



The Mountain GAZETTE

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An Official Publication of the Train Mountain Institute and TM Railroad—Issue Vol. #4 Issue #32 **April 2021**

April

It almost feels like Christmas around here. First off it isn't snowing but oh boy is it cold in the mornings! But the Santa like deliveries just keep coming. We have ties. We have rail. We have screws. We have tie plates. All we now is you all to come and play in YOUR park!

Boyd has redone the Fire cars for this coming season and they look terrific. Dale is out doing track work at Timberlake. Dennis is using our new supplies and is building more track panels. I have been doing some Rail Tours while we wait for Dave to come back to work (should be in 3 weeks or so).

The regular start of our season is happening as this issue goes to press. What event is that, well it's the annual visitation by our good friends up north, The Kitsap Work Week is happening. They come every year and help us get the park ready for visitors and members alike. They make sure we are ready for the first member meet which is Spring Awakening. This is when the final cleanup of the right of way should take place. However we have had a some members, Harold and Marylyn, Phillip and Stephanie, come and they have done a ton of raking and cleaning of the roads and parking areas. Even a lot of the south side right of way is raked. Debra has also managed to burn some debris piles to lessen the load in the debris hauling department. The front gate project is almost done pending the arrival of a replacement for a defective part. The gate mechanism needed to be replaced to bring it up to current fire safety code. The Kitsap folks did a ton of other jobs around the park and we are getting closer and closer to having a great running park once again. Thanks gang, we all greatly appreciate the hard work.

The logging folks are almost finished felling trees and will be back this summer to make chips from the remainder. Richard and Luke are running the Fecon up north and are getting a lot of the clearing done. They are doing the prescribed areas that the Oregon Department of Forestry grant folks have designated pertaining to our grant. The end result of this work has resulted in some damaged / removed track. There are several culverts to be replaced, and the fire damaged track will need to be built and installed. There is also some dirt work that needs to be done. The scheduling of Richard, the Fecon, the grant, and the heavy equipment operation will keep Jerry busy this year, for sure. With some tuning left to do, the line as far as Schubert Junction is now reconnected.

Current plans are to finish the Timberlake track project and to do the Rio Grande loop for big build. Depending on the previous discussion we may even get some of the northern repairs done. BUT just remember we start taking Triennial reservations in just 7 months!

14
And
Counting

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April 2021

From the Desk of Train Mountain Railroad President - By Jeff Mills

At the writing of this article, the **Kitsap Work Week** is in its last days. We had a great turnout from some very motivated volunteers. In attendance were Jerry Crane, Jeff Mills, Ken Olson, Conrad Wante, John Bartlow, Karl Klontz, Kirk and Nancy Devine, Kim Beard, Jim Moore, Dick Peterson, David White. Pam Williams, Craig and Kate Cootsona. After our morning meetings and the ambient temperature warmed up, we broke into groups to begin working on our tasks.

Jerry led the group replacing the **Main Gate Operators**. As many of us have experienced, there have been numerous gate opening (and closing) failures in the last 2 years. These faults should now be eliminated, and smooth operation of the gates can be expected.

Another group prepped and painted the **Gravel Tipple by Containerville**. This unit was multiple colors but mostly rust. It is one of the first things visitors see when driving down our entrance driveway. It also shows up on two views of our web cams. Now, it is a nice neutral color and Russ Wood will add some graphics to dress it up and increase the Wow factor.

Karl and Craig went out with Dale Furseth in the early mornings to finish Dale's work laying **track at Timber Lake**. They were able to extend the replacement track past Dam #2 and the end of this project is now in sight. The old Timberlake track panels were to go to Bill Dobbs property, stockpiled at the MOPAC Siding which tied up flat cars needed by the Track Shop. So, the old track panels were transferred to trailers and hauled by truck to the Dobbs' property instead. The **damaged grade crossing repairs** were completed at the end of the week.

A project that was to be completed last year but postponed due to the pandemic was placing a **siding at Debra's Corner in Six Acre Campground**. This will provide a loading area for students on local school field trips. Those buses had difficulty turning around in the Central Station Parking area. This siding allows us to park multiple trains in preparation for the student's arrival and allow buses to drive around a loop thru Six Acre Campground to be in position to leave.

