

TRAIN MOUNTAIN

July 2025

Gazette

Voice of Train Mountain Members and Volunteers

Letter from the Editor

Hello everyone,

I had high hopes of writing an article about the Triennial for this month's Gazette, but it hasn't happened. Perhaps next month. It was a fantastic production, and all kudos to those who made it happen, from the mighty people who led the meet to all you people who volunteered to run golf carts (whew), staff registration, run the fueling depot and the safety station, and so, so much more. The

meet was a big success and I was very impressed with how smoothly it ran.

This month we have an important missive about Board of Directors elections. The people up for election have their statements of qualifications. We also have two articles from Dale (one on the Timber Tunnel which I hope you can help with), one from Joyce, and from John Lovely on the Ops Meet.

Cheers,

Lucinda Gilman & Xander Geraghty

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

Train Mountain Railroad Board of Directors

Candidates

2025 Election

There are three positions open on the TMRR Board of Directors.

Ballots will be sent by email in the middle of August. If you do not receive an email, check your spam folder.

The following candidates have been nominated by the Board.

- John Bartlow
- Cheryl McInnes
- Ed Sarber
- Clayton Smith

The following are the candidates' statements:

John Bartlow

I've been involved in the hobby and Train Mountain since the 1990s when my dad (Jerry Bartlow) ran his Marie Estelle 0-4-0 at Over the Hill and Train Mountain. In more recent years I've inherited his 0-4-0 and the love of the hobby has returned. I've been involved at Train Mountain through meets and the Kitsap work weeks over the past four years and more recently have been a part of the team designing and developing the new Train Mountain website as well as leading the steam inspection team at the 2025 Triennial. I've been a part of the board of Kitsap Live Steamers for the past three years and would like to bring some of my skills and ideas to the TMRR board. One of my desires as part of the TMRR board and the website team is to improve integration between the multiple organizations that make up Train Mountain and encourage the individual organizations to "row in the same direction" to make Train Mountain a premier destination for members of the hobby and to grow the membership of Train Mountain Railroad.

Cheryl McInnes

My love of trains started in the 3rd grade. I spent my own money to buy the book "All Aboard" and have been hooked on trains since. While living in the Seattle area, I became





a member of Kitsap Live Steamers and loved riding trains as well as helping the organization. At Kitsap Live Steamers, I enjoyed being a secretary and running their Friends and Family Day for seven years. I was introduced to Train Mountain through Kitsap and attended operation meets and Fall Colors, and fell in love with more trains, as well as the magic of Train Mountain.

With retirement came the opportunity to do more at Train Mountain. I have worked in the visitor center at Train Mountain for three years and enhanced the experience through direct engagement with visitors. I am always aware of both the visitors' experience as well as making it enjoyable for our volunteers. As a proud dog owner, I saw the need for a dog park and worked to get approved space, clear the area, and work with Debra and Richard to make it a beautiful space for all fur babies.

Triennials have been a highlight as my family has used this as an excuse to share my love of trains. My grandchildren have been attending since 2003, which has allowed me to recognize the strengths and areas of improvement for these huge meets. Two years ago, I approached John Cooper and introduced myself and shared my ideas. While my ideas stemmed from being a participant, the end goal was to improve everyone's experience at Train Mountain Triennials. I've had a blast figuring out how to turn the Triennial into a celebration of trains, rather than a struggle to run the show. My goal is to prepare documentation for many to follow and continue the joy of Triennials. In addition, I continue to enjoy improving the visitor center to share the magic and joy of the hobby at Train Mountain with members and future members.

My current experience includes being a director of our HOA as well as treasurer for seven years.

All aboard!

Ed Sarber

Hi...I'm Ed Sarber and I am just completing a three-year term as a member of the TMRR Board of Directors.

I've always had a passion for trains and the model railroading hobby since I was a small boy building and operating HO scale model trains. Large scale trains had always been my desire. I finally graduated to the 7.5" gauge hobby 25 years ago.

