

# TRAIN MOUNTAIN

Vol 5 Issue 37

## August 2025

### Gazette

Voice of Train Mountain Members and Volunteers



Hello everyone,

Hope you're getting out and running trains over Labor Day weekend. If the Gazette comes out after the weekend, hope you had a blast. The weather is looking perfect here in Portland and we're looking forward to running both 7.5" and G scale.

We've got a smokin' issue for you this month, with five articles on two meets and an update on the super cool tunnel project. Joyce holds forth as usual and we have a tip if you haven't gotten your ballot.

The Triennial was awesome - so awesome that we were all basking in the afterglow (or exhausted from all the work) and didn't get in any articles last month. That's been remedied with some interviews, a big loaf of photos and a couple articles by Cheryl McInnes, who was in charge of the whole thing. Go Cheryl. By all reports the ops meet was pretty awesome as well - more so than usual for a Triennial year.

As always, send comments and articles our way if you've got 'em.

Cheers,

Lucinda Gilman and Xander Geraghty

lucindagilman@gmail.com

### Meet Schedule

	Polar Bear	Spring Awakening	Narrow Gauge	Triennial	Ops Meet	Big Build	Fall Colors
			5/24-5/29	6/14-6/18	7/26-7/29	8/30-9/4	
Meet	1/17-1/20	4/26-5/4	5/30-6/1	6/21-6/29	7/30-8/3	9/5-9/7	10/10-10/13

## A Heartfelt Thank You to Our Incredible Team of Volunteers

**Cheryl McInnes**

As the dust settles and the final whistle blows on a very successful Triennial, we want to extend our deepest gratitude to all the subcommittee chairs and the many volunteers who made it all possible.

This year, we welcomed 427 registered participants, including 708 adults and 125 children. Additionally, there were 560 day visitors during the meet. Our campgrounds were buzzing with life, hosting approximately 100 RVs and 49 tents—a true sign of the vibrant and engaged community that gathers here every three years to celebrate the 7-1/2" gauge railroad hobby.

Your commitment was truly the driving force behind this Triennial — we logged approximately 1,600 volunteer shifts, resulting in a smooth, well-run event. That level of participation speaks volumes about the strength of our community and your willingness to step up and support every aspect of the Triennial.

And let's not forget the heart of it all: the trains! We had over two miles of trains running on the rails, thrilling members and guests young and old, and reminding us all why we love this hobby so much.

To everyone who contributed their time, energy, and passion, thank you. Whether you led a committee, helped load a train or picked up garbage, your efforts were vital and truly appreciated. Together, we continue to build something special at Train Mountain.

With heartfelt thanks,

Cheryl McInnes, 2025 Triennial Committee Chair

Roz Hawley, 2025 Triennial Co-Chair

Paul Hingst, 2025 Triennial Co-Chair

Debra and Allan Howard, 2025 Triennial Co-Chair

Russ Wood, 2025 Triennial Co-Chair

## Timber Tunnel Update

**Dale Furseth**

**[Dale.furseth@gmail.com](mailto:Dale.furseth@gmail.com)**

Work has kicked into high gear on the project to rebuild the Timber Tunnel on the Klamath and Western sub at Train Mountain. To recap, this is a privately funded project to rebuild the Timber Tunnel that collapsed a few years ago. All materials are from funds that are, or will be, donated to support the project. All labor is volunteer, and is currently very sore and tired.

Over the last month, we constructed the front head wall, dug and poured all footings, and started the walls and trusses. At all times, other than for just very brief interruptions, the track has been open and passable, as seen in the photo of Dave Savage bringing the very first tour train thru the new entrance to the tunnel. The tour train made it thru the tunnel and the tour guests were all smiles, which makes our hard work worth the pain!



The work, especially digging the footings, has been really difficult. The team, led by Bill Shepherd, myself and Jim Moore, were there thru the worst of it. Help was also provided by Ron Domoe and Mike Baker.

Donations are still being accepted and are very much appreciated. Any donation of \$100 or more will be recognized with a tie engraved and placed at the entrance to the tunnel. Call Joyce in the office, and be sure to tell her you are donating to the tunnel project, otherwise your donation will go to the general fund and you will not get your engraved tie.



