



The Mountain GAZETTE

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An Official Publication of the Train Mountain Institute and TM Railroad—Issue Vol. #5 Issue #8 **March 2023**

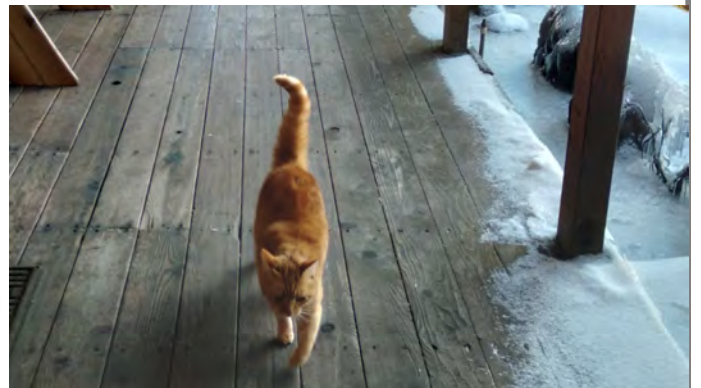
March

Well folks, we have officially turned the corner. Ahh, spring, when a young man's thoughts turn to... trains, of course; what did you think? It's not actually running season, but it is go-out-and-start-working-on-your-home-track season, at least here in Portland.

We have our usual excellent range of articles this month. More on the solar project, a groovy photo to remind us what fun Ops Meet will be, Joyce being Joyce, the latest Hope Shelter update, and Danny on the website are all gracing the pages of the mighty Gazette. Also, Jeff Mills wrote a great



article on how to inspect that cool steam engine you have your eyes on—don't buy it without reading his wise words. Thank you, dear contributors—we wouldn't have a Gazette without you.



We're hoping that you all took Jeff Mills' advice in previous editions and did a bang-up job winterizing your engines in the fall so you'll have a smooth start in the spring. If your track opens in April or May, **please send in photos from opening day!** We'll be featuring them over the next two months.

Lucinda Gilman and Xander Geraghty

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

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March 2023

2023 Train Mountain Operations Meet Richard Croll, Trainmaster

We are another month closer to this year's Operations Meet. It will take place starting with the work week June 24 thru 28 and the meet itself from June 29 thru July 2. Plan now to attend—I am sure you will not be disappointed.

We always welcome additional freight cars into the pool. If you wish to provide any cars not already in the pool, send a photo of the car with the number and reporting marks to Jim Armstrong at armstrong.jandg@gmail.com.



Greetings from Joyce at the front office:

As of March 14, we have been getting snow and frozen mixes. An inch or more of snow drops, some melts and some more drops so the depth of snow on the ground has been staying more or less the same. From the weather reports it looks like the temperatures will be warming up a little in a couple of days, so we'll see what happens from there.

As an escape from the winter weather, I am off in sunny (?) California for a couple of weeks. The question mark is because although it's much warmer, it has been overcast since I've been here and this morning it is raining. The train ride was an adventure as we had to travel through a flooded area where automobiles were submerged on side roads and the tracks were covered with water. At another spot the PTC (Positive Train Control) computer system went down and had to be rebooted and a switch had broken so the train had to be backed up through another switch and re-routed to a different track. Despite the delays, the train arrived at the phenomenal LA Union Station only one hour late. Not too bad since, from past experiences, I know never to expect the train to arrive on time. If it does, I am absolutely amazed!

Russ Wood is holding the fort while I am away. I can be reached by email if you have a question about your membership, meets or other things.

The number of Memberships continues to rise and more people are signing up for meets and all meet passes, as well.

Despite the wintery road conditions and weather, visitors have been trickling in, catching a few Train Mountain videos and viewing the full-scale equipment as best they can.

Raven found a young pregnant kitty that was apparently left abandoned on the Train Mountain property. She has since had four kittens which all look quite well fed by Momma and quite happy. Momma looks very similar to Char if any of you remember Char with her black fur, white whiskers, white chin and white paws from some years back.