I'm very fortunate to have been able to come to Train Mountain for over 15 years and have been an active





volunteer contributing at Train Mountain since I ended my professional career and retired in 2015.

I am proud to say that I am a core member of Train Mountain's Idaho Mafia track team. As a member of that team, I've contributed to helping upgrade and replace miles of track, as well as performing maintenance of track and switches during Work Weeks, Meets and Triennials. It's often hard work but extremely rewarding.

As you may know, the TMRR Board of Directors (BOD) is responsible for managing all TMRR member activities such as the yearly series of meets, as well as having an official capacity overseeing Triennials and the Triennial Committee.

The following are some of the major projects that the TMRR BOD successfully completed during the three years that I was a TMRR Board member.

1. Reviewing the Train Mountain Website, discussing issues and alternatives, selecting a new vendor and transitioning to the new upgraded Train Mountain website.
2. I collaborated on the creation of a multiple-choice electronic Triennial survey that was published in the August 2023 Gazette. Following an analysis of the member feedback collected, the BOD decided to go forward and pursue a 2025 Triennial.
3. The TMRR board supported the Operations Meet committee's decision to transition the Operations Meets outdated software to modern Rail Ops Train Game on-line software.
4. The TMRR board also provided support for additional transponders for Train Game cars and more Train Game availability to the membership.
5. The TMRR board selected a Safety Committee leader to assemble a safety team. The result was that a few safety policies and procedures were clarified and documented. As a follow up, the BOD contracted the creation of new Train Mountain Information and Safety videos.

My professional career spanned over 40 years working for three High-Tech Silicon Valley fortune 100 corporations primarily in senior management and program management positions in marketing and sales.

I am also a member of the TMRR Operations Committee and am actively involved in supporting TM Operations Meets.

Please vote for me so that I can continue as a TMRR Board member and help make a positive difference at Train Mountain for an additional three years.



Thank you for your vote, Ed.

Clayton Smith

I have been serving as Train Mountain Railroad's treasurer for four years and am looking forward to continuing to do so with proven trust and integrity.





Get them all steamed up! Aspen Arrow is whistling into town.

The paper people are waiting for your train.

John Lovely, ATM Passengers

I have decided to not use the infamous red disc flags (you keep breaking them). Instead I have listed a new whistle signal to notify those pesky freights to get out of our way: — o o, followed by oo, oo, oo, until you get their attention. I found that signal in an obscure rule book, on the internet of course. You can/should use the warning signal — o, oo, oo, for people near the track. And you know that — o o o means I'm stopping; flagman protect the train. —, —, —,— recalls your flagman.

I think we will be calling in our departures from all stations again this year.

I posted a list of stations for the longest continuous run without duplicating tracks on the TMRR site on Facebook, about 3:15 running time plus water stops for you and your engine.

See you all in a few days.

The story of the Jones Timber Tunnel

... and what you can do to help

Dale Furseth

Dale.furseth@gmail.com

My article this month is about the Rise, and the Fall, and the Rise again of the Jones Timber Tunnel on the Klamath and Western section of the Train Mountain Railroad, and how all of you can help to make this happen.

Jones Timber Tunnel as defined in the Train Mountain Encyclopedia is located in the Klamath & Western Sub-Division near milepost 4.67. The Jones Timber Tunnel is single-track tunnel that is 4' 8" wide, 6' high and 145' long. It is named for Al Jones who designed and built it for the Mercedes & Western Railroad in 1996 and 1997. Extensive repairs were made in 2010 by Charlie Bill Schubert, Jim Rickman, Russ Wood and Dennis Ward. It is a favorite with passengers because the curve in the tunnel makes it very dark inside.

During the spring of 2020, the tunnel suffered a partial collapse due to rotting timbers and was removed, which resulted in a tremendous amount of earth moving and a realignment of the track. The tunnel had become an indelible memory among the Train Mountain members, and the many, many hundreds of visitors to the Klamath and Western Railroad. When you talk to locals about their memories of Klamath and Western Railroad, the Timber Tunnel is always mentioned as a favorite part of the ride. The attached picture shows the old Timber Tunnel before it was demolished.