## More photos of the tunnel project





## Train Mountain 2025 Operations Meet

**Richard Croll, Trainmaster**

This year's Operations Meet may not have been the biggest, coming as it did on the heels of the Triennial, but it was certainly a success. Even the weather cooperated most of the time, though we did have quite a downpour late one afternoon and a spectacular lightning show one night.

This was the second year that the freight ops were conducted using the Train Game Rail Ops software, and it was even better. The biggest change I saw was better descriptions of the available switch lists. It was possible to look at the moves and then decide whether to accept it. There was also the option to request a switch list with options such as which zones to go to, but few if any crews used that.

The official scoring for the meet ran from Wednesday morning until 1:00PM Saturday. During that time 28 crew moved 515 cars. New this year was car miles instead of points, and this totaled 31542.





The top crew by miles was Mark Flitton's with 6175 miles, followed by the Nord brothers with 5901 miles and Tom Pierce and the Napa crew with 2099 miles.

Going by car moves, the Nord brothers came out on top with 108, followed by Mark Flitton with 85 and Tom Pierce with 26. Kim Beard and Lew Breon were right behind tied for fourth place with 25 each.

The passenger business was also booming on Train Mountain Railroad handling a total of 1214 passengers.

For the human powered side, John Bartlow did 4 routes and carried 233 passengers. Nancy Devine did 2 routes and carried 94 passengers.

For the locomotive powered passenger trains, Theresa Shelby and crew hauled 272, Eli Zupke and crew 253 and the Devine crew 243.



In addition to the freight and passenger trains, the Tour Trains were busy hauling many visitors. I saw lots of smiling faces on those trains. Many thanks to those who run those trains.

All this action was controlled by the dispatcher. John Cooper seemed to be in his element as he gave out verbal track warrants to the crews, giving them authority to move from one place to another. This was another change from prior years where crews had to

separately contact the dispatcher and the tower. This time crews only called the dispatcher on the radio, and only one channel was used. From what I could see, this worked very well.

Saturday night we all enjoyed a banquet catered by Squeals on Wheels.

By first thing Sunday morning, only about a half dozen freight cars remained to bring back to the main yard. The system worked well to



accomplish this.

We did use fewer cars this year because of smaller attendance, 78 versus 90 last year. This was adequate, but more would have been better. I would like to encourage those participating to put 1 or more cars into the fleet. Unlike the Train Game, they do not need transponders. Possibly because of less traffic, the average car moves per crew was up slightly this year to 18.

As always, if you have any suggestions for improvements, or any other comments please email me at [rcroll@tmrr.org](mailto:rcroll@tmrr.org).

## Train Mountain Railroad Board of Directors Election

Ballots were emailed to all members who were eligible to vote as of July 31, 2025.

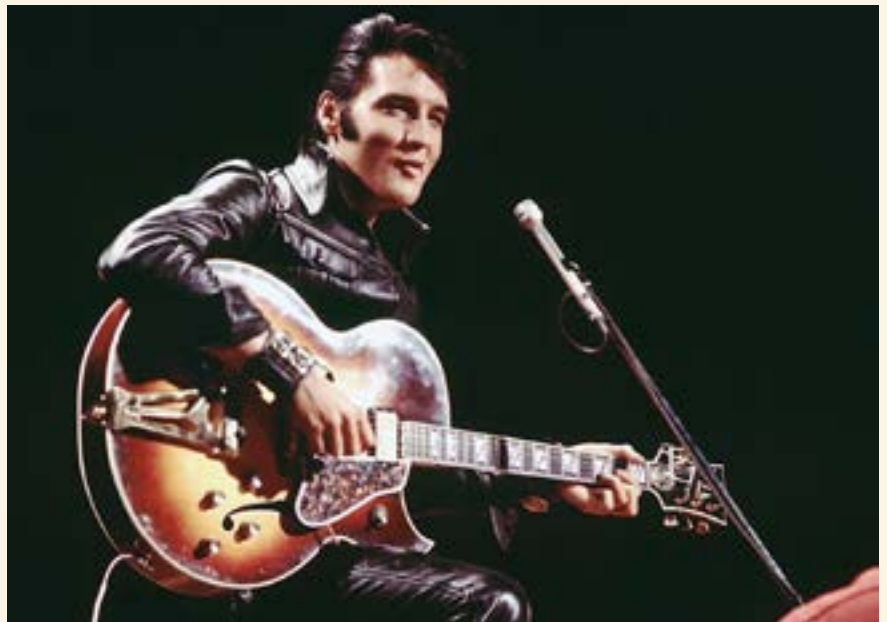
The emails were sent out on August 17, 2025.

