



The Mountain GAZETTE

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An Official Publication of the Train Mountain Institute and TM Railroad—Issue Vol. #5 Issue #14 **September 2023**

September

Hello everyone,

September means back to school and no more vacations—unless you're in the mighty crew who came down for the Big Build.

Thanks, all of you.

We have articles this month on the Big Build; Joyce holding forth as usual; a new train; and what it takes to maintain full-scale trains. Enjoy!

We've been editing the Gazette for a year now. A big thanks to all our contributors for making it fun and energizing. You know who you are. If you're not a contributor—you could be!

We got a new train. We're excited. See you on the rails!

Lucinda Gilman and Xander Geraghty

Lucindagilman@gmail.com



2023 Train Mountain Train Meet Schedule

	Polar Bear	Spring Awakening	Narrow Gauge	Ops Meet	September 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

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The Mountain Gazette

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September 2023

Big Build Work Week and Meet 2023

Lindsay Eddy

The Big Build was a hit! Lots of people came out; we got an incredible amount done; and of course we had a great party at the end. Thanks to everyone who pitched in!

Some of the many tasks worked on:

- The Big Build's primary task, led by Mark Flitton, was to remove the buried track at Panzik. 280 track panels, most of which were buried in dirt, were scraped. then pulled up, flipped over, power washed, sorted and then stacked onto flatcars. A total of 2800 feet of track, mostly from Panzik and some from Hope Circle, were removed by the **Australian crew**: Neil Dannenberg, Chris Dannenberg, Norm Mackenzie and Shane Ferris and the **USA crew**: Jim Davenport, Joe Simon, Rich Ledyard, Ed Sarber and Mark Flitton. Jim Davenport and Chris Dannenberg were continually moving loaded track cars from Panzik to the main yard and then taking empty flatcars back up to Panzik. Mike & Angela Hoak, Tim & Debbie Willard, Jim Henry, Ron Williams, and Steve & Lindsay Eddy moved flatcars and loaded track cars to and from Panzik as well.
- Dale Furseth and Ron Domoe worked on repairing track issues. Both the uphill and downhill tracks on Serpentine near Blue Caboose were repaired. A tree root in the main yard out in front of the backshop was removed, and repairs were made on the outside track around the turntable.
- Jeff Mills spent much of his time in the backshop working on the new Industrial Strength Electric Engine along with Clay Smith who helped with some electrical components.
- Dr. Larry, Jim and Sue Moore, and Mike and Wendy Mulder repaired and painted the winery building on Daffodil Hill.
- John and Richard Croll built a new winter cover for the kitchen's swamp cooler
- Danny Chamrad and Kevin Vick worked multiple days, along with help from Ron Williams and Jim Henry, filling the road cracks near the backshop and Central Station with fresh tar.
- Jerry Crane, Ron Williams and Allen Howard installed 4 new mini-splits for the guest rooms in Central Station.
- Theresa Shelby cleaned out all of the road crossings along the track all the way to Hope and back.
- John Croll, Richard Croll and John Brock helped prep and restore Meisser Tower, while Marianna Sauser and Lindsay Eddy added a fresh coat of paint. John Croll replaced some of the old siding and removed the old staircase which he is going to rebuild this winter. John Brock removed most all of the old paint with his wire wheel and what a job that was! Two sides of the building are now painted but the rest will have to wait until



next spring.

- Two New York Central RR S motor engines were brought up to Central Station to be part of a new static display. The first mass produced electric locos by Alco-GE, the first one was built in 1913 and they were standard gauge for main line service. These locos were purchased to comply with the new law of the time to ban steam engines in NY city. The last one saw service in 1968 and there are three surviving in museums in the USA.
- Bill and Joyce Klutz were busy in the woodshop measuring, cutting, constructing and painting a new building for the Train Mountain layout.