Kitties Charlie and Maggie are doing great.

Kitsap work week is less than a month away! It will be from April 8th to April 16th. Let's hope the weather clears up and that it warms up some for this work week!

I don't seem to have much more to write about this time around.

Have a great month and stay safe and warm!

What's spinning on the turntable?

[The Living Legend](#) by Nebraska 66



Train Mountain is going SOLAR! Ep. II

Dale Furseth

As I write this update for the newsletter, we have just survived the largest, wettest snow day this season. The atmospheric river that hit California has crossed the border and dumped on us. It is wet and messy here in Chiliquin – so let's dream of sunny days and talk about the Train Mountain solar project.

We continue to check off milestones in the project journey without hitting any real snags. We had the transformer in the Back Shop yard verified the other day and it has passed, so we continue on. The scheduling for the install is up in the air – and depending on materials availability and the weather. Did I mention it snowed here (again) today? The installation will happen between April and June. How is that for nailing down the date! It will happen when it happens.

Some of those solar details for those inclined.

The system we are installing is rated at 107.8kW, which can produce a maximum, at peak production, of about 450 amps of power. To put that in perspective, think about the breakers in your home power panel – each rated at about 15 amps at 120 volts. We will be producing 450 amps at 240 volts – a significant amount of power.

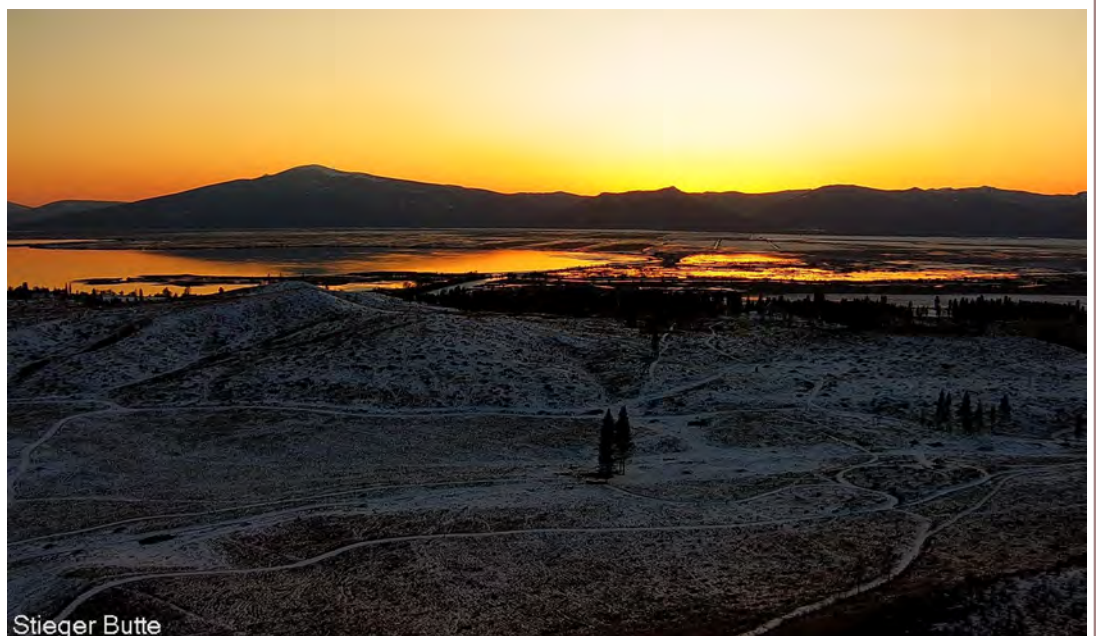
220 solar panels will be mounted on the back shop roof. Each panel is pointed to the south to collect the most amount of solar power. Each panel is rated at 490 watts. These are very large and very efficient panels, and for those who worry about such things, they are warranted for 30 years.

