribution allowed a truck load of tie material to be ordered. The next goal of our fundraising is to purchase a container load of steel rail from Switzerland. This goal is now within our grasp. If you have not yet made a donation, please consider doing so.

The outlook for 2021 is dependent on outside restrictions but the greatest expectation is that we can resume more normal operations. I ask our friends and members to remain patient. Resuming normal functions may take place incrementally and over several months.

Please be safe and have a Merry Christmas and Happy New Year.



One Time Tax Break on Your Donation By: Jerry Crane

You can get a special tax deduction when you donate to Train Mountain Institute. The CARES Act enacted by Congress last spring includes a special \$300 deduction designed for people who choose to take the standard deduction, rather than itemizing. The donation has to be a cash donation made in 2020 to a qualifying non-profit organization. Train Mountain Institute is such an organization. The up-to \$300 deduction is added to your standard deduction.

Our present fund raising campaign is still proceeding. You can still qualify for the special tax deduction. Please join the other 100+ generous individuals that have already made donations. Their generosity has enabled us to acquire a new semi load of plastic tie material, now being manufactured in Canada. Unfortunately, we still haven't raised enough funds to purchase a new load of steel rails. Your help would be greatly appreciated.

Thank you for any help you can provide.

Greetings from Joyce at the front office:

The weather has been mostly being good for this time of year. It is good and chilly at night and in the morning, but the days have been mostly in the 40's and mostly sunny the past two to three weeks. It may start snowing again tomorrow, December 11th, and we might continue to get snow into next week.

It has gotten too darn quiet here with the COVID-19 restrictions tightened up again and with it also getting into winter here. Yeah, yeah, I know it isn't technically winter until December 21st, but that's not the way it works here. Here it is more like "What Fall?" "What Spring?" There is mostly just a good long winter, a decent summer, a short Spring and just a bit of Fall. That is from my perspective anyway. I go by weather, temperature and landscape more than dates. A Chiloquin resident once told me Chiloquin has four seasons: Almost Winter, Winter, Still Winter and Road Construction.

Now I am back to rocking out with music on the radio and the cats while I work, and taking some daily walks with kitty Charlie again. There is plenty to do and plenty for me to catch up with in the office, so I am not complaining. I am just missing a lot of the people aspect of the job which is normal for this time of the year. (Wow! Did I just use that word "normal"? I thought nothing would ever be "normal" again. Well, how about that! Something is "normal" the way it usually is "normal" and it—that part—is not some wildly oppressive "new normal"! Whew! Well... alright!)

You are all so awesome and amazing with all of your donations, membership renewals and volunteer hours. Even though 2020 has been a year a lot of us would like to forget and never see again, some pretty amazing things have been pulled off here at Train Mountain despite it all!

Your donations are helping to handle the cash flow, buy a truck load of plastic tie material and make some progress on the Two Four Two Fire damage repairs.

I am sorry to report that another member, Bill Phillips, very recently passed away. Our condolences go out to his wife, family and friends.

2021 memberships are now at 154 with 257 total members including all family members in the memberships. Next month I am planning on providing some statistical info from the 2020 year and an update on the number of 2021 memberships.

Have a Very Happy and Safe Holiday Season! May 2021 be a much better year for all.

Logging at Train Mountain

By: Jerry Crane

Train Mountain Institute has contracted with a local lumber mill to harvest the fire destroyed trees on our property. We lost about 800 acres of our Ponderosa forest on the north end of our property during the recent "242 Wild Fire". We are taking this action to help preserve the health of our remaining forest and start the process of restoring the burned out area to a new forest. There have been several scientific studies that have shown that the best practices for forest health are the same as the actions we are undertaking. You can read several of these studies by just searching "Why log after a wild fire" on the Internet.



There are two main reasons for logging this area. The first is that un-removed dead trees add to the fuel load of the forest. The removal of dead trees reduces fuels that would intensify fires that may occur in the future. The second reason is that dead trees attract a wide variety of bark and wood boring beetle species. These beetles can build up large populations that serve as a source for infestation of adjacent green-tree stands. In Ponderosa pine stands the beetles generally arrive at a fire site within months. This is why it is important that we get this harvesting done this winter.

Train Mountain will receive a small economical benefit from this harvesting activity. We are paid for the trees removed, but the amount received is not as large as one might expect to receive from normal harvesting activity. As you would expect the market for harvestable timber is greatly depressed because of all the recent wild fires in the area.