The Saturday night banquet was well attended with over 70 members present. The night started out with a Railroad Trivia game where phone buzzers were going off in record time to answer questions shouted out by TMRR President John Cooper. After dinner Carolyn Steuer displayed a beautiful handmade quilt that she donated to be raffled off in the future with proceeds to benefit Train Mountain. The pork and chicken dinners, along with all the side dishes provided by Dana and her crew, were yummy and everyone seemed to enjoy the night.





These photos are from the repair and painting of Meisser Tower.

We only had time to repair half of the building so we have done the north and east sides of the Tower. The south and west sides will be done later. John and Richard Croll along with John Brock helped prep Meisser Tower for new paint while Marianna Sauser and Lindsay Eddy painted it. John Croll removed the old staircase and is going to rebuild it this winter. He also removed some of the old siding and replaced it. John Brock removed most all of the old paint with a wire wheel. Two sides of the building are complete and the rest will have to wait until next spring.





Clay Smith used his Solar Powered Car to test the 2 New York Central engines before they were moved to a static display at Central Station. He also used his Solar Powered Car to rescue an electric engine that had a power issue.

John and Richard Croll built a new winter cover for the kitchen's swamp cooler.



Greetings from Joyce at the front office:

It has cooled down into the 70's during the day and gets chilly at night. The sky is sunny and blue with a few puffy white clouds here and there. If you visit, layering with clothing is good for keeping up with the morning, afternoon and nighttime variations.

The Big Build work week was quite productive with lots of projects going on: removal of the propane heaters and installation of heat pumps and air conditioners in the guest rooms, unused track by the Panzik Division was torn out and a wintertime cover for the air conditioning unit in the kitchen window has been made. I am sure that a lot more was done but those are the things I saw and heard about.

The meet was fun as was the banquet. At best guess, 80 to 90 people attended the meet, including our friends across the big pond, the Aussies. 71 people attended the banquet which was nicely catered again by the Potbelly Café. John Cooper provided some pre-dinner entertainment with a trivia game to determine which table would go first to the buffet table. After dinner announcements were great, too.

The Dog Park through contributions from Cheryl McInnes is nearly completed. Dog owners may use it when it is finished, but must follow the posted rules. They must stay with their pet and must not leave their pet alone in the park.

Klamath & Western Railroad has completed their summer season. They will be doing the Pumpkin Run on the two Saturdays before Halloween.

Visitors this morning included a group from the Massachusetts Mazda Miata Car Club with their immaculate and well-kept vehicles. They are travelling cross country and stopped by Train Mountain on their way to the Pacific Coast.

A number of members are here between the Big Build and Fall Colors meet, enjoying their trains and having a great time volunteering.

As always, all volunteer work is greatly appreciated. You all help to keep Train Mountain here and to keep the trains 'a rolling.

Coming in October:

- On October 1, 2023 members will be able to begin renewing their memberships for 2024 and to begin signing up for 2024 meets.
- The Fall Colors Meet is October 6th through October 9th, 2023.
- The annular eclipse presents itself in full on October 14, 2023 over Chiloquin, Oregon at 9:17:29 AM Pacific Daylight Time. Members are welcome to be at Train Mountain for this occasion. Be prepared to arrive good and early with plenty of food, vehicle fuel, accommodations, any meds you need to take, and plenty of travel/stay time as the local highways may become quite congested and local store shelves may empty out for at least two to four days surrounding the eclipse.

We are looking forward to seeing you here in October!



Blue Coal Mine—northside



Fire department picnic

New Locomotive Teething Problems

by Jeff Pape

In May of 2022 I received a new locomotive. It is beautiful. A GP-9. Great paint, beautiful metal work. However, it ran very poorly and stranded me twice.

After lots of effort by many friends, the problem was identified and resolved. The 4QD controller had very old software. Installing the latest software solved the problem instantly and completely.

It hardly matters which brand of model one buys. The new owner almost always has to fix one or more problems before being able to enjoy their new loco.

What's spinning on the turntable?