Over the course of a year, our estimated annual production will be a little over 182kWh/year. To visualize that amount of power, pull out your latest power bill and multiply it by 12 to get your annual usage.

Donations have started coming in to help support the project, and appreciation ties are being engraved and prepared for installation. As a reminder, anyone who donates \$100 or more and states the donation is for the solar project can have a tie with their name placed in a section of track as a thank you for supporting Train Mountain and the solar project. Don't miss out! Donations can be made online or by calling the office. Just remember when you donate to add the word Solar to the memo area of your check, in the in remarks section of the online form.

Thank you to those people who have helped!

One of the Train Mountain cameras picked up a beautiful shot at Steiger Butte



So! You Want to Buy A Scale Steam Locomotive

Jeff Mills

When purchasing a steam locomotive there are several factors to consider. First the basics: what track gauge will you be running on and what, if any, are the fuel restrictions of the tracks where you plan on running your steam engine? With these questions answered you can start following the various for sale ads on several sources. When you find a candidate for purchase you need to consider when this engine last ran, and whether it has a current safety inspection document. Can you go see it run and even run it yourself?

The purchase of a Live Steam Locomotive is a big investment. You will need to consider future maintenance and repairs. If you will be running it at an organized track you need to read and understand all the governing rules for the tracks you will be running at. Failure to do this step could cost you money and time to bring the locomotive up to operational standards.

By the nature of a steam locomotive there are three systems that need to be understood. First is water supply, second is fuel supply and last is control of the steam. An auxiliary function is brakes. These areas must all function as designed for the locomotive to perform well.

Jeff Frost is a respected author on the Live Steam Hobby. He has written a book on Live Steamers titled The Backyard Railroader and has penned articles for publications on the hobby. He has given us permission to use his list of check points to use when inspecting a Steam Locomotive. Jeff Frost has great experience in steaming locomotives and has a keen eye for detail. These details could be critical in your purchase.

1. Excess Slop in the valve gear: if the valve can move 0.040" to 0.050" due to slop, the valve gear will need to be rebuilt on the near future.
2. Excess Slop in rods: once there is 0.025" to 0.030" slop in the rod bearings, 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 or 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/smoke box end should be free of signs of leaks (rust around flues or stay bolts caused by water dripping. Be wary of a fire box that has been really cleaned to bare metal as that can hide signs of leaks)
7. Clean Sight Glass with the bottom located at least 1/2" above the crown sheet on 1/8 scale engines. Crown sheet height marked on the back head.
8. Wheels pressed squarely on axles, axles not bent (roll engine at least one revolution and watch the action of the drivers)
9. Axle bearing boxes not stuck on frame (rock engine side to side and



- make sure the boxes move freely in the frame)
10. When rolling the engine listen at the stack to hear faint signs of exhaust signaling that the engine has valves in the steam chests (I have heard stories of engines being sold, “ as 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 this gauge.
 13. Engine has several ways to get water into the boiler.
 14. No cracks /large defects in frame, cylinder blocks, running gear are found after a good visual inspection.
 15. No signs of wheels rubbing against the frame or running gear.
 16. Are there washout 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?

While fancy detailing 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 considerations when seeing engine run.

1. Does the engine sound square in the corner and hooked up near center?
2. Does the axle pump keep up with demand?
3. Do injectors/ water pumps work well and reliably?
4. Do brakes work well?
5. Does engine take left- and right-handed curves and switches well?
6. Does engine ride well?
7. Is there an oil film on the piston and valve rods showing that the lubricator is working properly?
8. Any signs of leaks in the fire box or smoke box while the boiler still at full pressure after fire is dumped?
9. Does the engine run well and steam well under different loads?
10. Are there leaks in the tender?
11. Are the driving and journal boxes bottomed out in the frame when running over uneven track?

