

TRAIN MOUNTAIN

December 2025

Gazette

Voice of Train Mountain Members and Volunteers

Letter from the Editor

I'm finishing up the last Gazette for 2025, but most of you won't see this edition until next year. That's one of my old crusty jokes I tell people as I'm leaving them on New Year's Eve, "See you next year." A lot has happened since Train Mountain went into Winter mode. The Business Office is open on the Winter

Hours schedule, the Museum Tour Trains have stopped running until next year, many members have gone home for the winter, and Mother Nature has been wreaking havoc on the Western side of the USA. We try to tell Mother Nature when we want rain, no rain, cold/hot, not as cold/hot, but she just does what she wants, when she wants. We will keep the people who are experiencing once in a generation weather events in our thoughts and prayers. Even though it's Winter on the Mountain, there are still a few items in this Gazette for you to peruse. I'm also adding a Bulletin Board page for tidbits of info that aren't big enough for a full page. I've added the 2026 Train Meet schedule and the TMRR mailing address to the bottom of the Bulletin Board pages.

Danny Chamrad djc2jr@hotmail.com

In this Issue

TMI 2025 Wrap Up

- Train Mountain Institute Updates (previous articles)
- On Track
- Joyce
- Bulletin Board
- Member's Articles
- Classifieds



Train Mountain Institute 2025 Wrap Up by Jeff Mills

The TMI Board would like to THANK all our volunteers for their hard work and dedication to Train Mountain. 2025 was very productive with numerous major projects accomplished. Your access to Train Mountain year-round is made possible by volunteering, contributing TM dues and donations. Members can be proud of making us a World Class facility presenting the live steam hobby as a positive and memorable experience.

The 2025 Recap:

- Train Tours for 7,000 visitors
- Extensive Spring Forest debris removal
- Triennial Prep during all of April and May
- Triennial Weeks logged 3200 volunteer hours alone!
- Frank's Tunnel Completion
- Grade Crossing Signals install for all crossings along Katy Lane
- Track improvements from Cooper Junction to western property line
- Vitz Yard Retaining Wall rebuild, yard track re-installed
- Track replaced between Hope Circle and Panzik Grade Crossing
- Dual Tracks upgraded to steel from Blue Caboose Crossing to Service Road Crossing
- Track in front of Back Shop Center Bay replaced with Aluminum on plastic; repurposed from the Blue Caboose Crossing Job
- The Weyco 101 Locomotive in 6-Acre was stripped, cleaned, and painted
- End of season TM maintenance and preparation for winter continues
- Plans and permits have been started for Central Station Shower Project after the 6-Acre shower project was deemed unaffordable

Train Mountain's future is in the hands of our members through continued support and participation.

The TMI projected 2026 budget of \$537k has a shortfall of \$147k. We have more than sufficient cash reserves and cash flow to cover this, but any deficit is not acceptable. Over the past 5 years, our fiscal situation has been bolstered by **grants along with visitor and personal donations**.

(continued on next page)

Train Mountain Institute 2025 Wrap Up by Jeff Mills

Most grants we obtained were one-time fundings and a multi-year grant expires next year. Because of one of those grants, we will not have to draw from savings for 2026. **Increased dues, rent, and all fees ease the shortfall** but do not eliminate it. New grants and income streams as permitted by our non-profit status are required to ensure a sound future.

Policy adjustments by the TMI Board will improve operations and fiscal outcomes. These changes over the course of the coming years will reduce budget shortfalls incrementally. As we seek grants and donations, **your help in making grants more attainable is vital**.

Institutional grant funding considers certain factors from recipients. **Volunteer hours** are an important one. We perform well in this area as ours are in the 5-figure range. Even so the percentage of reporting members is too low. **All participants need to log their hours**. We need to accurately reflect **how many volunteer hours are expended to maintain and improve TM**.

However, **we fall short in Member monetary contributions**. Grantors **expect a 20% Member fiscal input while we are only at 10%**. The recent increase to all the fees paid by TM members was required to get member contributions closer to a reasonable level. **TMI is then more qualified for grants** we need to obtain for TM's sustainability and growth.

