



The Mountain GAZETTE

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August

Even though that big number on the bottom of the page says Eleven (11 months until the Triennial) it's only 45 days before the registration process starts. But before you jump on the registration page and start filling in the necessary information how about making a *Personal Check List* of things you've got to bring with you. Some of the necessary items pop into mind like tools, gas cans, etc. Some others might easily be forgotten. If you're battery powered you need a charger, a long extension cord, and if you register late you might need a generator. We have a limited number of plug-in spots, and we are expecting some 150 battery powered trains. If you're a steamer try and figure out your consumption of steam related items like steam oil and bring what you think you might need with you. Remember we will have 100 plus steamers needing stuff so some supplies may be limited! The rest of us gasoline folks need to remember our fuel cans, funnels, etc. as well. Also don't forget the creature comfort goodies like lawn chairs, ice chests, maybe a sun umbrella, lots of sun screen, and probably a good hat! LOL.

Now to the most important part, I have heard from several folks they are planning on coming to the event to help out but are NOT bringing their train! That statement bothers me a lot! If we cannot put on a major event that allows us to also participate in the event then we are definitely doing something wrong. We have done this major event before; there should be very few surprises. The Triennial Steering Committee is trying to design in more time for our volunteers to ENJOY the event and not just WORK the event. We need committee chairmen and once those positions are filled we will have the chairs start recruiting committee members. Members should plan on no more than a single two hour shift in a 24 hour period. That leaves 22 hours to be a RUNNING participant in the event.

We cannot do the Triennial without you but having a Triennial without any trains doesn't work either! PLEASE plan on bringing your train and running on our great railroad along with all the others in our great hobby.



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

11
And
Counting

Please Volunteer at a Train Mountain Meet!

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

The Mountain Gazette

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August 2021

From the Desk of Train Mountain Railroad President August 2021

By Jeff Mills

As expected, the August Meet was lightly attended however the progress at Train Mountain during this week was monumental. At the start of the work week, Duane Kaasa and his volunteers finished the painting and lettering of the New York Central Sleeper Car. This is a great addition to our entry way and is seen by all our visitors. This was a massive project and took some serious volunteer hours to complete.



The next achievement by our corps of volunteers, lead by Dale Furseth, was the replacement of the 4 switches and cross over track leading into Crisp yard. As it existed, it was aluminum rail on wood ties. The Wooden Ties had failed and were no longer able to retain the track screws causing loss of gauge. I think most of us, at one time or another has had a derailment at this point. There was always a collection of green blocks here indicating track problems. Dale's crew got this work completed in two days. A big thank you for all that participated in this endeavor.



Then Wednesday evening came the thunderstorm of the decade. Late in the evening the thunder and lightning came rolling in, followed by Monsoon Rains. The rains produced between 2 and 3" of hard precipitation in only a half hour, causing flash floods, mudslides, downed trees, and loss of power to the entire Train Mountain Property.



The next morning, volunteers were clearing debris from a downed tree partially blocking South Chiloquin Rd near the K&W gate. The tree took out the power line and the internet cable. With the road cleared for traffic, motorists were able to safely proceed past our property and the line crews restore power and internet later that day.



Next, an inspection of the track began, to discover runoff from Steiger Butte had been extreme and creating mudslides on large proportions in the Burn area. The runoff water came in sheets and when it reached the roads and railroad grades, they became water channels. This washed out the gravel ballast, plastic underlayment and in some cases twisted the track beyond reuse. The areas affected were Crane Station Siding, around Hope Circle up the grade to Panzik Water Tower and down to the Grade crossing on the road up to Steiger Butte. Areas that did not get washed out, were buried in mud up to three feet deep.

Now what do we do? The track around Hope and back to Witcombe Wye was just opened during the last days of the Ops Meet. All that work has been undone by Mother Nature. This produced a lot of hand ringing and consternation followed by in-depth discussion. Three proposals were made. The last

one was to repair and re-install the track into its previous route. Again, Dale Furseth and Bill Shepard started on this. They removed the damaged panels. Richard Cox and Luke Conner with Train Mountain heavy equipment re-established the grades and dug some diversion ditches to direct any future run off away from the tracks. New plastic and ballast were ordered. The track laying began. Dale posted many photos on Facebook and provided daily progress reports. One of the Gravel Tipples was moved to the Hope area and was used to ballast the newly laid track. In about two weeks' time the Main Line track was re-installed and ballasted. Many thanks are due all who helped with this project.