Over the past year, Bill Shepherd has led an effort to design a new tunnel. It has been a huge job to get the designs refined and approved and get sign offs from all the interested parties. On the morning of July 6, 2025, the project to rebuild the tunnel broke ground. Technically, the groundbreaking was more like pulling hoses from Blue Caboose for water, digging a few holes and wondering what we have gotten ourselves into, but at least we finally got started.



The tunnel will be different than the previous tunnel insomuch as it will not be buried by dirt and will have no earth contact. It will be more like a really long, curved shed with an authentic looking head wall at each end. Visually for anyone passing thru the inside of the tunnel, it will look and feel like the original Timber Tunnel. It will be long and dark and curved. The only difference to the riders is they will be safer since they are not riding under tons of earth.

Building the tunnel is a huge and expensive undertaking but is something that will be a signature item for our railroad for a very long time.

Here comes the shameless plug for money - where you are asked to throw some of your hard-earned money into a hole in the ground. Donations to help fund the project are badly needed, accepted and appreciated. Please donate, and when you do donate either by phone to the office, or in person in the office, please make sure you specify the donation is for the Timber Tunnel project. For those who can donate a hundred dollars or more, your name will be engraved on a plastic tie and placed at the entrance to the tunnel, reminding everyone that rolls thru the tunnel for all eternity that you helped the reconstruction of the tunnel with your generous donation.

Thank you.



Greetings

from

Joyce

in the front office



July temperatures are reaching into the mid-80's to low 90's. It has not been cooling off as much at night. To say the least, it has been toasty.

If you are coming for the Ops meet or in between, be sure to bring plenty of water, a hat and sunscreen!

The Triennial was a huge success! Thank you to everyone who helped to make it so.

The parades were great!

The Southern Oregon PBS crew came to do some interviews and shoot some footage of Train Mountain on the day of the steam parade. They discovered there was a lot more to Train Mountain than they originally thought and had to set their focus on the aspects that will fit into 1 segment of a 3-part series that will be airing in October 2025.

ABC, western area, came on July 11th, took a rail tour and did some interviews. ABC will be doing a 3-minute segment on Train Mountain in a few weeks.

Our visitors and Harvest Hosts are enjoying Train Mountain and its friendly volunteers.





If you get a chance while you are at Train Mountain, visit Lillyville and also the garden railroad at Midway Circle. Jim Eakin has created more buildings and Lillyville is getting some wooden sidewalks. Streets are taking more formation and a few of the buildings have been relocated on the streets. It is quite the project!

I hope you all had a great 4th of July!

I am looking forward to seeing those of you who are planning on coming to the Operations Work Week and

Meet.

Happy Summer!



Train Mountain 2025 Operation Meet

Richard Croll, Trainmaster

The Operations Meet is now just about a month away. If you are missing the Triennial, or if you simply need more of everything Train Mountain has to offer, consider attending.

The work week starts on Saturday, July 26 and continues through Tuesday, July 29. The work associated with the Operations Meet will mostly consist of getting the cars out or moved into position in the Main Yard on Sunday and Monday. Cars will begin being spotted using the Train Game on Monday and Tuesday after work hours end. There will be other tasks to be done such as setting out the passenger depots and setting up the tower and dispatch. Come to the morning meeting each day at 8:30 to find out what needs to be done.



Operations will begin Wednesday, July 30 and continue through Saturday morning. Saturday afternoon we will bring the cars back up to the main yard, again using the Train Game. Sunday any remaining cars will be brought back to the yard and returned to their proper place.