This is a long list of items to check during an inspection. Any faults found on a prospective engine should be noted and evaluated as well as the repairs needed to correct them. There may be some faults that cannot be corrected without major work and replacement of existing parts. You need to take into consideration your skill level and how much expense and time you would be willing to devote to bring a locomotive up to operational standards. Do not reject a locomotive based on a few faults; you are buying a used piece of equipment, after all. Running a steam engine requires frequent maintenance and repair, so go into steam operations with this in mind

When inspecting a locomotive, you should have the following equipment available to you: a flashlight, brass wire brush, small scraper, mechanics' mirror, small magnet, adjustable wrench, and optional bore scope. I would recommend having an additional person with you that has at least equal knowledge of steam engines. A second set of eyes is always helpful when you're trying to spot features and problems.

Hope Shelter Project

Valerie Bedore

Hello,

Happy March & Saint Patrick's Day. Here is an update on the Hope Shelter dedication ceremony, which will take place during the Narrow Gauge Meet, the first weekend in June. This event will take place Saturday, June 3, 2023. All members attending the meet are welcome. There will also be food and music following the ceremony. This event will replace the usual event banquet.

We are still expecting to lay the graded gravel base under the structure, landscaping, signs, etc. in the Spring.

At this current time, \$8,613.00 has been donated to 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) to: 36941 S. Chiloquin Road, Chiloquin, OR. 97624. Please make sure you note on the check the donation is for the "Hope Shelter Project."

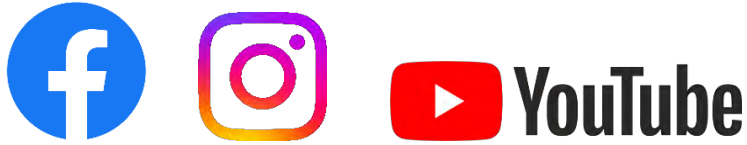
Thank you,

Hope Shelter Committee



I've heard of that social media thing...

If you want to get Train Mountain information and pictures while you're waiting for the next gazette, follow and like us on these social media platforms:



Facebook: [/trainmountainrailroad](https://www.facebook.com/trainmountainrailroad)

Instagram: [trainmountainrailroad](https://www.instagram.com/trainmountainrailroad)

Youtube: [trainmountainrailroad](https://www.youtube.com/trainmountainrailroad)

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

We've been discussing the "...join TM online..." selection in the "Join Train Mountain" box which is at the top of the middle column of the TMRR Home Page. The "...join TM online..." selection in this box will take you to the Membership Portal page. Also, as a reminder, selecting "...member resources, join TM, register for meets..." in the "left green background column" of the TMRR Home Page will also take you to the Membership Portal page.

At this point, I would like to mention that while I'm writing these articles, I have a "separate tab" opened in my browser to the page being discussed in the article so that I can follow what is being written in the article by looking at the actual page being mentioned. You might find this helpful while reading about different "links and webpages" that I'm discussing.

We will continue this month with the other entry in the TMRR Home Page "Join TM Box" which is the link "...Join TM by Mail..." Clicking this link will take you to the "Join Train Mountain" webpage. You can also get to this webpage by selecting "Download Forms for Mail-in" on the TMRR Home Page in the "left green background column of this page." The links in the "left green background column" of the Join Train Mountain webpage are quite similar to the "left green background column" links of the TMRR Home Page. The first link of the Join Train Mountain webpage, "Home," is a link to the TMRR Home Page. The only links on the Join Train Mountain webpage, which are not a link on the TMRR Home Page, are Train Mtn Store, TMRR Group, TM Institute, TM Museum, and Friends of TM. I will cover these links in this discussion and leave the other links to be discussed during the TMRR Home Page discussions. One thing to note is that the links that I just mentioned, except for Train Mtn Store, are selectable by clicking on the TM Landing Page link on the TMRR Home Page.