Harvesting of the dead trees is just one step we are taking to restoring our lost forest area. There are several other activities in planning involving seeding and planting.

CAUTION - CAUTION - CAUTION North of Schubert is CLOSED

There are a large number of lumber vehicles working the burned out area North of Schubert. PLEASE do NOT venture into that area. They are not railroaders and will NOT be looking out for you. This land clearing will be on going for some time so once again please protect yourself and stay out of the area. They will be clearing the burnt area first and then they might also be assisting us in the future forest management project that is now in it 2nd year of planning. We are awaiting the signed ODF grant forms to start on that portion as well. Thank you for your cooperation.

CAUTION - CAUTION - CAUTION North of Schubert is CLOSED

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

Navigating Frozen Switches (and other winter fun)

an article by Dennis Ward—Track Superintendent

While moving used ties to Rio Grande Northwestern and empty track panel cars on the return I was reminded of what happens to the Robinson Switch Stands in freezing weather. Most, but not all, of these remote switch controllers will not move if the temperature remains below freezing for more than a few hours. The reason for this is that the forty foot conduit that protects the mechanism collects moisture over time. When that moisture freezes the mechanism will not move. DO NOT force the mechanism. It will break.



The points, in all cases I've been involved with, are still movable. All that is needed is a method to hold them in place if the desired route is contrary to that which is controlled by the Robinson Switch Stand. I have found that a 9/16" deep socket works very well to hold the points in the desired position. Ergo, I keep one of these sockets in my coat pocket during the freezing weather.

Other adventures await you when arrive at Train Mountain during the winter. Plowing snow is always great fun. Make sure that you have a shovel and a broom in your train.



These will be use primarily in clearing grade crossings. The broom is also very useful in clearing the points on switches. By the way, some way of re-railing your train will also be handy. You will derail! I use the re-railer purchased from the Klamath and Western Railroad, located here in Chiloquin.



Occasionally the snow at Train Mountain can get to be up to four feet deep in some of the drift areas. When this happens we get out the rotary plow built by Bert Newberry or the snow blower on a flat car, a Train Mountain production.

Another useful tool is the spreader. Even if the snow is not deep enough to require the rotary or the snow blower the snow has to be moved away from the grade after plowing. If not there will be no place for the snow to go after the next snow storm. The spreader widens the path.



If you plan on building a train in the freezing weather a small, hand held propane torch is a handy item. Couplers may be frozen, either open or closed. A short blast from the torch will usually allow the pin to drop or be lifted. Be careful not to get the coupler so hot that you cannot touch it.

A reminder that the Polar Bear Meet is scheduled for January 15-18, 2021. According to the long range forecast from AccuWeather.com we should have plenty of snow to play in. The Oregon Department of Transportation is usually able to keep the major roadways clear for travel. Train Mountain is still open to members and their guests. As most of you already know, the majority of our members are in the sixty five plus age group. According to the news outlets, this group is high on the priority list for the COVID vaccine. Maybe we can all be vaccinated by the Polar Bear Meet.

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

So, You Want to Buy a 7-1/2" Gauge Steam Engine

By Jeff Mills

I have received over the years many inquires on what to look for when buying a scale steam Locomotive. I usually rattle off a list of things I would look for and undoubtedly miss a few important items. Jeff Frost, author of the book, "The Back-Yard Railroader" has compiled a comprehensive list that can be used as a check list for inspecting a steam locomotive. He has given his consent to allow us to publish this list for the benefit of the hobbyist. I would also recommend the purchase of this book as it is loaded with very accurate and important information on scale railroading

Buying a Steam Locomotive By Jeff Frost

Over the past couple years, several people have sent me pictures asking for my take on a live steamer that they were interested in buying. Paint and detailing sells, but can also help to hide other defects. A highly detailed and good-looking engine does not mean it is a good engine and a loco that is not highly detailed does not mean it is a bad engine. I have seen highly detailed locos run well and others that don't and sound way out of time when not running in the corner. Same with locos that are not well detailed.

I have seen locos for sale that have pictures that show the bottom of the sight glass below the crown sheet, steam end of the sight glass connected to turret, wheels that are not connected well to the axles that they can rotate out of time with each other, bent side rods and valve gear rods, cracks in frame castings, etc.

An old-timer told me that he helped a new-comer rebuild a loco that was sold to him without pistons and valves and rods that were the wrong/different lengths, but looked great otherwise.