Johnny Cash

[Hey, Porter!](#)

This was Johnny's first recording with the Tennessee Two, in 1954. It tells his story—of a soldier coming home from the Korean War and taking a train back down to the South and home. It has his hallmark driving beat and catchy tune and has remained one of his classics. .



Full scale live steam

By Xander Geraghty and Lucinda Gilman

You may wonder, as we do, what it takes to keep a full-sized steam engine running and on the rails. We recently spoke with Todd Landwehr of the Oregon Rail Heritage Foundation, which has a number of steam locomotives on its roster. (TL:DR; boiler inspections and insurance stink.)

Q: What inspections are required for steam locomotives?

A: There are annual and boiler inspections. The annual inspection is manageable – you take a lot of the fire brick out, pull the water glasses, set and test the gauges and reassemble everything. The SP Daylight 4449 needs this right now and we'll probably do it in the fall.

The boiler inspection is a much bigger deal. You have to do it every 1472 running days or 15 years. For excursion railroads, the every 15 years usually comes first. You have to remove everything from the boiler – tubes, flues, everything – and measure the thickness of the boiler and make sure it's sound. Then you reassemble the whole darn thing. We did this recently with the 700, but still have more work to go before it's ready to run. We were running the Polson #2 but we blew a couple of tubes. We could have just replaced them and kept going, but in the repair process we pulled three other tubes, and they all looked really worn – so we elected to do the 15 year service eighteen months early. We're going to get a Shay engine from Prineville soon, and that will need its 15 year inspection done right off. So we're sort of knee deep in them right now.



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Q: What are the mechanical issues you have to tend to to keep steam locomotives running?

A: Engines are constantly breaking down – broken stay bolts, superheaters that leak, leak in one of the tubes, mostly stay bolts. You have to make sure your lubricators are working and grease the locomotive regularly. Taper bearings might wear out so you have to keep an eye on those. When you're running the engine you have to make sure you're doing everything right – we had a passenger car with a fresh set of wheels on it, and the brakeman didn't release the emergency brake before they left the station, and those nice fresh wheels got a big old flat spot in them. That was too bad.

Q: How do you source parts for repairs?

A: Some you can buy, a lot of them we have to rebuild, and there are a couple we contract out. A lot of our strategy involves getting spare parts stacked up on the shelf in case something breaks. Staybolts, which break all the time, can be machined or bought. We had a volunteer completely restore an air pump. It worked, so he fixed up another three, and now we have three on the shelf. If you can't machine something new, and you can't buy it, you have to rehab old parts. We do a lot of that. We have one locomotive that's getting its boiler patched – we had to contract that out.

Q: You run engines on a shortline track outside the museum. What's involved in keeping that up and running?

A: The Oregon Pacific shortline railroad owns the track. We pay them per run and for repair of the track in season. They've determined that the big engines – the 700 and 4449 – are too big and damage the track so we only run the Polson and smaller diesel engines on it. Keeping the contract and a good relationship with the shortline are key. Fortunately they're pretty easy to work with.

Q: What are the constraints to running the bigger engines on the mainline?

A: The biggest issues are positive train control, insurance and getting Amtrak's support.

PTC is challenging for steam trains because it's hard to integrate automatic throttle cutoffs, for example. The alternative is to put a PTC-controlled locomotive up front, which nobody wants to see.

Insurance is really tough. We used to be able to run under Amtrak's insurance. Now you have to buy a policy for a full year, and if you're only doing one mainline run, it's tough to cover costs. We'd like to go to Portland and Western and say, we want to run excursions all season – then you could spread the insurance policy cost over time.

Amtrak changed their excursion policy and a lot of the passenger cars that we used to rent are no longer available. So if you have to deadhead a bunch of cars in from Minnesota, that also adds a big chunk to your budget. They were having problems with crew for a while and said we're not running excursions, then they said we'll run them but only where we currently run. And of course you have to get permission from the track owner as well as Amtrak.