If anyone would like to add one or more freight cars to the mix, email me at rcroll@tmrr.org. Remember the cars must have acceptable safety chains on the rear end. They



must use quick links, not carabiners or “hand cuff” type chains. These cars will not receive transponders and will be designated as meet only cars. The owner can pull them out of the Train Game at any time and get them returned to the main yard. In any case they will be back there by sometime on Sunday morning.

Please remember that all crews need at least one member registered in the Train Game. You will not be able to get a switch list without it. It is simple to register. Go to the Train Mountain

website, select members and go to Train Game. All the instructions are there. Do not add cars to the Train Game that you only plan to use during the Ops Meet, or that were previously used in the Ops Meet. That will be handled by the Operations Committee.

We will be back to using the UHF radios instead of the FRS radios used during the Triennial only. There should be radios available for loan or purchase during the Operations Meet.

With freight and passenger trains as well as tour trains running, it should be a very exciting time on the railroad.

There will be a Saturday evening banquet, and the most productive passenger crews and freight train numbers will be recognized.

I hope to see many of you at the meet.

I always welcome any comments or suggestions. Please email me at rcroll@tmrr.org.



For Sale: Fulton RR 4-4-0 Locomotive with Tender and 2 Passenger cars

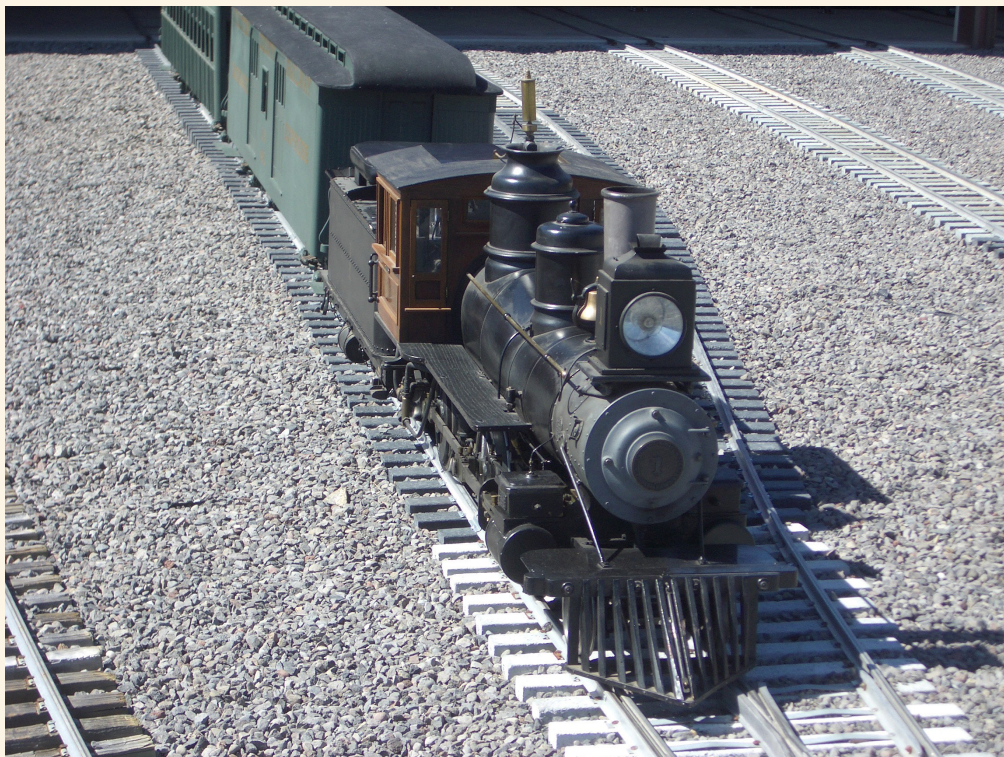
\$29,000 USD - special Triennial price!

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.

Train can be inspected at Train Mountain by appointment only. Best to plan to view during the upcoming Train Mountain meets and work weeks. See the meet schedule on the Train Mountain Web site, (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. Reasonable offers will be considered.





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.



Classifieds



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.tmrr@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