

Voice of Train Mountain & Volunteers

Train Mountain Gazette

June 2026



*The Most Playful Meet of the Year, a Paint Job Gone Right,
Visitor Center Remodel, Excursions, a Juicy G-Ville Update,
Fire Cars, Mass Exposure & More!*

A Letter From The Editor

Where does the time go and how are we already on lucky issue number three since I took over as editor of the gazette!?

As your gazette editor, and an on-site Train Mountain resident (probably the youngest to date lol) I have to say things have been quite exciting this season. There's always something unexpected going on. Between trees falling, internet failing mid-gazette editing, fires starting, trains tootin', new faces coming and going, familiar faces returning, and well water you never know quite what color it will be.

But I must admit the ground squirrels at Six Acre are my favorite part of it all. Those little buggers are the cutest.

Now, as the season progresses and the happenings are happening, there's talk of one thing missing around here. More Social Events.

Not just meets where we work then play. But additional coordinated social efforts to bring members together in a casual setting. And while I will readily admit... I'm not the most social caboose in the train, I have volunteered to host an Ops meet Ice Cream Social (which will be kindly sponsored by TMRR). Details are on page three!

We hope to see you there and ready to cool off with some Ice Cream Sundaes! And thank you for all the submissions! If there's ever any suggestion for the Gazette you can reach me at: TheLivingWellnessLounge@gmail.com.



*Lila Swanberg
Gazette Editor
Member Since '25*



Published by Train Mountain Institute and Train Mountain Railroad

Cover photography by Nord Productions

Copyright © 2026 Train Mountain. All rights reserved.

2026 Meet Schedule



Polar Bear

W: N/A

M: January 16th - January 19th

Spring Awakening

W: April 25th - April 30th

M: May 1st - May 3rd



Narrow Gauge

W: May 23rd - May 28th

M: May 29th - May 31st

Operations

W: June 20th - June 23rd

M: June 24th - June 28th



Hot August Nights

W: August 1st - August 6th

M: August 7th - August 9th

Big Build

W: September 5th - September 10th

M: September 11th - September 13th



Fall Colors

W: N/A

M: October 9th - October 12th



Next Full Moon: June 29th

W= Work Week
M= Meet Days



Hosted by TMRR

Ice Cream Social



Tuesday June 23rd

7:00 PM

Central Station

**Reach out to Lila With Questions
(951) 760-0681**

TRAIN MOUNTAIN TASK LIST

Updated June 2026

Please help keep Train Mountain beautiful — pick up litter when you see it around the property
 If you see a task and someone's name is beside it – Please contact them for instructions.

- Rake and haul forest debris
- Clean out Sleeper car
- Hang broom and dust pan near the main office
- Replace picnic table seats at Steuer-Jeff S
- Fill all badger holes on the track- Fill with gravel
- Restripe all parking spaces – Install new signs
- Visitor Center outside window/screens need to be cleaned
- Finish deploying fire gondolas/Transponders/Back pumps/4 gators
- Clean out Vendor Barn
 - Chairs washed and put in Hall of Flags
 - Clean up Tar stuff
 - Wood Tables moved covered
 - Medic Area

PRIMARY TASKS

- Paint and letter Panich water pots – **Jeff S. and Russ**
- Paint interior of Rio Grande Caboose – **Jeff Mills**
- Start Shower demo – **Jerry Crane**
- Make repairs to south end permitter fence (Rio) – **Jerry**
- East wall Carpenter Shop wall socket – **Jeff S.**
- Paint all signal towers silver – Brush only – **Star and Ed**
- Replace board on walkway railing – **Jeff S**
- Build new concrete ramp into office – **Jeff S**
- Install 6" drop door stop on kitchen and Hall of Flags doors – **Jeff S**
- Finish flashing on Coal Mine – **Jeff S**
- Paint missing spot on back deck of loft – **Jerry C**
- Replace board on back deck of loft – **Jerry**
- Fix low switch on generator/Air Compressor/Flatbed
- Change oil in generator on Flatbed
- Inspect and repair all loose parts – Trip Hazard
- Remove dead stump at Coral Siding
- Get used fire hose and paint yellow.
 - Nail down in gravel parking area to ID parking spots.
 - Paint firehose for handicap parking
- Remove decking in front of Blue Caboose – **Richard Cox**
- Loose wheel on Blue engine in store (Child's Toy)
- Pick up unnecessary items in Central Station
- Ellingston – Inspect cribbing on South end
- Woodshop – East area light failed – Flashes at night
- Coyote – Fire backpack post rotten – Reset
- Backshop – Dispose of rotten Masonite – Westside outside

SECONDARY TASKS

Narrow Gauge 2026

By: Jordan Dobson & Lila Swanberg

In a big gust of steam, the Narrow Gauge Meet arrived right alongside the kick-off of visitor season and what a combination it has been! Big equipment, tour rides, a beautifully remodeled Visitor Center staffed with lovely volunteers, K&W kicking off their season, and Dana's on-site restaurant taking off. It has been bustling!