On the Join Train Mountain webpage, in the top box of the right column is the Join Online box. We're making one last attempt to get you to join/renew online which saves paperwork, time spent processing the paperwork, mailing forms to TMRR, etc. This link takes you to the Membership Portal page which we have covered in a previous Gazette article.

If you cannot join/renew online, then the second box down in this column explains the process of getting the forms that are needed to register by mail. There is a link to the Membership

Application Form and Participant Release Form which can be printed. Each person who wants to become a member of TMRR must fill out a Participant Release Form. This box also has info to clarify the process of getting these forms, how to fill them out, and acceptable payment methods. Note the info on different “membership categories” and “who can be included in a membership.”

The final box in this column is labeled Regular Train Meets and will send you to the forms needed to sign-up for a Train Meet. This box contains info on filling out the forms, deadlines for mailing-in the form, and the Participant Release Form (the Release Form link is in the box above this one).

Now, let’s look at the links on the Join Train Mountain page which are not “shown” on the TMRR Home Page, but are accessible using a link on the TMRR Home Page. The Train Mtn Store link on the Join Train Mountain page is currently disabled, however, you can call the Business Office if you need something from the store. I would also like to mention, at this time, that the instructions about contacting the Business Office are mentioned in one of the “blocks” shown in the “middle column” of the TMRR Home Page. There are several “message blocks” in this middle column of the TMRR Home Page which provide very important information. At this time, some of the info covers how to get the current gate code, watching the Safety Video for the current year, the Store being closed temporarily, the Summer and Winter hours of operation of the Business Office. These message boxes should be viewed periodically for info updates, as well as, viewing the camera links to see what’s going on at TMRR. The cameras allow us to see if anyone was brave enough to mount the snow plow on their engine and ride the rails during recent snow falls, as well as, other trains riding the rails.

The links to the TMRR Group, TM Institute, TM Museum, and Friends of TM webpages can be accessed through the TMRR Home Page link TM Landing Page, therefore, I will cover them when we discuss the “left green background links column” on the TMRR Home Page.

Enjoy browsing the webpages. Danny

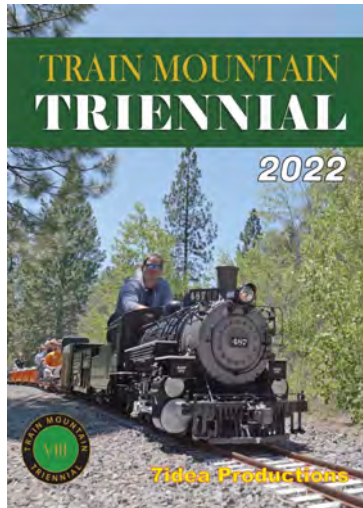


Joyce took the Amtrak to LA (lucky Joyce) and took some cool pictures of flooding along the way.

CLASSIFIEDS

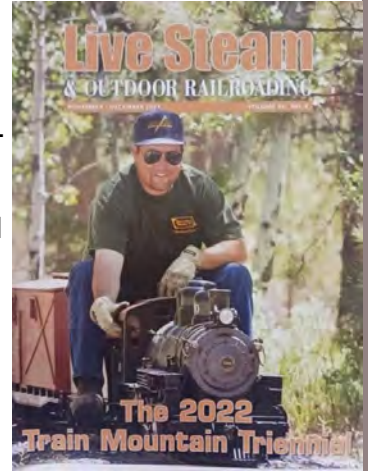
2022 Triennial Video Now Available

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 / March 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

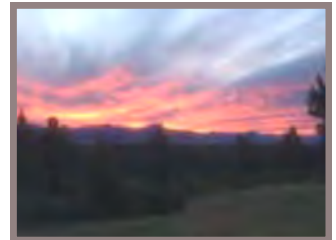
This ranch house is located on Hwy 62, and attaches to the west side of Train Mountain.

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

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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

Train Mountain Volunteer Hours

Name: _____

Month & Year: _____

Date	Project(s) Worked On	Number of Hours
Total Hours		

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.