

TRAIN MOUNTAIN

Vol 5 Issue 38



Gazette

October 2025

Voice of Train Mountain Members and Volunteers

Letter

from the

Editor



Greetings to All Y'All Railroad Aficionados out there.

As you can tell by my Greeting and the label for the Gazette this month, October 2025, something is going on here. You are correct. We are skipping the September 2025 Gazette

edition, and I'm filling in for Lucinda while she's working on some personal issues. We will be covering Big Build Train meet events, as well as, other events that occurred on The Mountain. As is the case, if the Gazette turns on a light bulb in your head about a subject, please send us some information and pictures for the next Gazette.

I'm at home in South Texas for the winter, so my riding the rails for this year is over. I hope that some of you can get one more ride in this year before the inclement weather moves in for the winter.

Danny Chamrad

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2025 Train Mountain Train Meet Schedule

	Polar Bear	Spring Awakening	Narrow Gauge	Triennial	Ops	Big Build	Fall Colors
Work week		4/26-5/1	5/24-5/29	6/14-6/22	7/26-7/29	8/30-9/4	
Meet	1/17-1/20	5/2-5/4	5/30-6/1	6/23-6/29	7/30-8/3	9/5-9/7	10/10-10/13

Train Mountain Institute 2026 Dues and Fees

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

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

Train Mountain Institute TM Revised and Updated Policies

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.

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Train Mountain Institute TM Revised and Updated Policies

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.

TM Special Project Policies

TM 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

Dale has informed me that he will not be able to update the On Track column this month because he is on the road traveling. Many, many mornings when I would awaken in my RV in the Blue Caboose Campground, I could hear Dale pounding away while working on K&W's replacement tunnel, renamed Frank's Timber Tunnel, which some are referring to as a Snow Shed. Dale has certainly been working very hard on the project, and hopefully, he's getting some well deserved rest. We look forward to hearing from Dale in the next Gazette. Included below is an excerpt from one of Dale's previous On Track columns:

If you are at home saying, "Gosh, that sounds like a lot of fun. How can I get some of that?". It is very easy! Just get some of your friends or members from your local club, think up a clever name, contact me to let me know when you are coming to help out, and we will try to arrange cool projects just like this! You will be stiff and sore, take lots of naps, but will have a great time helping improve YOUR railroad.

On the next pages are some pictures of the the project which, by the time that you're reading this article, should be complete, and the track back in service for the TM Museum Train route.



On Track
Dale Furseth
dale.furseth@gmail.com





Greetings from Joyce in the Front Office

The October fall colors of orange, red, yellow and brown are underway. It is getting chillier and chillier in the evenings and mornings.

The Fall Colors meet was a huge success and well attended.

TMRR rewarded all attending with a chili and hot dog dinner coordinated by Lindsay Eddy and put on by a number of volunteers.

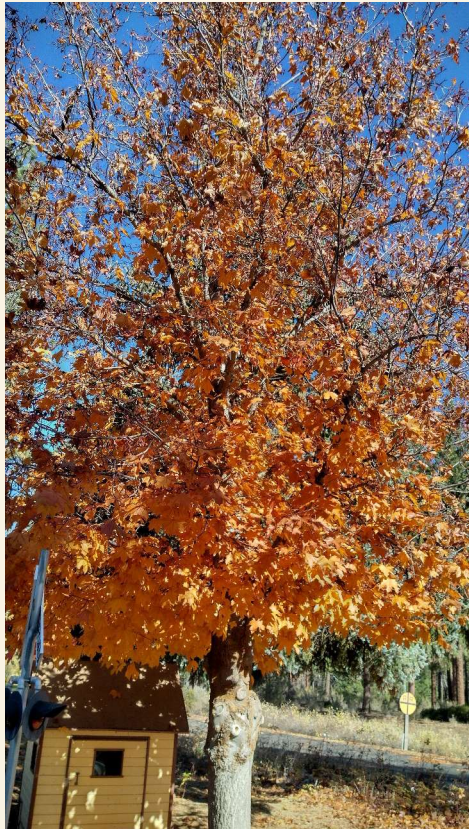
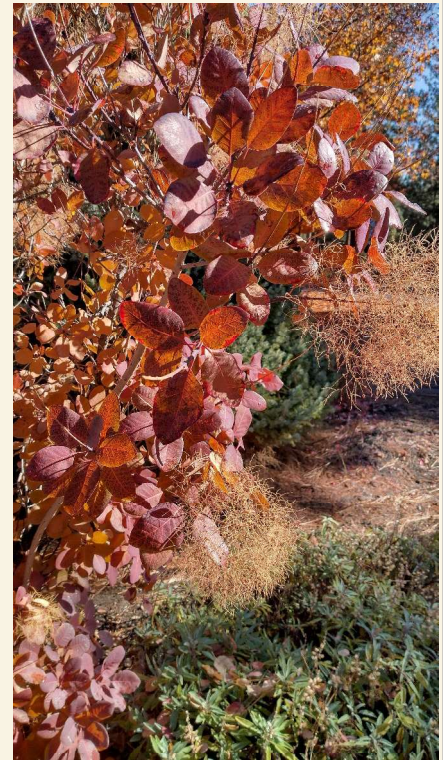
2025 has been quite a year. It started with an extremely well attended Polar Bear meet, progressed through Spring Awakening and the Narrow Gauge meet into the big Triennial meet, through another highly attended Operations meet and then the Big Build and Fall Colors meet.