BNSF is a good host and we've been able to run there in the past. UP isn't super friendly to steam organizations.

Q: Any hope of seeing the Daylight 4449 on the mainline someday?

A: We have a couple of irons in the fire but nothing I can speak about yet.

Q: Why do people volunteer with the museum?

A: First, people have a passion for trains. People have passions for all kinds of things, like the Chinese Garden; and for some people it happens to be trains. They're interested in preservation, or the 4449 with its art deco design. We get people from all walks of life, from former police officers to Boeing assembly line workers and more.

Q: What keeps you involved?

A: I had a passion for the 4449 to start, and then it grew to being involved with the team and wanting to see things grow. Now that I'm retired it takes more of my time.

It can be challenging and consuming at times.

Q: What's your title and how long have you been with ORHF and what do you do?

A: Officially I'm the treasurer of ORHF and the gift shop manager. It's one of those jobs that you don't realize how much time it takes. I've been with ORHF since the beginning – back when it was a concept, before we had a building and we were raising money to find a home for the locomotives – that was back 20 years ago or so. We've had our building for the last 12 years.

So, live steam fans, chins up – there are plenty of other people out there who think steam trains are just as cool as we do. They just have bigger toys. Next month we'll have an article on the Illinois Railway Museum, the biggest railroad museum in the country, which has a truly stunning amount of stuff and more train fan volunteers than you can shake a stick at.

Positive train control

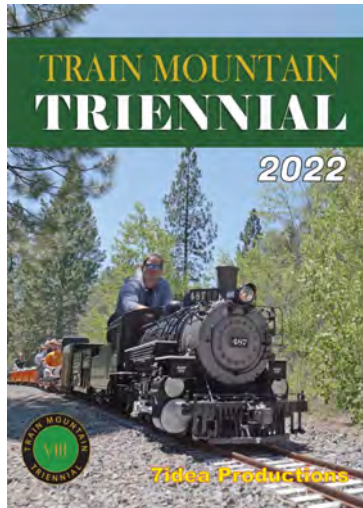
Positive train control is a set of technologies that are designed to automatically stop a train before human error accidents can occur. PTC systems determine the precise location, direction and speed of trains, warn train operators of potential problems and safely bring the train to a stop if the operator does not act. It helps prevent train-to-train collisions, trains moving onto track sections they're not supposed to be on, and movement through switches that aren't in the right position.



CLASSIFIEDS

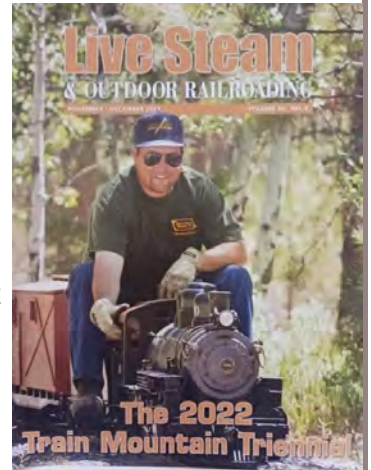
2022 Triennial Video Now Available

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 / December 2023 issue of Live Steam and Outdoor Railroad-ing? 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.



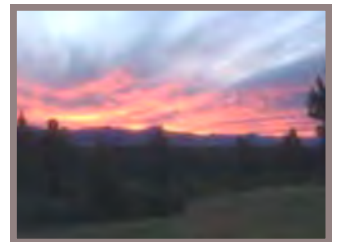
This comfortable house sits on 35 beautiful acres. 2 bedrooms and 2 bathrooms. Can sleep up to 6 people.

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

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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!

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1/4 Page: \$40/month or \$400/year

1/2 Page: \$70/month or \$700/year

Full Page: \$125/month or \$1250/year

Published by Train Mountain Railroad

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Chiloquin, OR 97624

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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!



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.

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)

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: _____

[illegible]

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.