



The Mountain GAZETTE

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An Official Publication of the Train Mountain Institute and TM Railroad—Issue Vol. #5 Issue #22 **May 2024**

May

Hello everyone,

It's train season! Hope you're all getting out onto your tracks and getting some good time in.

We have our usual fine array of articles this month: Dale gave us a great writeup of all the track work volunteers have pulled together this month, and John Cooper contributed a great writeup about a much-needed upgrade to the South Portal Circle signal. These projects happen both because we have dedicated leaders like Dale, John, and many others moving projects forward—and I'm giving them a huge shout-out for all they do—and also, because members stand up and help. That's you! You're all members, and we all appreciate it so much when you show up and pitch in.

We want you all to take a moment, right now, and think about what's most important about Train Mountain to you. The track? The people? Meets? Whatever it is, we want you to think of one thing you can do this year to make that better. Then do it. Sure, it's fun to drive here, but you'll feel even better about the place when you can point to parts of it that are better because of your sweat and hard-earned splinters.

We also have articles from Joyce, Richard on the ops meet, John Lovely on passenger operations, and Pam on TM excursions. Also, TM still has land and a steamer for sale. Check it out!

Cheers,

Lucinda Gilman and Xander Geraghty

Lucindagilman@gmail.com

2024 Train Mountain Train Meet Schedule

	Polar Bear	Spring Awakening	Narrow Gauge	Ops Meet	Summer Meet	Big Build	Fall Colors
Work week		4/27-5/2	5/25-5/30	6/22-6/26	7/27-8/1	8/31-9/5	
Meet	1/13-1/15	5/3-5/5	5/31-6/2	6/27-6/30	8/2-8/4	9/6-9/8	10/4-10/7

Join Train Mountain Now!

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

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May 2024

On Track

Dale Furseth



For the most part, the snow has stopped falling, the ground has warmed up and track work has started in earnest. But track replacement work is not possible without a terrific support group building track in the Schubert/Ward Track Shop, led by Lindsay Eddy. Lindsay and her team have cut ties, prepped rail and cranked out car after car of finished track panels. It is a lot of work to build track panels, so the help of those members who have stopped in to help is appreciated. Thanks go out to Joe Lagerstrom, Carey Dalton, Angela Hoke, Tim Hoffman, Nathan Hoffman and Walter Oellerich for helping in the track shop.

We had a TON of track replacement projects this month. Our focus right now is mostly on improving and upgrading sidings. We hit:

- **Phillips**, which is the first business on Rio Grande, where there is the main line, with a siding on each side. The main was aluminum on plastic, and was replaced with steel. The left-hand siding was aluminum rail on wood ties, and was replaced with aluminum rail on plastic ties. Roughly 400 feet of track was replaced in this project. Thanks go to Matt and Abby Thomas, Kim Beard

and Phil and Stephanie Huntingdale.

- The siding at the **Rio Grande caboose**. This was 150 feet of aluminum on wood ties, with another 50 feet of spur. We also replaced a 100' radius switch. Thanks go again to Matt and Abby Thomas, Kim Beard, Phil and Stephanie Huntingdale and Bill Shepherd.
- **The main yard** from near the bridge at the west end of the yard down to the switch tower at the east end of the yard before you run down the hill to Central Station. This project has been in progress for most of the winter; we've replaced a total of 15 switches. The crew this month finished replacing three 75' radius switches and 200 feet of new aluminum on plastic track, enabling trains to run from the entrance to the yard, all the way along the back shop on new switches and track. Thanks go to Kim Beard, Kirk Devine and Eric Barks.
- **The main yard secondary main.**



The last section of old wood ties were replaced with new aluminum on plastic ties, so the secondary main has now been upgraded the entire length of the main yard. Thanks go to Kim Beard, Kirk Devine, Jim Pendley and Chris Holland.

Last, a bunch of roots were removed, along with general tuning. Thanks to Kim Beard, Kirk Devine, and Craig and Katie Cootsana for the help.

If I missed any names, or misspelled a name, I apologize; note-taking is not my strong point. If you want YOUR name added to this list, offer to help next time you are at Train Mountain. We always have projects going on and hugely appreciate your help.

Photos taken by Matt Thomas.