Dale and Russ did education classes to **qualify Train Engineers for Museum Train Tours**. We now have four train sets dedicated to Train Tours. Only members who have been qualified can operate the tour trains and the keys are in a lock box. We need some volunteers who are able to interact with the visitors and operate the Tour Trains. This would be a great opportunity to **come to Train Mountain and operate a Tour Train during a non-Meet week** and have the park pretty much to yourself. If you are interested, please contact me, Russ or the Office.

Dick Peterson and David White spent the week performing an **inventory of all rolling stock** and motive power. This is no small task as it required them to cover the entire property. This work is important not only to keep track of Train Mountain Assets but will be helpful in establishing the **Train Game** that is currently under development.

The Covid restrictions are still in place and our morning meetings for the **Spring Awakening** will be outside with **personal distancing and masks** for those not vaccinated. The locals are looking forward to seeing more members in attendance this year. Take this opportunity to update your **membership and sign up for the Meets** you plan to attend. Remember the **All Meets Pass is a great bargain** if you are planning on attending multiple meets.



Greetings from Joyce at the front office:

The past few days have been nice, sunny and warm. The daffodils are blooming and the wild grasses are showing some green.

The visitor traffic has been picking up and some rail tours are going with only one family per tour. They have been leaving some nice donations.

The Kitsap crew just wrapped up their very productive work week at Train Mountain. All of their volunteer work is very much appreciated.

If you are wondering why you haven't gotten email with links to the monthly Gazette for a few months, it is because of troubles with the computer that sends out the bulk emails. That computer has since been replaced and hopefully the email with the Gazette link can be sent out this month.

Spring Awakening meet is just around the corner. If you have any trouble registering online for a meet or it says that you are already registered, but you haven't actually registered or paid yet, please call me at the office. 541-783-3030. Glitches in the 2021 online meet registrations have carried the past 2020 meets and 2020 payments forward into it. That means that if it says you already paid for the 2021 meet, but you didn't actually, that you are not yet registered or paid for the 2021 meet. Please note that if you paid for a meet that you could not attend in 2020, you can ask to have the payment credited toward a 2021 meet. There are most likely only a few people who can do that since most all came in 2020 for the meets they paid for in 2020.

2021 Memberships are presently at 311 with over 559 members including primary and family members. We have a good number of new members. To those who have renewed, thank you for renewing your membership. For those who haven't renewed yet, you can do so at any time.

We are looking forward to seeing more of you here as the year progresses.

Take care and do well.

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

CAUTION - CAUTION - CAUTION **North of Schubert is still 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.

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Skill Building in the Track Shop? an article by Dennis Ward—Track Superintendent

The Track Shop crew exhausted most of its materials since the first of the year. The good news is, all of the track building materials were ordered and are now back on campus. The tie material arrived in February. Tie plates were picked up from our supplier in early March, Rail arrived March 29 and unloading was completed on the 30th. That same day the track screws arrived. By April 9th Charlie Bill Schubert and I have built 300' (six carloads) of straight track. We have also built 100' of curved (165' radius) track.

Before Richard left on a much deserved vacation he gave me instructions on how to operate the rail-bender. The instructions proved to be very good because on Easter morning I managed to prep (bend, cut to length, drill, and add rail joiner) enough rail to build 100' feet of 165' radius track. I would have done more but, it was Easter Sunday and the finals of the NCAA Division I basketball tournament was scheduled for 3:00 PM that afternoon. And, I needed a nap before the game started.

As Charlie and I were building track to increase the inventory Dale Furseth was depleting it. Between March 28th and April 9th he installed 350' of straight and 60' of 150' radius track just north of North Portal on the Timberlake Railroad. Hopefully Charlie and I will get back up to speed in order to catch up and go ahead of his production.

All the track crew mentioned above have been fully vaccinated against the Covid-19 virus and are open to training additional help. I much prefer people who will be available for at least four weeks after they have been trained. Not necessarily consecutive weeks. I need help cutting and routing ties, prepping rail (cut to length, drill, and add rail joiners), and assembling track panels. Anyone wanting to learn to bend rail will have to be available on call. It will be helpful if you can bring your personal, battery powered screw gun for track panel assembly.



The TrainGame is coming soon to Train Mountain

By Steve Eddy

The TrainGame has progressed very well over the last month. The computer system is installed; the server is running and connected to the Train Mountain network. The Database is installed and getting populated. Jim Armstrong has provided a plethora of data including the Ops Meet way bill examples and all of the Industry data which details the sidings and track IDs. Initially the TG system will be dispatching directly to qualified "Stations" and not to the specific industries meaning track details will be coming later. There are currently 100 Stations identified at TM each with a qualified name and a subsequent 1, 2 or 3 character abbreviations. For example: Crisp Yard is CY and Co-bra is CB and so on.