Frank's Timber Tunnel is completed. Klamath & Western Railroaders got the new tunnel experience with K&WRR's Halloween Pumpkin Runs. It is great to have the timber tunnel back!

We still have tons of beverage bottles, clothes, reading/prescription glasses, sunglasses, keys, key fobs, jewelry, radios, train parts and other things sitting in Lost and Found. If you lost something at Train Mountain, you can call the office at 541-783-3030.

Unclaimed items that have been in lost & found for an extended length of time will either be donated to charity or tossed depending on the type of item and its condition. The lost and found shelves will be cleaned up and cleared of many things this winter.

Thank you to everyone for all of the volunteer work that has made and continues to make Train Mountain and its activities a success!



Big Build Projects Danny Chamrad

There were two major projects worked on during the Big Build meet, as well as, many smaller projects which were not as labor-intensive as those two. One of the projects was the re-ballasting of the track going to the Dobbs' residence, and the other was the replacement of the deteriorating of the railroad ties which surrounded Vitz Yard. Mark Flitton and his crew worked on the Dobbs ballasting project, and Jeff Mills/David Waterstreet worked on the Vitz Yard project. The warmer temps made these projects even more challenging for the workers on each team. I can shed a little light on the Vitz Yard project since I was fortunate enough to enjoy a large dose of that project.

The Vitz Yard project started off with the removal of the old ties which were secured to one another with rebar rods driven from one tie into the other tie. We started off by retrieving two railroad spike pullers and used a sledge hammer to drive the spike puller in between two ties and separated the two ties by prying up with the spike puller. Only-Problem-Is, each tie had several pieces of rebar rods attaching them to the tie below it. At this point, we embark on the Work-Smarter-Not-Harder Theory since we haven't even worked a full day yet, and we're worn-out! Jeff Mills goes to his Ryobi Warehouse (yes, he probably has as many tools/batteries/chargers as Home Depot does, but he get his from the Goodwill Store, so they cost him pennies-on-the-dollar; I could be exaggerating a little bit, but not much) and brings back his Ryobi sawzall. Now, we just have to pry to top tie up less than an inch, and Jeff can saw off the rebar rod with his sawzall. Now, we can remove all of the old railroad ties without all of us ending up in the First Aid center. Life is Good!

The Old Ties were hauled on track flatcars to where the New To Us ties were staged on the side of the track just past the switch-stand for TMRR/Snow Shed. After removing the Old ties, we had to plan where to place the New To Us ties since we were not working with a Flat Grade. We had some great team members who planned out we had to add/remove grade material to keep our rows of ties level. Do you remember when I mentioned about what a pain in the you-know-where that rebar was? Well, it was the same pain trying to put it back into the ties to secure them together. It was taking us roughly 15 minutes to drill a hole for the rebar, and our drill was getting hot/smoking. Finally, Jeff and David came up with a command decision that we needed a Bigger Hammer, or should I say a Bigger Drill. We had too small of a Drill to drill through these ties. Jeff went to town to get us a Big Boy Drill. When Jeff got back with the Big Boy Drill, we could drill a hole in a matter of a couple of minutes, if that long. Life is Good Again!

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Big Build Projects Danny Chamrad

We continued on our project, but ran out of time before completing the project. Richard and Taylor came to the rescue and finished with the last section of ties for the west side and south side of the yard.

The project was challenging (aka Hard Work!) and rewarding at the same time. Thanks to everyone who worked on the project from start to finish, and those who came by to help us for the time that they had available. Below are some of the pictures of the work in progress.



Big Build Projects Danny Chamrad



Big Build Projects Danny Chamrad

The other major project was the ballasting of the track from TMRR to the Dobbs residence. Mark Flitton and his crew worked on the laborious task of spreading ballast on the track in the hot sun. I have had the pleasure of working with Mark's crew on a wooden tie/aluminum rail replacement project, and I can attest that the crew engages in some Serious Manual Labor. Below are some pictures of their work.



Murphy's Law Strikes Again Danny Chamrad

I'm guessing that most of the Older Folks (that's me and most of my friends) have heard of Murphy's Law. Generally speaking, it states that "Anything that can go wrong, will go wrong, and (my high school English teacher would jump out of her grave and slap my hand with her wooden pointer if I started a new sentence with "And – which is a conjunction which connects words, phrases, and clauses, not sentences" therefore, I'll use a compound sentence) things will go wrong at the worst possible time." Okay, I'll stop bloviating. Let's get back to Murphy's Law.

Our Murphy's Law example begins with one of our members enjoying riding his train around TMRR, minding his own business, not bothering anybody, and not even thinking about Murphy's Law. Next thing that he knows, his engine stops responding to his commands. He calls for Help, while calling Murphy something that is not printable. Another member gets the Trainmaster engine out of the storage building and Rescue Train 1 heads out to rescue the Disabled Train.