South Portal Circle Signal

John Cooper

You may recognize the scene in the attached photo. It's taken at South Portal Circle looking east toward Red Ant Junction. In 2016 a single slip switch and signal were installed here to allow bidirectional running through Red Ant Junction toward Dogwalk. This allowed another routing option for trains from Hairpin to head east over Dogwalk to the Serpentine. It also created a fun option for westbound trains on Dogwalk to make a U-turn on the circle and run Dogwalk eastbound.

The signal has always violated one of the tenets of signaling, in that a train should never pass a dark signal as a matter of routine. This signal was wired to light up only when the switch was aligned for bidirectional running toward Dogwalk. It remained dark when the switch was aligned to continue around the circle. This was done as a matter of practicality; the circuitry didn't have enough inputs to independently detect the presence of an approaching train and the position of the switch.

During the Spring Awakening Meet, Jim Pendley and Chris Haaland helped install an upgrade that remedies this problem. The signal will now always be lit for an approaching train as it has two heads to be able to convey the position of the slip switch. As is customary for all Train Mountain signals, the top head governs the straight route while the lower head governs the diverging route. Thus the route towards Dogwalk will be governed by the top head and the bottom head is for continuing around the circle.

Shown in the picture is a red over green – diverging clear, indicating that the switch is aligned to diverge. (Never mind if you look closely in the photograph, that the points are actually set straight – I was in the process of making the wiring connection to the switch sensor as this photo was taken). Since there are no track circuits as one continues around the circle, the signal will always display diverging clear no matter what trains may actually be ahead.



Greetings from Joyce in the Front Office

Our May weather has gone from freezing cold, rain, snow and gray skies to still cool mornings and beautiful warm sunny days.

The Spring Awakening work week was a flurry of activity. The meet was met with some not-so-nice weather though. Many still got to run their trains.

A water leak from upstairs got repaired. The freeze-broken spigots in Crisp Yard got replaced and many other things got done during the work week, including some of the usual raking up of pine cones and pine needles. Lillyville has grown even more and Jim Eakin is working on the Blue Coal structure roof to make it better than ever. Thank you to everyone for all of your great work!

Lindsay Eddy, Marianna Sauser and Valerie Bedore prepared a nice feast of pizzas purchased from our local market and added salads and desserts for a tasty and filling meet Saturday dinner. A thank you goes to Mary Shepherd for her flavorful contributions to the dinner and to anyone else who contributed, too.

Volunteers have been coming in between the meets to do more work like fallen tree and branch clean up. Thank you!

The Narrow Gauge meet is coming up quickly. The badge printer is going gung-ho and many of the meet badges are already printed. Get your registration in soon to have your badge ready when you arrive. If you register in the office, it takes about 10 to 20 minutes for the printer to pop out your badge.

We are hoping to have a well at Meiser Tower working soon. This will help the water system provide much better water pressure and delivery at Train Mountain.

I am working on getting the store restocked for the summer season. Suggestions for what you would like to see in (and buy from!) the store are welcome.

Life has gotten much busier in the office people-wise. More members and Harvest Hosts are arriving.

The Visitor Center is now open for the 2024 season. The Visitor Center hours will be 9 AM to 3 PM Monday through Friday until May 16th when the proposed days and hours change to 7 days a week, 9 AM to 4 PM.

Kitties Charlie and Maggie are doing great. Charlie is enjoying having more people to greet at the front counter and Maggie continues to monitor the Hall.

By the time this newsletter gets out, Mother's Day will have already happened, but I hope that for any of you who are moms, that yours was a very happy and special one.

We are looking forward to seeing you at Train Mountain soon!

This month we are remembering:

Larry DaBroj, Rita Domoe and Jack Farmer.



Train Mountain 2024 Operations Meet

Richard Croll, Train Master



Winter should be over, so it is time to think about attending this year's Train Mountain Operations Meet.

The work week starts Saturday, June 22nd. Most of the set-up activity for the meet will take place on Sunday and Monday. There are likely to be other work projects as well.

One of the major changes this year is the elimination of the car inspection and large sorting routine. The cars will be checked by their owners and those picking up cars in the main yard initially for proper safety chains and coupler operation. Tools and supplies for taking care of minor problems will be available in the main yard.

Cars needing more extensive repairs will be sent to the back shop.

The plan is to start sending cars out on Tuesday using the Train Game software.