We currently have four people actively participating or will participate shortly on the TG project. These include Nathan McConnell, Steve Eddy, Jordan Dobson, and Clayton Smith. Clay will be doing site surveys and solar projects starting around June 1st.

We are definitely in need of technical help doing Web Development. We need a volunteer to spend a bit of time putting together our user interface which involves 10-15 simple, dynamic web pages. Additional technical help is needed in SQL database design and maintenance, kiosk development of at least 2 kiosks, and project management. So jump in and help out.

The TrainGame project is looking for a loaner engine this summer to be used by a couple of responsible individuals to do site surveys and car relocation for TG business only; very light duty work. We will keep it well maintained. A switcher or speeder would work great.

Playing the TrainGame

One of the goals of the TG is to provide many ways which one can play that range from the simplest form called Fundamental Play to a full on Gamer approach. While MOW tasks such as pine needle clean up and track work will always be available, right now I am going to focus on the core gaming capability known in the game as Rail Ops. We will start with the simplest, fundamental operation. The chart below outlines some of the ways to participate.

TG Play	User Account	Kiosk User	Smart Mobile Device	Player Notifications	Player Provided Cars
Fundamental	Not Needed	Not Needed	Not Needed	Not Needed	Not Needed
Basic Play	Not Needed	Yes	Not needed	Not Needed	<i>Not Needed</i>
Gamer Play	Yes	Yes – OK	Best	Optional	Not Needed
Investor Role	Yes	Yes - OK	Best	Optional	Required
Magnate Role	Yes	Yes – OK	Best	Optional	Not Needed
Tech Role	Yes	Yes – OK	Best	Yes	Not Needed
MOW Role	Optional	Yes	Yes	Optional	Not Needed

Fundamental Play: A paper list will be available at the kiosk locations which will show the Fundamental Play cars, the stations where they are located and the qualified locations that the cars can be moved. The participant can then take their train to any of those locations. If the car has not already been taken, then the participant can move that car to one of qualified locations. When taking the car and delivering the car the participant must press the "contact" button on the Transponder which sends a position report to the TG computer. This will notify the TG system of the start and

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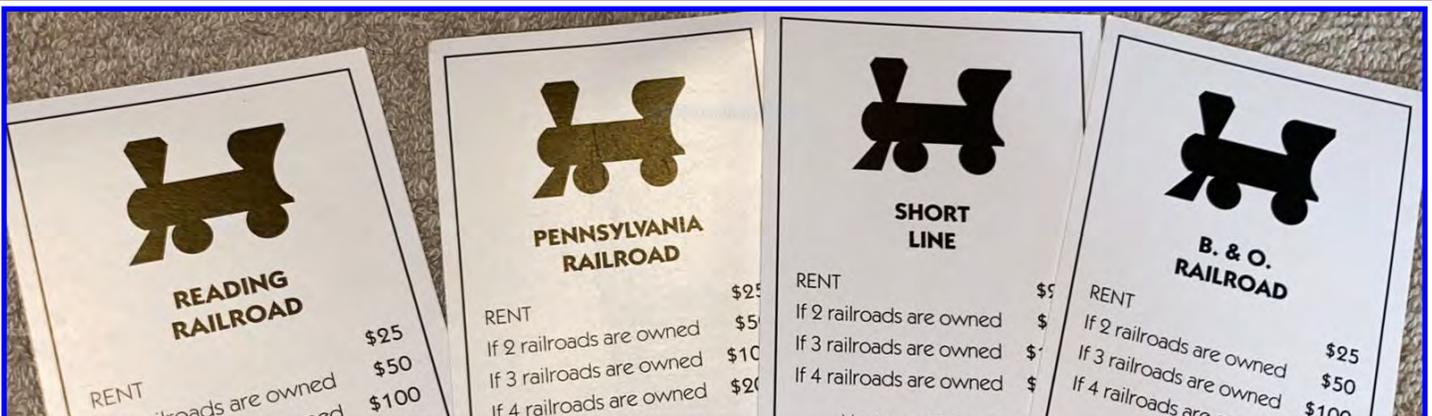
end of the movement and allow the TG dispatcher program to reallocate the car for another movement. No user account is needed and no other communications other than Transponder button is needed.