The Meet week was concluded with a Progressive Dinner and Poker Run. This event was organized by Marcia Furseth, Lindsay Eddy, Rose Maria Dobbs, Dana Ward and Barbra Ward. We travelled around the layout to obtain each course of our dinner meal. Dale Furseth organized the poker run and it was held in a different manner than in previous years. The poker run was fun and was the talk of the evening. The meal was excellent and everyone had a great time. It is so good to be able to socialize again as that is a very important part of Train Mountain experience. Special thanks to all who put this event together and to all who participated. We did not set a cost for this event and all who participated ponied up and the expenses were covered with the surplus funds donated to the Richard Cox Waterfall Project. We will do this again by popular demand.



Crane station Siding and the Panzik Sidings need to be dug out, requiring the track to be trimmed. Hope Circle and Flitton Yard need to be rebuilt as they were damaged by the flood and logging operations resulting from the 242 Fire.

Over the next Work Week, will be the Big Build, with concentration on the Rio Grande Division Track Replacement. This will entail replacement track from Sannich Siding to Lillyville. We will also need to organize a work party for Crane Siding.

Now, if Mother Nature will let up a little, and with a little more volunteer hard work, we will be closer to welcoming everyone to the 2022 Triennial.



July/August Report

an article by Dennis Ward—Track Superintendent

Wow! I was out of town during publication of the July *Gazette*. A lot of activity since June. As those of you who follow Facebook know, we had a flood earlier this month. Most of the track in the 2-4-2 fire area that had been painstakingly reopened by our stellar track crew, led by Dale Furseth, was either washed out or covered up with silt. While Hope Circle is still closed—and will be for the foreseeable future—the Hope loop is open again. Richard Cox and Luke Conner removed the majority of the silt, up to two feet deep in some areas, covering the track. Dale and Bill Sheppard removed the washed out section to allow Richard space to repair the grade. Once the grade was reestablished Bill and Dale and some visiting members reinstalled the plastic underlayment—about 800'. They then replaced the washed out track panels, most of which were recovered from the trees and bushes downstream from the grade.

We highly recommend slow order on all track between Crane Siding to just beyond Panzik Siding for the foreseeable future. The Crane and Panzik sidings are both still covered in silt. We can all help to get them open. On your next visit bring a shovel, rake and broom. All indications are that the track is just covered and needs to be uncovered to be useable. We can all help to open these important sidings. For those running live steam—there is water available at Schubert Wye.

During the August Meet work week. Jeff Mills and his crew installed a remote switch stand at Youngstown. This stand allows the uphill traffic crews to chose Dogwalk (alternate) or continue up the Serpentine (primary) routes. This installation required relocation of some of the Youngstown Yard tracks. Dale, with help from Steve Eddy and myself got that accomplished.

Dale also managed to replace track around the Ellingson Turntable, where the four trains operate, with aluminum rail on plastic ties. The project, almost complete, is ongoing.

The used track, aluminum rail on wood ties, which had accumulated in Klamath and Western Yard has been dismantled by myself and an outstanding crew which included Marc Mattioda, Mike Hoak, Dave Savage and others who came when I was not there to identify them—like the elves in the cobblers shop.

The Big Build Meet work week? Upgrade the track on the Rio Grand Loop. My calculations show a little over 2700' feet of track to replace including four switches. Switches at Saanich (75' left), Sharon's Shortcut (Wye) and Rio Grand Siding (100' right and 100' left).



Radius	Panels	Feet
75	22	220
90	49	490
105	37	370
120	44	440
135	6	60
150	16	160
165	9	90
S	188	1880
SA	10	100
		3810

2022 Triennial Committees August Report

By Jeff Mills

We still have a number of Triennial Committee Chair positions that are still un-committed. I have had contact with a number of members who expressed interest in committee chair positions but have been unable to commit to the Chairman Position. If you are interested in a committee chair position, please make a commitment as soon as possible. These positions are filled on a basis of experience and first come first to serve. I have served on a number of these committees and it is a rewarding experience. However, it does take commitment and dedication to making the Triennial work. Please review the following list. If interested please contact me Jeff Mills at old-catd399@hotmail.com or by my phone number on the back of your badges. I am the sole contact regarding committee chairs and I am maintaining the OFFICAL LIST for the 2022 Triennial.

The Triennial Steering Committee is currently working on the job descriptions of each committee's volunteers. These will be published and will be posted at their respective check in points for each committee. This is to make sure the volunteers know their requirements and responsibilities and when and where they are to report to volunteer.