The Steam Buyers List

So you're thinking of buying but you can't see the engine run:

- 1) Excess slop in the valve gear; if the valve can move .040-.050"+ due to slop, valve gear will need to be rebuilt in the near future
- 2) Excess slop in rods; once there is .025-.030 slop in the rod bushings, rods will need to be rebuilt in the near future
- 3) Engine should roll freely without binding in the rods or valve gear. There will be some drag of the pistons, but no metal on metal grinding noises and should not be stiff
- 4) Flanges should not be sharp nor worn thin
- 5) Wheels should not be loose/working on axles (look for cracked paint, oil working out of wheel center/axle fit)
- 6) Firebox and flue sheets/smokebox end should be free of signs of leaks (rust around flues or stay bolts caused by water dripping. Be wary of a firebox that has been really cleaned to bare metal as that can hide signs of leaks)
- 7) Clean sight glass located at least 1/2" above crown on 1:8 scale engines. Crown sheet height marked on blackhead
- 8) Wheels pressed squarely on axles, axles not bent (roll engine for at least 1 revolution and watch the action of the drivers)
- 9) Boxes not stuck in frame (rock engine side to side and make sure the boxes move freely in the frame)

Continued next page:

List continued:

- 10) When rolling the engine, listen at the stack to hear faint signs of exhaust signaling that the engine has valves in the valve chests (I have heard stories of engines being sold "in running condition" but did not have valves in the steam chests)
- 11) Has working lubricator (mechanical or hydrostatic) for lubricating valves and pistons
- 12) Back-to-back dim of wheel sets are within IBLs specs for that gauge
- 13) Engine has several ways to get water into the boiler
- 14) No cracks/large defects in the frame, cylinder blocks, running gear or boiler are found after a good visual examination
- 15) No signs of wheels rubbing against the frame or spring rigging
- 16) Are there wash out plugs around the mud ring, in the back head and barrel. When was the boiler last washed? Can you look inside the boiler?
- 17) Has water treatment been used?
- 18) While high level of details may look nice, it does not mean the engine is a good running engine. Paint sells but may not be an accurate representation of how well an engine runs.

Additional things when you get to see an engine run:

- 19) Does the engine sound square in the corner and hooked up near center
- 20) Does the axle pump keep up with demand
- 21) Do the injectors/water pumps work well and reliably
- 22) Do the brakes work well
- 23) Does the engine take left and right-handed curves and switches well
- 24) Does the engine ride well
- 25) Is there an oil film on the piston and valve rods showing that the lubricator is working properly
- 26) Any signs of leaks in the firebox or smokebox while the boiler still at full pressure after fire is dumped
- 27) Does the engine run well and steam well under different loads
- 28) Are there leaks in the tender
- 29) Are the driving and journal boxes bottomed out in frame/hitting the frame when running over uneven track

Additional comments from the ED: Going to your local track / club is always a good place to start your search for answers. Ask the locals if they know of the engine and its history. Also look online for similar engines and see what kinds of prices / comments might follow the posting. If you can find out where the locomotive came from you can also try and chase down that same history from a local club based on its origin. One of the go to places for locomotives online is:

<https://discoverlivesteam.com/discoverforsale/locomotive.html>

2021 Train Mountain Train Meet Schedule

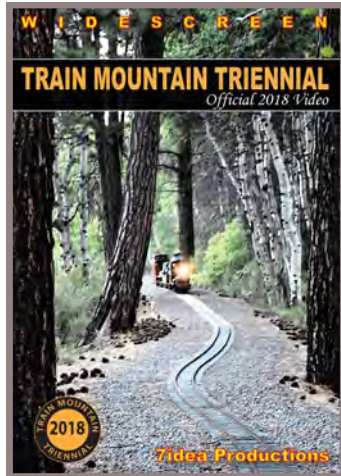
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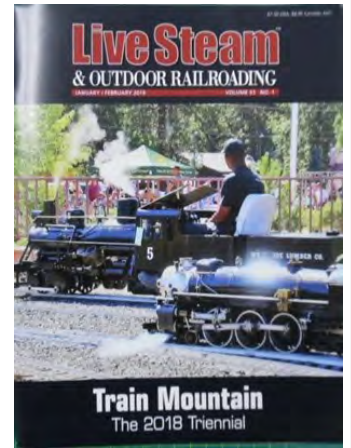
2018 Triennial Video Now Available

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

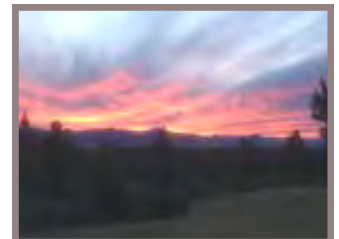
This ranch house is located on Hwy 62, and attaches to the west side of Train Mountain.

