

TRAIN MOUNTAIN

June 2025

Gazette

Voice of Train Mountain Members and Volunteers

Hello everyone,



Triennial!

That is all.

We'll be there; come say hello.

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 News

Richard Croll, Vice President

Election

There are three members of the Board of Directors whose terms are up this year.

At least some of them will be seeking re-election.

Nominees for the Board must have exhibited an interest in and commitment to the purposes of Train Mountain Railroad and must have expertise in areas relevant to the needs of the organization. Paid employees are not eligible.

If you are interested in running or have suggestions for others you feel would be good candidates, please submit them to TMRR Vice President, Richard Croll.

My email is rcroll@tmrr.org. Applications must be submitted and received on or before June 30, 2025.

The election will be conducted electronically in August.

What's Spinning on the Turntable?



Looking back to the classics this month with [Midnight Train to Georgia](#) by Gladys Knight and the Pips.

Originally "Midnight Train to Houston", Gladys Knight and the Pips recorded it in 1973. It was an instant hit and remains one of her most famous songs.

The author, Jim Weatherby, originally had dreams of playing in the NFL, but when that didn't work out he turned to writing songs.



New Semaphore Signal

John Cooper

For your continued operating enjoyment, the signals team has developed TM's first semaphore signal. It is located on the Six Acre Loop adjacent to the picnic grounds near Debra's Corner.

This signal is fully functional. Stepper motors control the arms which move through the upper quadrant for red, yellow, and green aspects. The mechanism is counterweighted down in the base just like the original. The arms are modelled after the semaphore signal on display in the hall of flags.

The relay cabinet, from Roll Models, was donated to the signals team a few years back and now has finally been put to use. I don't recall who made that donation, but if you're reading this – thank you.

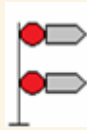
The Six Acre Loop already has several Pennsylvania Position Light signals, including two restored full-size museum pieces. You may recall that the PRR developed their system so that the position of lights would mimic the position of a semaphore blade. Thus the semaphore signal was installed within the context of the PRR signals already on this loop. As you travel through Six Acre, note the similarity between the semaphore aspects and PRR signal aspects.

On the next page are the indications presented side-by-side to illustrate the correlation. Note that in modern times, flashing yellow has become the cost-effective replacement for the yellow-green combination. (Because semaphore blades can't flash.)

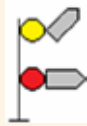


Modern Aspect	Semaphore	PRR Position Light
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Red



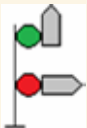
Yellow



Flashing Yellow



Green



Many people have already asked if the signal detects the position of the switch at Debra's Corner which is not too far beyond the signal. The answer is no; it does not indicate whether or not you'll be taking the siding. This signal is simply functioning as an intermediate signal, like all of our other intermediate signals that have no nearby switches.

This signal is a little bit fragile. Please don't touch the blades to see how strong they are. You may accidentally find their limit. Just like the railroads discovered that semaphore signals were temperamental with their moving parts, this signal may require a bit more maintenance going forward. We will learn in the coming months how vulnerable it will be to falling pine cones, wind, little children, and big children who still play with trains.

Enjoy.



Solar Power System at Train Mountain

Jerry Crane

Two and one-half years ago, we recognized that we could create a large long-term cost savings if we installed solar power at Train Mountain. Therefore, we installed a 107.8 kW solar power system that covered the roof of the backshop. This solar power system has been in operation for just over two years now, and to date, it has produced over 273,500 kWh of power. At 14 cents per kwh. this has generated a cost saving of over \$38,250.

The total cost of the solar power system was \$288,515. We received a grant of \$45,000 from the state of Oregon for the system and though it took over two years of waiting, we received a federal grant of \$115,407 for the system. Our total cost to install the power system was therefore \$128,108. Assuming the same rate of power production and kwh cost rate, we will have paid off the installation cost in five years.

Even though the solar power system has proven to be a success, it only covers about 60% of our power usage. To cover 100% of our power usage we would have to install an additional 40 kW of solar panels. A project to increase our solar power production will be put on our list of future projects. Timing for any additional systems will depend on funds availability and government grant availability. In the meantime, please be thrifty with your electrical power usage while at Train Mountain.



On Track

Dale Furseth

dale.furseth@gmail.com

Another busy month has come and gone. Focus has changed from larger projects to the frantic last minute Triennial prep. By the time this is in your inbox, the 2025 Triennial will be a memory, but as this is being written there are still a couple of weeks of frantic activity left.

Lindsay Eddy has been very busy, having transitioned from building track to organizing. Lindsay had help from Dawson Knight, Cassidy Dias and Steve Spaulding who moved cars from the the Track Shop to the Track Storage Yard. Moving all the cars back and forth really helped out. The yards look terrific and are ready for company. Thank you, Lindsay.

Lindsay also had help from George and Chris Burns who moved, stacked and sorted a lot of track panels in the Track Storage yard to make room for assigned Triennial parking.



This month, I worked on a lot of roots and rocks that were causing track problems. I had help from Tom Watson, Ron Domoe, Kim Beard and Dennis Matzen. Having the help makes a bad job a lot more tolerable.

Bill Shepherd and Ron Domoe were just one of the crews out cutting brush and trees.

New mileposts were also created and placed on the Hope to Road Crossing section of track. The mileposts were pretty much the last piece to close out that task. I had help from Ron Domoe. The track is perfect, and a big “thank you” goes out to everyone involved with getting that project completed.



Last task for the month was to extend a couple of sidings up by the Cooper siding. I had help from Steve Eddy and Lindsay Eddy. Steve is running the crew tomorrow to ballast and tamp the new sidings, finishing that task. This was a change of pace for

Lindsay who typically is busy building track panels. This was an opportunity for her to complete the circle, and see how the panels she builds are placed into service in the field. Steve bravely gave his best, having injured his foot just a few days earlier.

And in closing, in case you wonder how I decide which track problems to fix, I offer this photo as documentation. Sometimes it is pretty obvious. Of course, in my case, speed is ALWAYS a factor.

Thanks to everyone who has helped to keep the track in good condition.





On Track

[More photos](#)





Greetings

from

Joyce
in the front office



The setup week (aka “work week”) for the Triennial has arrived! Lots of people are already here. The big meet starts in just a few days and things are really bustling around Train Mountain.

Our weather has been sunny and nice.

I missed getting an article in last month, so will do a little catch up here.

The Narrow Gauge meet in May was great.

Dana with the Potbelly Café catered another nice banquet. John Cooper MC’d before and after dinner.

Several people gave updates on all the news and happenings.

Triennial shirts and hats are now available in The Company Store. The hats are royal blue. The shirts come in a choice of two colors, blue or gray, and with or without a pocket. If you’ll be at the Triennial, come on in to the store and shop.

Volunteers wanting to sign up in The Company Store during the Triennial or during the summer months can call me at 541-783-3030.

Kitties Charlie & Maggie, are doing well. As usual they are a bit confused by the increased number of people around, but Charlie is still coming into the office to take some long naps; Maggie is still “Hall Princess” and continues to guard the stairs.

The indoor cabinets for the museum displays are getting a rearrange. A few volunteers will be working on them. I am curious to see what the displays will look like when they are done.

The screen door is back on the entrance door to the office. That is great since it is just in time to block a gamut of summer insects from flying in.

The heat pump/AC that was installed in the office is doing a great job at keeping it cool. Hooray for that.

I am looking forward to seeing you soon at Train Mountain!

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?

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.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 seven days a week during the summer, and 10:00 AM to 2:00 PM Monday through Friday 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