Bad News! The Pot Belly Café will be closing December 31st. Good news, **Dana will open a Food Truck on our Campus in 2026**. It will be at the East side of Central Station. Power outlets for her truck were installed during Fall Colors week. This move allows our volunteers to enjoy her excellent meals and save time, too. Our visitors will also benefit so please make regular use of this convenience.

Train Mountain is a World Class destination made possible by every member's contribution. Your commitment keeps us moving toward an enduring and positive future.

Your Train Mountain Institute Board,

Jerry Crane, Jeff Mills, David Waterstreet, Lindsay Eddy, and Mark Flitton

Train Mountain Institute 2026 Dues and Fees

(Reprinted from October Gazette)

Dear Members,

As we look ahead to 2026 and beyond, we want to thank each of you for your continued support and involvement in our railroad community. Your membership is what keeps Train Mountain Railroad running by maintaining our facilities, improving the railroad, hosting meets, and ensuring a safe and enjoyable experience for everyone.

We feel it is important to share the following information with our members. In the past, we were fortunate enough to have a very generous donor who continuously contributed to cover many of our expenses. As many of you know, that has changed. As always, Train Mountain Institute graciously accepts tax exempt donations. Over the past several years, our operating costs have continued to rise. In 2026, our estimated expenses are projected to be \$540,000 and our expected income is approximately \$390,000. For 2026 this shortfall will be covered by reserve funds. To continue providing the quality experience our members have come to expect, we must adjust our membership fees accordingly. This increase will help us bridge the gap between income and expenses and allow us to maintain and improve Train Mountain Railroad for future generations.

We understand that no one likes to see price increases, and this decision was not made lightly. The Board has carefully reviewed all options, and this adjustment is necessary to keep the organization on solid financial footing. Your membership truly makes a difference. It keeps our trains running, the tracks safe, and the magic of Train Mountain Railroad alive. We deeply appreciate your understanding and continued support and commitment to Train Mountain Railroad.

Respectfully,

Your TMI Board

(continued on next page)



Train Mountain Institute 2026 Dues and Fees

(Reprinted from October Gazette)

The new 2026 membership rates are in effect. Early 2026 registration begins on Nov 1st. Details are as follows.

Memberships:

Individual \$200

Family \$300

Student \$75

Trainmaster \$500

Yardmaster \$750

Empire Builder \$1500

Annual Container Site Fee \$500

Blue Caboose Camping \$135/month (May-Oct) \$50/month (Nov-Apr)

All **Meet Fees** have not changed this year and remain the same as last year: \$50 per individual meet, or \$150 per All Meets Pass

If you want to mail your dues/fees to TMRR, the address is shown below. Email and telephone contact info is also shown below. This info has also in the Classified section of previous Gazettes.

Train Mountain Railroad, P.O. Box 438, Chiloquin, OR 97624
Email: info.at.tmrr@gmail.com Phone: 541-783-3030

Train Mountain Institute TM Revised and Updated Policies

(Reprinted from October Gazette)

TM Members: In addition to the revision in the dues and fees schedules, TMI has also revised and clarified the following policies on memberships and special construction projects for Train Mountain.

These are presented here for your information and education. Should you have any questions or comments, please reach out to the TMI or TMRR Boards at info@tmrr.org.

Train Mountain Institute Membership Policies

Memberships:

TMI Board Action: Revised October 2025

Train Mountain Memberships run for a single calendar year from Jan 1st through Dec 31st. All memberships are paid to Train Mountain Institute, but "TM Members" are members of both Train Mountain Institute and Train Mountain Railroad organizations. As Train Mountain Institute is an IRS qualified 501(c)(3) Non-profit organization, a portion of your membership fees may be tax deductible donations. Consult a tax professional for your eligibility.

Dues for current and returning members are due and payable beginning Jan 1st for that calendar year. If not paid in January, dues can be paid anytime during the year, but must be paid prior to participating in any TM activities. Early renewal dues may be paid prior to Jan 1st for the following year, but do not apply to the previous year's membership. Early membership renewals for the following year will be accepted after Nov 1 through Dec 31st.

All new memberships are for a full calendar year. New members who join after Nov 1st for the following year will be grandfathered into the last two months of the current year as full. New members only, joining Train Mountain for the first time on or after July 15th, membership fees will be prorated to 50% for a partial year.