For those who have been participating in the Train Game, most things will be familiar. Steve Eddy said it best when he explained that Rail Ops is a game, and the Operations Meet is a simulation of how full-size railroads operate in the past and present. We hope to better simulate freight car movements using the Train Game/Rail Ops software. For the Operations Meet, the freight office function will be running, and it will make up the switch lists.

The other major change this year is the round-up of cars at the end of the meet. Those individuals supplying cars will have the option to specify a home location for their cars within their Train Game account. It can be a general location, such as the main yard, and can include specific track numbers. The hope is to have all the privately owned cars back to their home location by first thing Sunday morning. It will also be possible for an owner to call their car back home any time during the meet.

If you or your crew have not done the Train Game in the past, at least one member of the crew needs to register in the Train Game. Simply go to the



TMRR website and select TM Train Game on the left column. This will take you to the Rail Ops site. Select the register button at the top and follow the directions from there. Do not add cars to the Train game that you only plan to use during the Ops Meet, or cars that were used previously in the Ops Meet. That will be handled by the Operations Committee.

As in the past, we will have passenger trains running per timetable. This is a fun and challenging way to operate at Train Mountain, and I highly recommend you give it a try.

Please consider joining us for the 2024 Operations Meet. It is one of the most popular events at Train Mountain each year. It is a great time to see your old friends and make new ones.

I always welcome any comments or suggestions. Please send them to me at rcroll@tmrr.org.

What's spinning on the turntable?

On the Off Beat

[Ghost Socks in the Laundry](#)

Not a train song this month, but a song about a universal experience we all share. Every time you do the laundry—Every. Single. Time.—there are ghost socks that don't have a mate. You know darn well that you wore a pair last week, but only one comes out. We recorded a song about this.

If you're a Johnny Cash fan, you might either love or hate this.



New Stations Added to Passenger Operations

John Lovely

Our patrons have been so pleased with the excellent service provided by Train Mountain Railroad that we have added additional stops. There are two new depots for 2024 Operations; both are served by the Aspen Arrow, TRNS 131/132. One is Woodpecker, just north of the tunnel on the old Timberlake line. The other is Timberlake at Vertel Junction. That means there are 16 additional passengers to ride the Aspen Arrow. If you have run that train, you know it is a challenging route and schedule to keep. As you know it starts out serving Chiloquin and Friehebe on the K&W, then down the hill to G-Ville. From there you head for Red Ant Jct., stopping at Yuma and South Portal Circle before heading under the road to Elizabeth Valley. At M&M Corner you keep left to serve Helena, Douglas, and Beauchamp before heading to Dogwalk and back up Serpentine. A two-hour ride.

The other update is a name change: Bond is now part of the Ward Complex. I am told this is all the track from the exit of Long Tunnel around to Klamath Junction. This station is served by the Rio Grande Zephyr TRN 122 on its way to Chiloquin. Remember you need to request Ward (Bond) and Klamath and Western from the tower as you pass Colton. Or hold out both arms at the route selection detectors when the tower is not staffed.

I am really looking forward to a great Operations Meet this year and am anxious to try the new Train Game freight system.

TMI Fundraiser

Train Mountain Railroad Museum Excursions

Pam Williams

TMI Museum Excursions are a Fundraising Event and a lot of FUN! This is a full-day (up to 6 hours) experience immersing visitors in much of Train Mountain. It is an educational and enjoyable experience for people who are not members of Train Mountain to view our one-of-a-kind Museum and Railroad.

These excursions are offered **by reservation only, during Meet weeks**, from May 25th to September 8th this year. The fundraiser fee of \$100 per adult, \$75 for ages 14-17 and \$50 for ages 8-12, includes a full day of activities. The peak of the experience is a sumptuous, personalized picnic at Hope Circle.

Train Mountain members are aware of the unique features of Train Mountain, but visitors may not be. We try to prepare Excursion visitors for what they will encounter when traveling on the railroad that spans sections of our 2,200-acre site. We encourage attendees to prepare for High Desert conditions by dressing appropriately and bringing everything they might require for a full day away from Central Station and their vehicle.

We want everyone who joins us to have a wonderful experience. Using our “scale railroad” we advise that the riding cars are low to the ground. We want to know of any physical accommodations participants require.

