



The Mountain GAZETTE

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An Official Publication of the Train Mountain Institute and TM Railroad—Issue Vol. #5 Issue #6 **January 2023**

January

We have some cool articles this month, as we always do. The members who sent us pictures of their equipment included a little history, so we have articles from Bill Boller, Jeff Davis and Jeff Mills on their very unique equipment. Bill's photos in particular feature him operating both the large and small equipment. Maybe someday we'll get to drive a full size steam or diesel engine. Let us know if you can hook us up.

Joyce's article is as always worth reading; the Hope Shelter is almost done; and thanks to all of you who have renewed your membership online. If you haven't yet, Danny Chamrad tells you how. The Mascot Committee has an update on suggested mascots: please send your vote to Jim Helwig. Finally, if you've ever pondered the philosophical question of Why We Rake, first raised by Aristotle in 335 BC and debated down the ages, the answer is finally available in this fine magazine on page 8. Remember, you read it here first.

As always, questions, comments and articles can be sent to us at lucindagilman@gmail.com.

If you have more pictures of your engine and the real thing, we would love to feature them, especially if you include some of the history.

Lucinda Gilman and Xander Geraghty

We heart Baldwin S-12s. The railfan-friendly SMS shortline on the Eastern seaboard keeps three running, along with other assorted historical diesels.

Photo © yardmaster Evan Schilling



2023 Train Mountain Train Meet Schedule

	Polar Bear	Spring Awakening	Narrow Gauge	Ops Meet	August Meet	Big Build	Fall Colors
Work week		4/29-5/4	5/27-6/1	6/24-6/28	7/29-8/3	9/2-9/7	
Meet	1/14-1/16	5/5-5/7	6/2-6/4	6/29-7/2	8/4-8/6	9/8-9/10	10/6-10/9

Join Train Mountain Now!

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

Denver & Rio Grande Western RR C-16 class locomotive #268, K-36 class locomotive #487 and Caboose 0589

Bill Boller

Of special interest to Narrow Gauge buffs, these two engines span most of the steam history of the Denver & Rio Grande Railroad. The "Bumblebee," built in 1882, was the last operating D&RGW C-16 class locomotive in 1955 and one of only three in existence by then. Where possible on the D&RGW, from the 1920's, the small C-16's that pioneered the early decades were replaced by larger engines, most notably the K class, including the very large K-36 such as #487.



Although 140 years old, the remaining three C-16's have not run in almost 70 years but there are efforts underway to restore them within limits and hopefully get at least one operational. Nine of the ten original K-36's still operate on the Durango & Silverton or the Cumbres & Toltec Scenic railroads. To really understand and appreciate steam engines it is invaluable to actually operate the prototypes. I have been fortunate enough to have completed both the Fireman's and the Engineer's schools at C&TS RR where I operated engines including #487. If we are successful in full restoration, I hope to operate a C-16 as well.

Caboose 0589 would have been pulled by both of these locomotives at some time and its restoration is currently being planned.

The quality of workmanship and extreme attention to accurate detailing on these models is a credit to many individuals with extreme interest in narrow gauge railroading who helped build these.

It may be of interest that this model K-36 #487 ended up on the cover of the new TM Triennial DVD. It was also fortunate to be featured in a special [Spot-light video](#) done by The Steam Channel along with their 10 part series on the 2022 Triennial.





Cascade Trestle 2

0:01:16 0:01:17



What's spinning on the turntable?

[The Wabash Cannonball](#) by Johnny Cash

Originally a 19th century folk song, the Wabash Cannonball went through several iterations before Cash nailed it in 1966. Originally there was no train by that name, but after the song became popular, the Wabash Railroad renamed its daytime express run between Detroit and St. Louis as the *Wabash Cannon Ball* in 1949. It retained that name until Amtrak took over in 1971.

Photo by Roger Puta



Denver & Rio Grande Western RR C-16 class locomotive #268, K-36 class locomotive #487 and Caboose 0589

Bill Boller

Caboose 0589 would have been pulled by both of these locomotives at some time and its restoration is currently being planned.



Greetings from Joyce at the front office:

The weather has been playing “now you see them, now you don’t” with the tracks. One day they are covered with snow and the next day they aren’t.

It has been quiet here on the mountain people-wise, but always busy otherwise.

The email list for the Gazette was revamped and updated by January 12th. And, hooray! Nothing got kicked back as a bad address with the first mailing using the revamped list.