If you did not get the email with the subject line TMRR Official Ballot, check your spam folder. If not there, then contact Richard Croll, TMRR Vice President at [rcroll@tmrr.org](mailto:rcroll@tmrr.org) and another ballot will be emailed if you are eligible.

Ballots must be received by August 31, 2025 to be counted.



Another old-school selection for you: Elvis Presley with [Mystery Train](#). Originally released in 1955 as the B-side to "I Forgot to Remember to Forget," the single established him as a country music star. It made it into the top 10 of the Billboard C&W listings at the time.



## Triennial Roundup

### Lucinda Gilman

I spoke with a couple of people about their experiences at the Triennial. Note that my sample is mostly based on who I dealt with most, and my train spent most of the event in the backshop.

Billy, the very cool security guard, was pretty thrilled with the gig. “It’s been great,” he said, “everyone’s been kind and courteous – it’s much better than dealing with a bunch of grumpy people.” Here’s hoping we get him back in three years.

Simon Briggs, from Australia, came from farthest away (or close to it). We only came from Portland so mad respect to all of you who traveled for days to get there.

Q: How did you find out about Train Mountain?

A: I found out through a mutual friend back in Australia after his first visit in 2006. We came with our locomotives in 2012 and I visited again in 2018 and 2025.

Q: Are you a member of a club at home, and if so, which one?

A: I am a member of North Western Model Engineers at Doonside in Western Sydney and also a member of Sydney Society of Model Engineers at Luddenham.

Q: What made you want to come to the Triennial?

A: Mainly for the chance to renew old friendships and make new friends. It's as much about the people as it is about the trains.

Q: What did you think about it overall?

A: Like every trip I've made to Train Mountain I had a great time.

Q: What stuck out as particularly awesome?

A: The recovery from the fire and the change in the landscape was particularly noticeable. But the cooperation among people was also pretty cool.

Q: How was your experience volunteering, and what did you do?

A: I helped with the shuttle trains on and off and also repairing them when they went down. The experience was pretty good.

Finally, I had a good chat with Boyd, who ran the backshop. His commentary:



“One of the best things that happened was that two people – a man and a woman, and I don’t remember their names – came in at the start of the Triennial and did an amazing job cleaning. They cleaned the backshop cleaner than it has been since it’s been born. I really appreciated that.

“The backshop was busy all week. Sometimes it got a little screwball but I really enjoyed it. It worked because we had amazing volunteers all week – they took a ton of the load off me. They came in, enjoyed their time and helped people out. The people who used the backshop were also amazingly well-mannered – they were polite to us and each other and treated the backshop like it was their own. We don’t always see that and it was great.

“Hats off, by the way, to Cheryl and Roz who took care of all the overhead for the Triennial – it made things much easier to deal with.

“A couple of jobs really stood out – we have our regulars, of course, who come by every Triennial. One fellow rebuilt his whole train. That was ambitious. We had everything from that total rebuild to minor repairs and I only had to run home and get tools a couple of times. It’s nice to have four toolboxes to work out of.

“Between Cheryl, Roz, our volunteers and all the people working on their trains, this Triennial went smoother than it has in years. That was fantastic.

“One thing that really meant a lot to me was the parade – a lot of people driving by greeted me by name. It was good to feel appreciated.”

I definitely appreciated Boyd, the volunteers and the backshop – my train wouldn’t have run at all without them or the vendors who graciously gave a bunch of their time to get me up and running. Thanks, Jordan, Dakota Custom Electronics and Reading Car Company.

Here’s a PSA from all of us at the Gazette: The backshop makes its own way through donations and nothing else. It always needs supplies, end wrenches, and screwdrivers. If you used the backshop this year, please consider calling the office and making a donation specifically directed to the backshop. If you have tools you think might be useful, please contact Boyd at [linbb1@msn.com](mailto:linbb1@msn.com).

## Triennial Photos

Joe Lagerstrom





## More Triennial Photos





## More Triennial Photos







August is having lovely weather. Yes, it is verging on the toasty side with lots of blue sky and some puffy white clouds.