Comittiee	Volunteer	Comittiee	Volunteer
Arrival Ck in		Security	
Back Shop	Woody Lewis	Shuttle vans / golf carts	
Camp Grnd Host 6 Acre	Peter Wood	Signal Maintenance	John Cooper
Camp Grnd Host Blue Caboose	Kevin Shear	Steam Engine Safety Insp.	Ken Olsen
Camp Grnd Host South Meadow		Track Repair mobile North	Joe Simon
Carpentry Shop	Bill Kludt	Track Repair mobile South	Mark Flinton
Communications		Track Assignment	Dean Willoughby
Equipment Maintenance	Richard Cox	Train Inspection	Jeff Pape
Engine Shuttle		Trash Pick up	Jim Moore
Fire Safety equipment	Jeff Mills	Train Game	Steve Eddy
First Aid		Train Shuttle	
Fuel Yard	Ed Ackerman	Triennia Office	Pam Williams
Garden Railroad	Mort & Denny	Triennial DVD	Aaron Bentson
Information Booth		Unloading/ loading /Staging	Ken Burns
Infrastructure Repair	Jerry Crane	Vendors	Russ Wood
Library		Website	Tom Watson
Packet Preparation	Pam Williams	Yard Master Main Yard	
Program	Russ Wood/ Pam Williams	Yard Master Central Sta.Yrd.	
Parking		Post Triennial Clean up	
Safety Video Viewing			



Greetings from Joyce at the front office:

It has been another month of unrelenting ninety plus degree temperatures and smoke-filled air.

The track damage from last month's torrential disaster has been repaired thanks to our ambitious and wonderful track crew.

The somewhat lightly attended August meet and the progressive dinner was lots of fun. Thanks to Marcia Furseth who coordinated the dinner, and Barbara Ward, Rose Dobbs, Lindsay Eddy, Dana Ward and anyone else who helped, it was great. We found nice appetizers, salad, tacos with all the fixings and ice cream sundaes as we progressed along on the tracks and made our way to each stop.

The Bootleg fire, about 25 miles east of Chiloquin, is finally 100% contained.

If you have lost or misplaced a bicycle at Train Mountain, please call the office and describe it. We would like to find its owner.

The high outdoor temperatures and smoke-filled air as well as road work continue to slow some of the visitor traffic. But, they are still coming in and they are leaving some nice donations, too.

Train Mountain is presently at 408 memberships and 737 total members for 2021.

If you volunteer, please be sure to complete a volunteer hours form and to turn it in to the office. As an alternative, you can report your volunteer hours online by going to the Train Mountain Railroad website. If you need help logging in as a member, please let me know and I may be able to help you.

We no longer have a functioning bulk email system in place. If you are reading this, please let other TM members know they can access the monthly Gazettes by clicking on the link below or by going to the TMRR home page and clicking on the button for the **Train Mtn Gazette**. <https://trainmtn.org/tmrr/index.shtml>

Next up is the Big Build work week and meet. We hope to see you here!

Stay safe and do well!

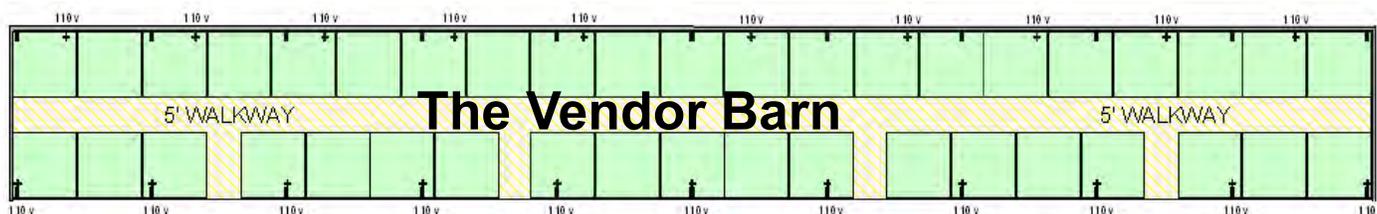
Why I Want/Need to be a Triennial Vendor

Russ Wood

This is a funny sort of article but I think it's very important. My hope is that you as members who are planning to come to the Triennial will pass this information on to your favorite vendors.

Attending vendors need to be reminded that those who attend also represent their local clubs and groups of live steam enthusiasts. 2018 saw members from 44 states and 11 countries. Sales may not be brisk during the event but experience has shown that those who were introduced to products at past Triennials eventually became customers of those products. Most attendees will have fully loaded vehicles just to get to the event and may not have room for that new box car or caboose or whatever. BUT when they get home and have that van or trailer empty!

So make sure that you remind your vendors that they need to bring lots of handouts, price sheets, signup sheets for those reservations for future deliveries, etc. Anyhow you get the picture. This is *their* opportunity to meet *their* customers face to face and spend some quality time with them. We already have a few vendors just waiting for the registration to begin.