As best I know there were three people here for the Polar Bear meet—Mike Hoak and a guest plus me. I came to run the office. Mike and his 8-year-old guest braved the highway passes to get here and then the tracks. They made it all the way to Elizabeth on Train Mountain’s North Side and back. While a fair amount of track was clear on the South Side on their way to Elizabeth, Mike says the snow was too deep to proceed when they got to Elizabeth on the North Side. He didn’t have a plow on his train and there was too much snow to shovel out of the way so he backed his way back. Both he and his young guest looked like they had a great time on their run - snow or no snow.

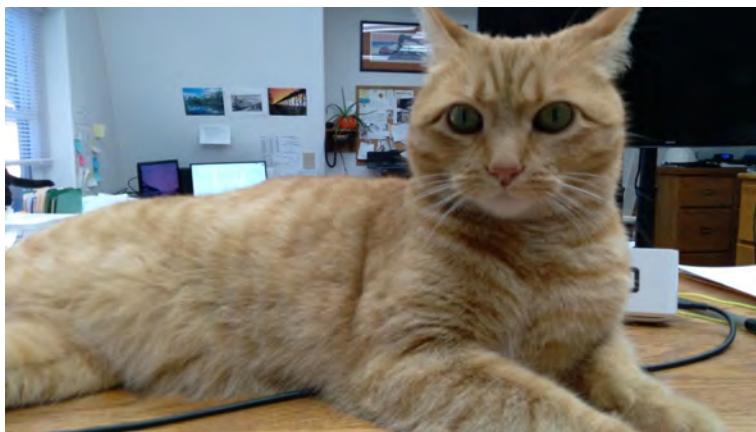
Mike reported that he saw on his run that there were downed trees across the tracks at Dam 4. Our volunteers will have a project cleaning that up when the weather and all clears up enough to toil in that area.

Our 2023 membership is currently at 170 memberships and 292 members. This includes all primary and family members. More memberships are coming in. If you haven’t renewed for the 2023 year yet, you can [renew online](#), by mail or in the office. [Meet sign-up](#) is also available online, by mail or in the office. If you need help signing into your account online, you can call 541-783-3030 for assistance.

A very recent US Geological Survey test shows the water depth to be about 5 feet higher than last year for the TM well that is routinely tested. According to our USGS person, it is uncertain whether more precipitation or the fact that the well is not currently in use or a combination of both has to do with the increase in water height, but it is good news.

Charlie and Maggie continue to hold down the fort. Morning walks with Charlie can be chilly and one must be careful to watch for slippery patches. It seems Charlie doesn’t want to cover some of those snowy slippery spots so instead of walking all the way around the building from the office front door and back to it, he cuts it short at the east Hall of Flags door. Regardless of the shortened distance, the morning walk and crisp air do us good.

Next up is Kitsap Work Week, April 8th through April 16th. Come join in the camaraderie, hard work and fun!



Charlie cat

The Skagit Steel Speeder Jeff Mills

One of Skagit Steel's most notable products starting in the 1920's was the 20 to 105-horsepower speeder. It was also marketed under the M.A.C. (Motor Appliance Co.) trade name. These powered speeders were constructed in Sedro Woolley WA and marketed through a special office in Seattle. By 1939 Skagit Steel was designing and manufacturing diesel electric locomotives for Seattle City Light to haul freight and passengers to the dam sites in the North Cascades.

My rendition of the Skagit Steel Speeder is not an exact model but is my interpretation and reflects my personality. It is powered by an eleven horse Honda engine driving a hydraulic pump to hydraulic motors on trucks of my design. I added the Caterpillar Radiator as a tribute to my employer of 40 years.



Hope Shelter Project

Valerie Bedore

Happy New Year 2023,

Here is the latest and greatest. We are still waiting to put the graded gravel base under the structure, landscaping, signs, etc. Weather permitting, this will take place in the spring.

We also wanted to let everyone know that the Hope Shelter Committee is looking to have a dedication ceremony. This will hopefully be during the Narrow Gauge Meet the first weekend in June. We will let you know more as we get closer.

At this time, \$8,513.00 has been donated for this project. Thank you to those who have donated, and to our volunteers who contributed their time and talents as well!

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

Thank you,

Hope Shelter Committee



Crazy about Caboosees: ATSF 1421

Jeff Davis

This is a Santa Fe captive caboose. The real ATSF 1421 was built by AC&F in 1923. It still survives today at the Orange Empire Museum. It was built before they started using the CE series for cabooses; it's probably a repurposed boxcar and was retired in the 50s, when Santa Fe retired most of its cabooses.

My version isn't a kit. It was all custom built. All wood construction. The body and frame were built by someone else who passed away before they could finish it. So I acquired it. Finished the ends and all the detail work. Added marker lights and other detail parts. Down the road I plan to out a full interior in it. But for now it's used to keep other supplies in it.