Due to its duration and the area’s High Desert conditions, particularly in the summer, this trip is not appropriate for very young children or adults with special conditions. We may accommodate those who are not able to tour the entire park with a modified fundraising option.

Flyers for the Excursions are now available in our Visitors’ Center and additional information, or special arrangements can be made by contacting me at 253-325-2023.

This is an exciting opportunity for more people to experience the grandeur and adventure of Train Mountain!

If you know people who might be interested in this, please give them my contact information.



For Sale
Fulton RR 4-4-0 Locomotive with Tender and 2 Passenger cars
\$35,000 USD

The engine is propane fired and runs very well. One car is a baggage car with provision for the propane tank, air compressor and battery. The other car is a passenger car with removable roof that allows passenger seating. In 2.5" to 1' scale 7.5" gauge.

This train set is of museum quality detail and was constructed by a group of distinguished builders. This engine is large for a 4-4-0 and is very capable. It deserves an owner's attention and admiration. More photos and video are available on request. (Note: cars in the video are not included in the sale.)

The train can be inspected at Train Mountain by appointment only. It's best to plan to view during the upcoming Train Mountain meets and work weeks. See the meet schedule on the Train Mountain website, (www.trainmtn.org).

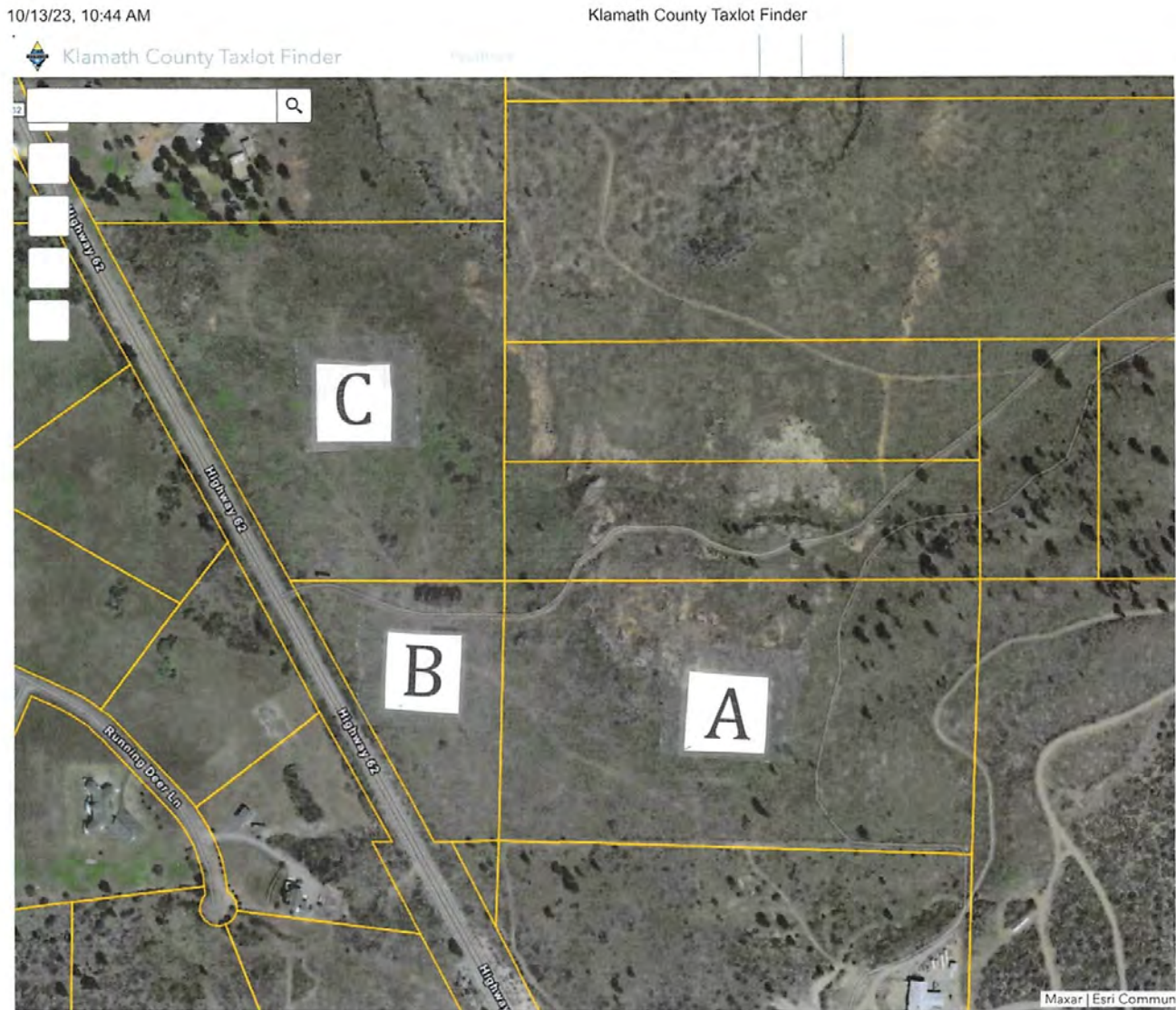
Call the Train Mountain office for scheduling; ask for your inquiry to be sent to the Train Mountain Institute Board. Inquires during business hours only. This train belongs to Train Mountain and proceeds will go to Train Mountain. Shipping and crating will be the responsibility of the buyer. FOB point would be Chiloquin, OR, 97624.