Beginning in Jan 2026, all members will be issued a yearly Membership badge that must be worn at all times while on Train Mountain property to identify you as a current year member. These are in addition to individual Meet badges issued by TMRR for a specific meet event. The meet badge may be worn in lieu of the membership badge during identified meets only. The "All Meets" badge may be displayed in lieu of the yearly membership badge. Annual membership badges may be picked up in the TM office after Jan 1st, or about a week after joining or renewing throughout the year. They will not be mailed out.

(continued on next page)

Train Mountain Institute TM Revised and Updated Policies

(Reprinted from October Gazette)

Meet badges and associated fees (determined by the TMRR Board annually) are in addition to membership fees and status and are not a substitute for membership. TMRR Meet attendees must also be TM members or a guest of a current member. Members are expected to pay the applicable Meet fee for the guest. The TM Triennial Meet is an exception and has specific policies for that event only.

The definition of Family memberships is changed to: Family memberships include a second adult and dependent children or minor grandchildren.

TMI Special Project Policies

TMI Board Action: Revised October 2025

Special projects for or at Train Mountain are those efforts that improve, enhance, or add to the Train Mountain assets or experience of the "Live Steam" 1/8th inch scale Model Railroad hobby. All such projects must be approved in advance by the TMI Board. Funding for all such projects shall be determined or specified by the Board as well and may be paid from existing capital project funds, new project specific funding or require outside funding sponsorship.

Larger specifically approved projects that are privately funded and placed on TM property will be then donated in their entirety to TM and appropriately documented as such. Examples would be the new tunnel on the K&W track or the Weyerhaeuser locomotive in 6-acre campground.

Funding for smaller park enhancements, new or ongoing, (ie: model buildings) created and built by members to include fund-raised donations for specific projects will be accepted by TMI and assigned or designated for these projects but not necessarily dedicated exclusively to that specific project beyond its initial build. This wording nuance is to ensure that we track and account all such funding per IRS regulations for non-profit organizations. This also does not guarantee that TMI will fund approved project shortfalls should funds raised not be sufficient to fully fund a specific privately initiated project. Again, all these projects are considered as TM property and assets once installed or placed on TM grounds unless specifically exempted in writing by the TMI Board.

All reimbursements to be paid for such projects to individual TM members from approved project funds must be fully documented as to the materials for a project with appropriate receipts. No labor charges will be funded unless specifically pre-approved by the board and required for or under commercial contractual or code compliance rules. All other associated labor is considered as volunteer hours donated to TM.



On Track

Dale Furseth

dale.furseth@gmail.com

October was back to work on track work, having finished helping Bill Shepherd with the rebuild of the Timber Tunnel project. If you have not been thru the tunnel yet, it is a great ride, and a great "re-addition" to the railroad. The tunnel received lots of positive comments during the Klamath and Western's Pumpkin Run and is something that will add to the Train Mountain Experience for many years to come.

October started with the Fall Colors meet, and the arrival of Matt Thomas and the Wonder Bread Crew for their annual work week. The crew helped me with the replacement of aluminum track panels on the Serpentine from the Coal mine up the hill to the service road - almost 1000' of track. This length of aluminum track had a lot of movement and was a pretty bumpy ride. The hard work by the crew has upgraded this section of the Serpentine, bringing it up to the TM Mainline Standards.

The members who gave up time and worked incredibly hard were Matt Thomas, Ron Domoe, James Hughes (and Sebastian), Kim Beard, Mark Madewell, John Cooper (not that one), Lindsay Eddy, Bill Shepherd, Chris Burns, George Burns, Stephanie Huntingdale, Phil Huntingdale, Jason Seger, Zane Ellis, Curtis Hoopes and Jordon Dobson.

After the work on the Serpentine was completed, we took the removed aluminum track panels up to the front of the Back Shop where we replaced the remaining old wood track panels on the east end of the shop. The crew also completed the work on Vitz Yard, replacing the track panels that had been removed for the project that rebuilt the retaining wall around Vitz.

I really appreciate all the work that this group consistently delivers. At the end of each day, they can hardly move, and the next mornings they start out moving really slow, but they work hard and I sure appreciate their help. We all went out to dinner one evening and I was amazed at how the group has grown.

After the "Wonder Kids" went back home, I helped Richard by removing some track panels on the north side to make it easier for the Fecon to cross the tracks without causing damage. Another quick project involved removing 100' of track on the siding right below the Motor Pool that was above a leaking pipe.