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



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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

Published by Train Mountain Railroad

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Contributors: TMRR BOD, Friends, TMI

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.

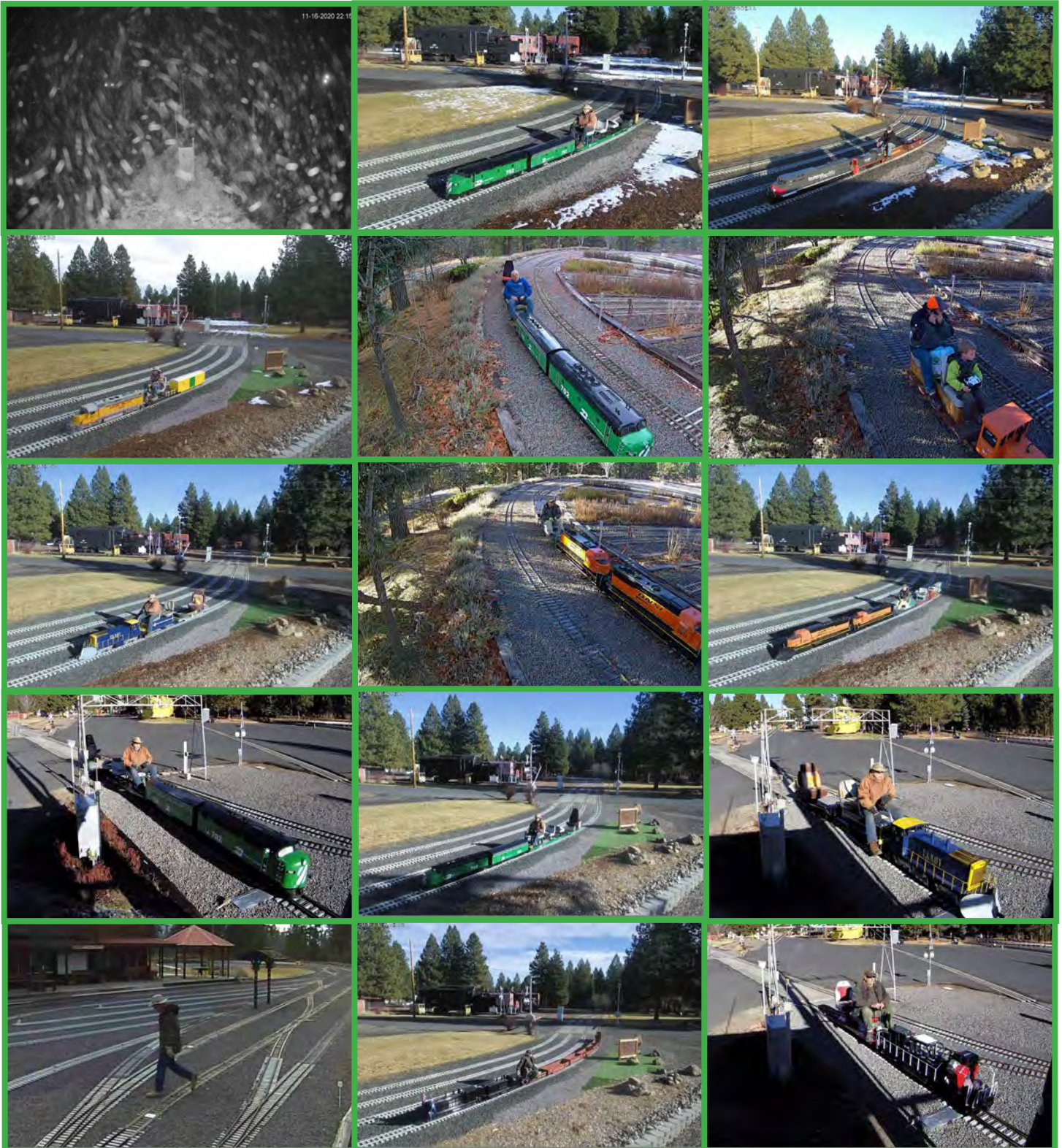
New Gate Code

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

Photos by: The Web-Cam