Train Mountain Selling Property

Jerry Crane

Train Mountain (TM) is selling three property lots to members. These lots are undeveloped, attached to TM and are located north of the Dobbs property next to Highway 62.



TM will be selling these properties through a direct sale. There will be no outside agents involved in the sale. The sale will be conducted by taking email offers from all those interested on each property on a designated date. The best offer on each property will then be posted for each property. A second round of offers will then be taken. Anyone can then drop out of consideration at that time or they can make an increased offer. This procedure will continue until no new offers are received. The individual with the highest offer will then be sold the property at the price of their last offer. TM reserves the right to reject any or all offers.

There is track running from TM's main track to the top of property "A". This is the loop as seen on the map on the east end of that property. Access to the TM main line will be allowed at this point. Any track access from properties "B" and "C" will require an easement across property "A".

Jerry Crane will be conducting tours of the properties during the Spring Awakening and Narrow Gauge meets. He will be providing more details on the properties at that time. The date for the first round of offers will be set at that time.

To learn more about each property please visit the Klamath County Tax Assessor's [web tax lot finder map](#) and enter the Klamath County property ID number into the search window. Left click on the property for extended information on each property.

The Klamath County Assessor's property ID numbers are:

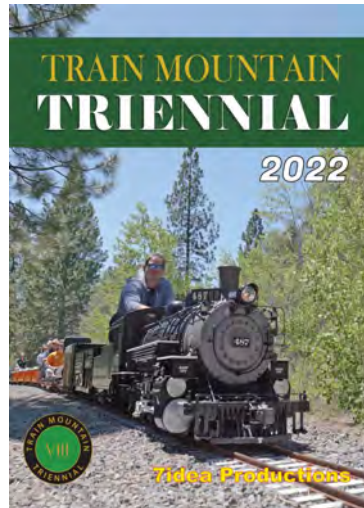
- "A" – 218954
- "B" – 872045
- "C" – 872044.

If you're interested, please find Jerry at one of those meets and/or email info@tmrr.org.

CLASSIFIEDS

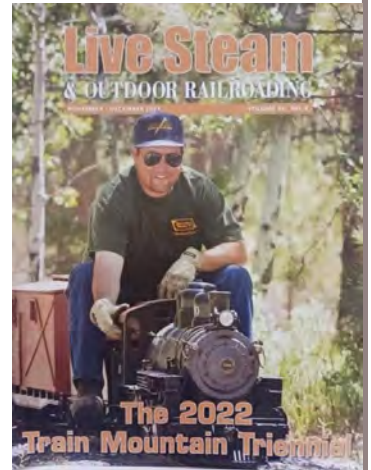
2022 Triennial Video Now Available

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 March / March 2024 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.



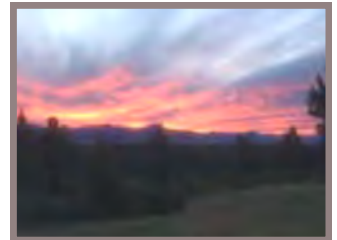
This comfortable house sits on 35 beautiful acres. 2 bedrooms and 2 bathrooms. Can sleep up to 6 people.

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

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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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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.