The Ops meet was a huge success. It was very well attended with over 80 people. That is amazing given that the July Ops meet was held shortly after the big Triennial meet in June.

Squeals on Wheels catered the Ops meet banquet. The food was delicious.

Train Mountain Railroad (TMRR) has sent out ballots for their Board election. Look for the email in your inbox, if you haven't already seen it, and send your votes in!

The timber tunnel is progressing along quite nicely. I take a few minutes every few days to go check it out. The basic structure is built. Next come things like the batten boards, roofing materials, shingles, interior paint, plumbing and electrical. You ask what the plumbing is for? The plumbing is for a sprinkler system for fire safety.



During the Triennial and shortly before, a few jewelry items, some clothing, several beverage flasks, jugs, bottles and the like, along with other items, were turned in to Lost & Found. There are also several items that have been in Lost & Found for a very long time. Unclaimed items that have been sitting for an extended length of time will either be donated to charity or tossed depending on the type of item and its condition.

If you lost anything, you can email or call the Business Office and describe your item.



We can either put your name on the item and set it aside for you to pick up or you can ask to have it shipped. You will be required to pay for shipping charges before your item is shipped. We might not be able to ship certain types of items. The Business Office phone is 541-783-3030. The email is [info@tmrr.org](mailto:info@tmrr.org).

The Visitor Center is bustling with activity. Lots of visitors, rail tours, some groups, occasional free bags of popcorn and the Visitor Center store are keeping the Visitor Center crew hopping.



Our Harvest Hosts visitors have been enjoying their stays at Train Mountain; thanks to all of our staff and volunteers who help turn their visits into extra special ones.

The Big Build meet is coming soon. We are looking forward to seeing you here!

Happy August!

## Car Club Visit to Train Mountain





## Our Most Challenging Triennial Task — And How We Turned It Into a Success

**Cheryl McInnes**

Every Triennial brings its share of logistical hurdles, but this year, one challenge stood out above the rest: filling over 1,600 volunteer two-hour shifts. Coordinating that many time slots — across multiple days, tasks, and roles — was no small feat. But thanks to strategic planning, innovative tools, and an enthusiastic community, we not only met the challenge — we turned it into a highlight.

To streamline the process, we used Sign Up Genius, a Volunteer Management Software (VMS) that made it easy for individuals to view open shifts, sign up, and get reminders. Its user-friendly interface and real-time updates allowed for smoother coordination and fewer scheduling conflicts.

But the real magic happened with our Golden Whistle incentive. Volunteers who signed up for two two-hour shifts (a total of four volunteer hours) earned the coveted Whistle with a lanyard that said 2025 Triennial Crew — a symbol of dedication and team spirit. To keep the energy high, we also introduced a raffle system: every completed two-hour shift earned a raffle ticket, giving volunteers more chances to win fun prizes while giving back to the community. A special thank you to Roz Hawley, Matt Thomas, Paul Hingst, and Debra Howard for rounding up the stellar prizes, and thanks to all of you that donated prizes to our raffle.

The result? A huge success. Your dedication and hard work ensured that every aspect of the event ran smoothly, morale stayed high, and the sense of shared purpose was palpable. Our volunteers didn't just show up — they stepped up, bringing the 2025 Triennial to life with their time, talent, and teamwork.

To each and every one of you who took a shift (or ten!): thank you. This event simply wouldn't have happened without you.

Cheryl McInnes, 2025 Triennial Committee Chair

Roz Hawley, 2025 Triennial Co-Chair

Paul Hingst, 2025 Triennial Co-Chair

Debra and Allan Howard, 2025 Triennial Co-Chair

Russ Wood, 2025 Triennial Co-Chair

## Classifieds



**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.





## Have something you want to sell? Published by Train Mountain Railroad

*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

P.O. Box 438, Chiloquin, OR 97624

Email: [info.at.tmr@gmail.com](mailto:info.at.tmr@gmail.com)

## 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!

## WE ARE ALL VOLUNTEERS

## DON'T YELL AT ME, I AM A VOLUNTEER!

## 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 mailbox 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, Monday through Friday) (Summer - 9:00 AM until 3:00 PM, 7 days a week.) To arrange other hours visitors should call the office at 541-783-3030.

## 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