**“The best part of our hobby is”
“My favorite thing to do at TM is”**

Russ Wood Editor

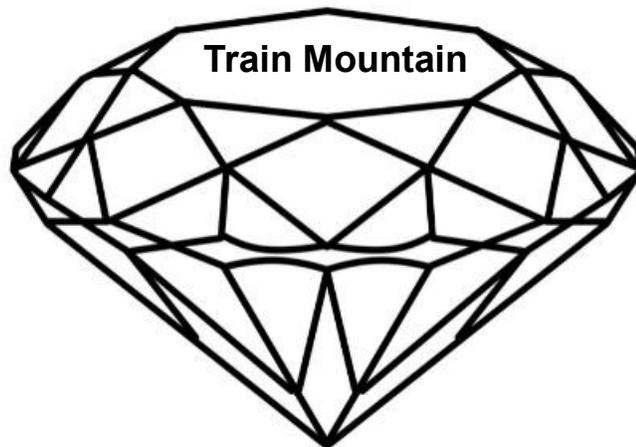
I have the good fortune to be here at TM most days. I have a lot of fun talking with our members and especially hearing about all of their wonderful wishes and ideas for Train Mountain. This helps me imagine that TM is like a multifaceted diamond. Not from the monetary value of the park but rather regardless of your likes and interests, some facet of what we do here should fall into your wheelhouse. You can choose to champion a cause or project or simply join in on an ongoing project. Of course you can always come and just enjoy the park.

Each facet of the diamond is just as valuable as any other. However without all of the other facets none of them have any value. None of the facets are the “*most important*” or have the “*highest*” priority. Sometimes things happen and are presumed to have certain “*priorities*” but in reality it just might be a matter of current funding or availability of some facility or machinery or other. It does not make it any more important.

Depending on your personal preference one meet or another may become your “*most important*”. One committee or other may become your personal “*best committee*”. What is really important for Train Mountain, is that *WE* all treat *EVERY* facet as the most *IMPORTANT* and personally support those that are working on that particular *FACET / PROJECT!* Train Mountain needs us all to pull together and support one another. We have the skills and we certainly have the needs!

Right at this moment here are the *MOST IMPORTANT* facets at TM:

- 1) TrackShop
- 2) Carpentry Shop
- 3) Back Shop
- 4) Vegetation maintenance
- 5) Track Tuning
- 6) Rail Tours
- 7) Visitor Center
- 8) Open seats of the TMRR BOD
- 9) Communications
- 10) Signaling
- 11) Triennial
- 12) Special Meets
 - a) Spring Awakening
 - b) Narrow Gauge
 - c) Operations
 - d) Big Build
 - e) Fall Colors
- 13) Museum Functions
- 14) Visiting Groups
- 15) And



Please come out and help us shine up the diamond.

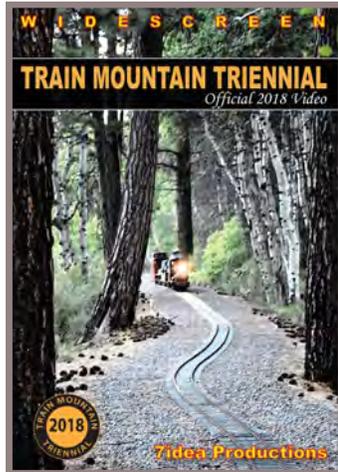
**TM needs you.
The projects need you.
The hobby needs us!**

BTW it really is a fun place to be!

CLASSIFIEDS

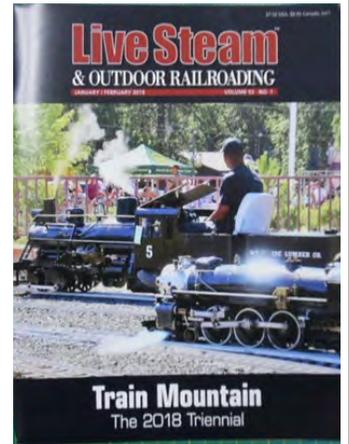
2018 Triennial Video Now Available

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.



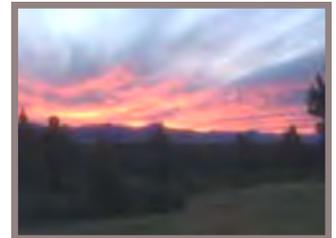
This comfortable house sits on 35 beautiful acres. 2 bedrooms and 2 bathrooms. Can sleep up to 6 people.

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

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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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, 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