Why do you think we rake? Russ Wood member



As we approach the new 2023 Operating Season, we are always burdened with doing the winter cleanup of 37 miles of track and associated grounds.

So, the first answer to **Why We Rake** might be that the track has debris on it from the winter and we need to have a clear track for our trains. Sounds logical and it is a really good reason. But that's just cleaning between the rails!

However, a key reason **Why We Rake** is that we are mandated by ODF (Oregon Department of Forestry) to maintain our right of way. So how did they get involved in our park cleanup? Train Mountain is registered as a Private Forest land user. As such we are governed by Federal, State, County and local bodies as to when and how we can operate in the forest in the summertime.

We are technically listed as high mountain desert and therefore a very dry climate. Our annual average rainfall is around 18 inches per year, so summertime fire danger is always very high. Because of this our actions regarding raking and hauling may seem stringent but they are actually driven by our Private Forest designation.

Have you ever wondered why Train Mountain has such WIDE ballasted tracks? Well, in order to operate a MOTOR VEHICLE in a private forest during fire season, the area must maintain a minimum width of 8 feet of well-maintained gravel (ballast) road and be kept clear of foreign impediments. Our trains are our summer time motor vehicles and our 8-foot minimum gravelled road is of course our ballasted right of way.

So you can see it is just not a matter of making things pretty; it is also a matter of the governing bodies allowing us to play trains in the midst of the fire season and to be able to safely operate our railroad.



If you've watched any of the videos showing the damage caused by the 242 Fire you may have noticed that where we did a good job of raking the damage was minimal, but where we just sort of cleaned up some of the winter debris the damage was extensive.



Lastly because of the very low annual rainfall our drainage ditches alongside of the right of way are not very deep or wide so making sure that they are also clear helps maintain the right of way for the next rainy season.

If we all do a little of the cleanup it doesn't take too long and we can get back to playing trains all that much sooner.

PS: you can do some of the raking and hauling by train and get in some fun running early!

Thanks for listening.

Navigating Train Mountain Webpages Danny Chamrad (djc2jr@hotmail.com)

Last month, we discussed the process of [joining TM online](#). I had a conversation with Joyce recently, the manager of the TM business office, and she told me that she was really happy with the number of people who had joined or [renewed](#) online recently. Thank you to everyone who has joined or renewed online. Doing this helps to reduce the time that Joyce must spend on the phone with people or by snail mail to get these jobs done. As you can imagine when TM membership reaches 300-400 members, trying to do things by hand can be a daunting task.

If existing members want to renew their memberships, they will select Renew instead of Join on the [Membership Portal](#) page. The webpages that follow are similar to the ones shown in the [December Gazette](#) article for Joining TMRR except that the About Train Mountain page is skipped. Again, we would ask **existing members to renew online**.

This month, I would like to cover another selection on the Membership Portal page. We will discuss the Update selection on the portal page. Upon selecting Update, you will be taken to the My Information Update page.

On this page, the information that TM has on record for you is shown. The first line in the body of the page instructs members to update your info on this page and choose Save to save the updated info. If you don't want to update changes that you've made, click Cancel Changes to disregard your changes. There is also a highlighted line in this paragraph showing your current membership level, and the date through which your dues have been paid.

Next you will find name and birthdate info. Remember to check the box if you don't want your info to appear in the membership roster. Next, you will see boxes for adults and children that you want included in your membership. Address info, phone info, emergency contact phone numbers, and equipment that you will be bringing to TMRR will be listed. Remember to check the specific box if you don't want any of this info to be shown in the roster.

Any tasks that members can do online will help us keep info up to date as our membership grows.

Until next month, enjoy browsing the webpages. Danny





Maggie cat reading the brochures

Best week of the year!

By John Lovely

It is never too early to begin planning for another great week of railroading at Train Mountain Operations June 23 through July 2. The committee will begin planning the event soon. Any suggestions or requests you have can be directed to the Committee or TM office.

Richard Croll is the Train Master: railroc66@yahoo.com

Train Mountain Mascot: Mascot Entries

Jim Helwig, Chairman of the Mascot Committee

Jim's E-mail helwig.james275@yahoo.com

Some of us might be reading this article for the first time. I will bring you up to date on what we will be discussing. During the 2022 Triennial, I was asked "Does TMRR (Train Mountain Rail Road) have a mascot?" In fact, we don't, although some other model railroads have mascots. So, do you think TMRR should have a mascot? If yes, then what do you think it should be? If you feel that TM does not need a mascot, send me an e-mail and reasons why. I am open-minded to any comments about the mascot.