I'm not sure of the exact events that took place upon the arrival of Rescue Train 1, but basically, Rescue Train 1 hooks up to the Disabled Train, and prepares to head "up the hill" to the Back Shop. At this point, Murphy decides that he cannot pass up this golden opportunity, and the next thing that happens is that Rescue Train 1 has a malfunction on one of the trucks/brakes on his Conductor Car. I'm not sure of the details, but I'm sure that Rescue Train 1 calls for Rescue Train 2.

"Gee Ollie, this is a fine mess that you've gotten us into this time!" These are the thoughts of the crew of Rescue Train 2. We now have two disabled trains which must be towed uphill on some grades that are 2% plus grades. It was decided that we needed to call in the Big Dogs, Dash 1 and Dash 2, Quentin Breen's Dash engines (I'm thinking these events put a smile on Jeff Mill's face since Jeff and many of his friends have spent dozens of hours modifying and updating the Dashes for this moment). With fire breathing from their engine exhaust (not really, just metaphorically speaking) and a cloud of dust rising from the rails, the Dashes head down the hill for the rescue.

Upon arriving at the scene, we coordinated with the Disabled Train and Rescue Train 1 to get the trains hooked together, and the Dashes headed back up the hill via the Serpentine and Colton with the Disabled Train and Rescue Train 1 in tow. In a relatively short time, the Dashes were able to deliver the Disabled Train and Rescue Train 1 to the back shop area, Safe and Sound. Life is Good!

Take that Murphy!!!

Murphy's Law Strikes Again Danny Chamrad

Original Train Needing to be Rescued



Murphy's Law Strikes Again Danny Chamrad

Original Train Sent Out to Rescue Train



Murphy's Law Strikes Again Danny Chamrad

Big Boy Engines Sent Out to Bring Everybody Home



Murphy's Law Strikes Again Danny Chamrad

Looks like Everybody is just like Willie Nelson, "On the Road Again..."



Election Results Train Mountain Board of Directors By Richard Croll, Vice President

The TMRR Board of Directors is pleased to announce the results as follows:

Cheryl McInnes 135 votes

Ed Sarber 93 votes

Clayton Smith 88 votes

John Bartlow 84 votes

The Board welcomes Cheryl to the Board.

The Board thanks outgoing board member Dick Miller for his six years of service on the board.

Thanks to all who took the time to vote. We received 157 ballots back out of 745 eligible voters, or over 20%.

The TMI Board of Directors announces it has voted to increase the Board size to 5 members. TMI has invited Lindsay Eddy to serve as their newest Director at Large. She has accepted and will shortly resign from the TMRR BOD, leaving an open position that the TMRR BOD will fill by appointment until the next election.

It's Always Great News When Our Young Folks Love Riding the Rails Lindsay Eddy

Gabriel Perez with his son riding on the Ethan Railroad & Train Co.

Ethan made his first Train Game move as soon as Rail Ops opened up for competition.

While at the Triennial, Ethan and his dad were busy riding most all of the track that Train Mountain has to offer.

Fun Times!



Tell Us About Your Train! Joe Lagerstrom

Did you make it to the Triennial? I did, and since I'm the guy that publishes a lot of the video and photos that you see on Train Mountain's Facebook, YouTube and Instagram channels, when I wasn't volunteering around the event, I was usually driving a camera or a drone instead of my train. There was so much to see!

I got some great pictures and video of the amazing variety of trains during my two weeks of camping in South Meadow. But that wasn't my only goal. I also wanted to round up material for a series of short videos I'll be producing. Maybe you saw my posts during the Triennial and wondered what it was about. Here's the deal...

At the Triennial, I asked people if they'd like to "Tell Us About Your Train". Many of us (all of us) are proud of our train. And every train has a unique story that we like to tell. The short videos I'm producing will feature members showing off their beloved engine and rolling stock and explaining what makes them unique.

But I got a surprise when I started this work at the Triennial. I expected people to tell us about their train's fuel type and pulling capacity and prototype. And they did. But what I didn't expect was to learn about the emotional tie that many of us have to our train. It turns out that our trains are more than steel wheels on rails. Sometimes they're tangible memories or meaningful collaborations. They may be triumphs, or even memorials.

Is your train unique? Does it have a back story? Did you build it yourself? Do you know who did? Does it mean more to you than people might assume? Well then, Tell us About Your Train! You may end up in a Train Mountain video and your train will be famous. At least a little. Contact me at the email below and let's work toward meeting up with your train at Train Mountain.

Even if you don't even own a train or ever actually visit Train Mountain in person, make sure you're subscribed to the Train Mountain YouTube channel and watch for "Tell Us About Your Train" videos this Fall and Winter. Scan this QR code to find the channel:



The first video is "Ken and Casey Junior", which will be released by the time you read this.

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

Like and
recommend
us on

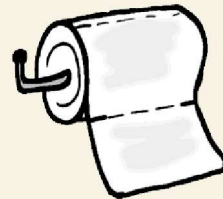


facebook

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P.O. Box 438, Chiloquin, OR 97624
Email: info.at.tmr@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:

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

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

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