Basic Play: While Basic Play does not require the maintenance of a user account it does require a user to log on to either a Kiosk or smart device and request either a single or multi movement task. The assigned task will be either printed at the Kiosk or presented on a smart device. These tasks, as well as all other modes of operations require that each task is cleared by the participant or Gamer by Transponder push button or clearing the task on the Kiosk or smart device. Neither the Fundamental Play nor Basic Play provide any tracking of performance or issue TG\$ for task completion. One must maintain a Gamer account in order play under any of the other roles or earn your Pay.

Rail Ops Play: This is where the real fun starts. A Gamer account is required so that all tasks can be logged, evaluated and paid in TG\$. Single and multi-movement tasks can be requested from a smart device anywhere on our layout or from the Kiosks. Movements must be cleared and it is recommended that both web access and transponder button presses are done for the most reliability. Based on distance moved, car popularity, industry popularity, investor incentives and system bounties, the tasks are rated and paid to the mover and the investor/owner of the car as well as the industry Magnates. Keep in mind that miss-movements to the wrong location are not paid and the mover is fined.

Investor Play: Speaking of fun, the Investor role allows one to play the game even when they are not at Train Mountain. If you have at least one car in play on the TrainGame you can play the Investor role. From anywhere with a smart device or computer you can log in and see where your cars are and how they have performed. The one VERY important thing that an investor can do that no one else can is to issue a movement task from anywhere to anywhere for their cars. These tasks become Priority movements and will be dispatched first over generated tasks. You can put your cars at strategic spots, round them up, or just keep them moving. The investor can also place TM\$ incentives on movements of their cars to raise the priority even higher; competing with other investors. The investor can add and delete their cars at any time in just a few key strokes. So when you get to TM put your cars in play and go out and move other player's cars. The TG\$ will just roll in. Next month I will cover the other roles that can be played in the TrainGame Drop by and see me at Azusa. We will be developing and testing the system for most of the summer. Steve Eddy steve.eddy@charter.net

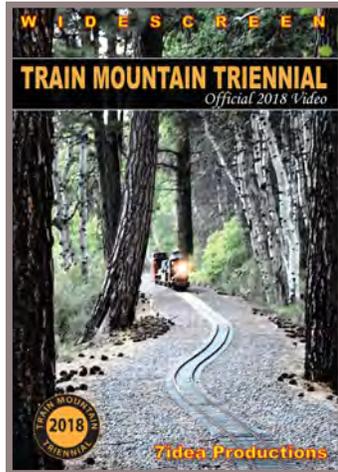
NOTE FROM THE EDITOR: Please note this article is about a GAME, no real investments or money is used. It's played using simulated or play money similar to the kind we use when we play the board game called Monopoly.



CLASSIFIEDS

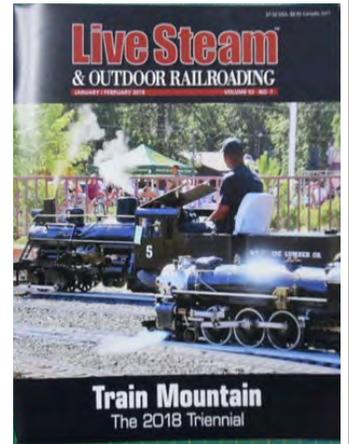
2018 Triennial Video Now Available

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

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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 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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For Sale- Priced to Sell ~~\$50K~~ or OBO



2-8-2 Mikado, 1.6 scale, Great Northern

Completed in 1989 by Bernie Swenson from Little Engines design. New ASME steel boiler with copper tubes in 2003, steel clad drivers, Super scale fittings. Propane fired. Engine weighs 1260 lbs wet. Tender: 6 wheel equalizing trucks with stainless steel water tank and twin 5 gallon propane tanks, 650 lbs wet. Heavy duty stands and spare tanks included. Engine has effortlessly pulled 43 people around the KLS Track. Has been to TM many times.

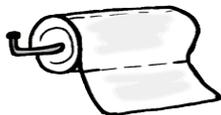
Engine can be viewed at KLS track, in Washington by arrangement. Delivery to West Coast may be arranged. Details and photographs available to interested parties by contacting bearwolf222@gmail.com.

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

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



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, png, or similar image file.

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

WEB-CAM GALLERY

Photos by: The Web-Cam



WEB-CAM GALLERY

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