We're looking for ideas, with or without drawings. If you submit your own drawing, the drawing has to be your idea, not a copy of some other organization's mascot. We will need the copyright.

This is the list of suggestions I have received, in no partic-

ular order.

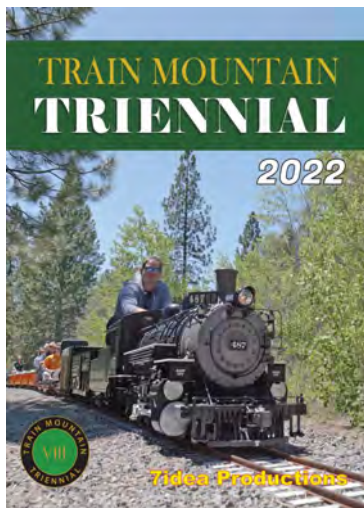
<u>Mascot</u>	<u>Name(s)</u>
Badger	Badger, Baxter is a live person in costume
Cat	Charlie: is a live cat
Conductor	Chil: is a live person in costume
Engineer	Quin: is a live person in costume maybe a partner with the conductor
Coyote	is a live person in costume
Chipmunks	Hope & Hardly (As in " I Hope we make it out there", and "Hardly made it back"), Shunt & Switch, Trucks & Tracks two people costumes
Elk	Elkan,Elka,Elkin is a live person in a costume
Sidehill Gouger	is a live person in a costume

I would love to get your input! Let me know which option you like. I will compile votes and forward them with the letter I send to the TMRR board for their approval. There is a considerable amount of information that the board has to consider before any decision is made. I am still gathering information, such as cost, copyright laws, and duties.

CLASSIFIEDS

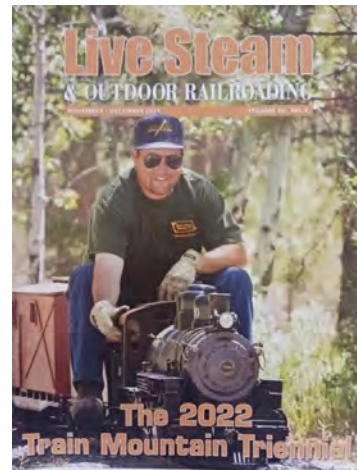
2022 Triennial Video Now Available

The 2022 Train Mountain Triennial video from Aaron Benson at 7Idea Productions is now available. You can [order online](#) or 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! Videos of past Triennials are also available.



Our good friend Jim over at Discover Live Steam has placed ads for us on his terrific website, thanks Jim. discoverlivesteam.com

Did you see the great article and front cover story from the November / January 2023 issue of Live Steam and Outdoor Railroading? It is a great article covering the 2022 Triennial, and about the great gang of folks that volunteer at Train Mountain and put on terrific live steam train meets. 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

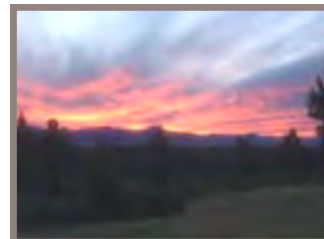
This ranch house is located on Hwy 62, and attaches to the west side of Train Mountain.



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

CLASSIFIEDS

The Potbelly cafe



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



Good Service

Good Food

Friendly Folks



Crater Lake Junction Travel Center

34005 Hwy 97 N, Chiloquin, OR 97624, 541-783-9800

The Crater Lake Junction Travel Center opened for business in 2010, and is owned by the Klamath, Modoc and Yahooskin Tribes. Open 24 hours a day and located just next door to Kla-Mo-Ya Casino as you enter, this travel center offers competitive fuel prices and many convenience items.

Travelers can fuel up with gas, diesel, or propane. Stop in for a snack or soda, or grab a quick meal featuring food to go or you can eat it there, Free Wi-Fi, a comfortable lounge with large screen TVs, laundry and shower facilities, and ATMs are all available.

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

HAVE SOMETHING YOU WANT TO SELL?

Place an ad in the Gazette!
1/8 Page: \$25/month or \$250/year
1/4 Page: \$40/month or \$400/year
1/2 Page: \$70/month or \$700/year
Full Page: \$125/month or \$1250/year

Published by Train Mountain Railroad
P.O. Box 438
Chiloquin, OR 97624

Email: info.at.tmrr@gmail.com Phone: 541-783-3030

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

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 ARIAL 12pt font—it can be displayed in all Browsers, and is easy to read. Please do NOT use the Calibri or Times New Roman 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.

Please send all articles to lucindagilman@gmail.com.

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

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