(continued on next page)



On Track

Dale Furseth

dale.furseth@gmail.com

The last thing on my list was a quick repair down in South Meadow. A member was moving a train trailer across a road crossing, caught the crossing and pulled it out of the ground. He immediately contacted the office, who relayed the message to me. Attached is a picture of the damaged track - which looks much better and straighter now. Because the member quickly alerted Train Mountain that there was a problem, it was quickly fixed with minimal mainline impact. Remember - if something happens, please let the office know!!

Outside track projects will continue as long as the weather cooperates, and then I will move onto inside projects, like building switches! Thanks to Matt Thomas for the photos.





On Track

Dale Furseth

dale.furseth@gmail.com





On Track
Dale Furseth
dale.furseth@gmail.com





Voice of Train Mountain Members and Volunteers



So far, Train Mountain is experiencing a milder than usual winter. Nighttime temperatures have been hanging in the 20's with day time temperatures in the 40's. We've gotten a little bit of rain and some rain/snow mixes are in the near forecast.

It is much quieter people-wise on the mountain right now, but an occasional visitor or two (or an entire family) still pop in.

Charlie Cat is asking for morning walk/sees with me again—a normal winter tradition when the visitor traffic goes low. Princess Maggie is spending a lot of time in the warm office cozied up on a chair.

The back shop is buzzing with activity while the guys work on the tour trains to get them all in gear for the 2026 visitor season.

As a reminder for those who own containers, container space rents are due January 1st. The 2026 rate is \$500/year.

Memberships can be renewed online at trainmountain.org, in the office or by mail. If you renew by mail, please be sure to write 2026 membership and anything else you might be paying for on the memo line.

Raven has decorated the Hall which is bristling with the holiday spirit. In this Gazette, you might find a picture of the lovely tree she put up.

With a ton of holiday cheer, we hope yours are merry and bright!

Happy Holidays!





Silver Dollar Meadow

Abby Thomas

And that's a wrap! The fairies have moved on a slight bit early because of an early winter they presumed! They have also packed up because there was word of orcs about in the realm! With this speculation the fairies, gnomes, and dragons have made the decision to move for good! They went on a long journey on their way for warmer weather and found a quaint little area to relocate come spring next year! The fairies wish you all a fond farewell and are looking forward to sharing their new location when the sparrows and critters find it warm enough to return! Photo 55/56 are old location. Photo 07 is new undisclosed location.

Photo 55



Photo 56



Photo 07





BULLETIN BOARD

(tidbits of info that you may not heard yet)

- Just a note for all to keep looking at the cameras in all areas of TMRR. You never know what you might see. I've noticed 3 or 4 times now a "little kitty with a short tail" running around both Up North and Down South. I'm about 1000% sure that It Ain't Charlie!
- That's All Folks! – at least for this Gazette. More Next Time.

Train Mountain Railroad, P.O. Box 438, Chiloquin, OR 97624
Email: info.at.tmrr@gmail.com Phone: 541-783-3030

2023 Train Mountain Train Meet Schedule

	Polar Bear	Spring Awakening	Narrow Gauge	Ops	August	Big Build	Fall Colors
Work week		4/25-4/30	5/23-5/28	6/20-6/25	8/1-8/6	9/5-9/10	
Meet	1/16-1/19	5/1-5/3	5/29-5/31	6/26-6/28	8/7-8/9	9/11-9/13	10/9-10/12



Classifieds

The Potbelly Cafe



**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.



Classifieds

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



Published by Train Mountain Railroad
P.O. Box 438, Chiloquin, OR 97624
Email: info.at.tmrr@gmail.com
Phone: 541-783-3030

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.
without the paperwork!**



**WE ARE ALL VOLUNTEERS
DON'T YELL AT ME, I AM A VOLUNTEER!**

Notices

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



Notices

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:

[OBJ] [OBJ] [OBJ]

Facebook: [/trainmountainrailroad](https://www.facebook.com/trainmountainrailroad)

Instagram: [trainmountainrailroad](https://www.instagram.com/trainmountainrailroad)

Youtube: [trainmountainrailroad](https://www.youtube.com/user/trainmountainrailroad)