Then, on Wednesday and Thursday, an unexpected storm rolled through. We received over two inches of rain in 24 hours, a big deal for this high desert area, accompanied by very strong winds. Among the excitement, a few trees decided it was their time to succumb to the weather.

One came down near Cooper, one near Saanich, and one near our beloved G-Ville. The Burns crew was first on the scene to begin clearing, followed by an additional crew including Jordan Dobson, Jerry Crane, Danny Chamrad, Kim Beard, and Jeff Mills. Mission accomplished!

The ack hop also got a good old-fashioned cleaning and will continue to see improvements to better serve our members and Train Mountain.

One of the biggest accomplishments of work week was the cleaning out of all the full-size equipment. A huge shout-out and thank you to Art Barter and crew. The visitors will surely appreciate their hard work!

Oh and the full moon was epic, while still cold out, totally worth a full moon run.



Full Moon Run



*Jordan & Lila
TM Residents
Member's Since
15' & '25*



Preserving Weyerhaeuser No. 101: *A New Chapter at Train Mountain*

By: Chris Donhost

Preserving Weyerhaeuser No. 101: A New Chapter at Train Mountain

After years of sitting derelict behind a chain-link fence in Klamath Falls, Weyerhaeuser No. 101 has begun a new chapter. Today, the historic diesel locomotive stands proudly at its permanent home at Train Mountain Railroad Museum in Chiloquin, Oregon, where it serves as a centerpiece within the museum's Six-Acre camping area and an important reminder of the Pacific Northwest's rich logging railroad heritage.

For many visitors, the most noticeable aspect of No. 101's transformation is its fresh appearance. Bright paint, crisp lettering and renewed attention to detail have given the locomotive a dramatically different look. However, the cosmetic restoration represents far more than an aesthetic improvement. It is an investment in preservation and a commitment to ensuring that an important piece of railroad history survives for future generations.

Why Restore a Static Display?

One of the most common questions asked by visitors is whether Weyerhaeuser No. 101 will ever operate again. The answer is no.

While Train Mountain is world-famous for its extensive 7.5" gauge miniature railroad, there is no full-size railroad on the property where a locomotive such as No. 101 could be operated. As a result, there are no plans for mechanical restoration. Returning a diesel locomotive to operating condition would require extensive work on the prime mover, electrical systems, running gear, brakes and numerous safety components. Such a project would involve substantial expense and ongoing maintenance, with no practical opportunity for operation.

Instead, preservation efforts have focused on stabilizing and protecting the locomotive as a static display. This approach allows visitors to appreciate the locomotive's historical significance while ensuring that limited preservation resources are directed toward its long-term survival.

More Than Paint

A cosmetic restoration begins long before the first coat of paint is applied. Years of exposure to sun, rain, snow, and fluctuating temperatures can cause paint failure, corrosion, and deterioration of metal surfaces.

Preparing a locomotive for painting often involves extensive cleaning, rust removal, surface preparation, and repair of damaged components. Loose paint must be removed, corrosion treated, and surfaces properly primed before finish coats can be applied. Historical photographs and records were studied to ensure that colors, lettering and markings accurately reflect the locomotive's historic appearance.

The process requires patience, research and attention to detail, particularly when working with a locomotive that represents an important chapter in regional railroad history.

The Preservation Value of Paint

For historic railroad equipment displayed outdoors, paint serves as a critical preservation function.

Modern primers and protective coatings act as a barrier between the locomotive's steel structure and the environment. Without that protection, moisture can reach bare metal and accelerate corrosion. Left unchecked, rust can eventually damage original components and require costly repairs or replacement.

Properly applied paint helps prevent water intrusion, reduces damage caused by ultraviolet exposure, and significantly slows the deterioration process. In many ways, paint is the first line of defense in preserving a historic locomotive.

For Weyerhaeuser No. 101, the cosmetic restoration is not simply about how the locomotive looks today. It is about protecting the locomotive from further deterioration so it can continue telling its story decades from now.

Preserving History Through Stewardship

The cosmetic restoration of Weyerhaeuser No. 101 was overseen by railroad preservationist Chris Fussell of Go By Train, LLC. For more than two decades, Fussell has been involved in the preservation, restoration and stewardship of historically significant railroad equipment throughout North America.

Perhaps best known for organizing the preservation of former Amtrak F40PHR No. 231, Fussell has worked alongside museums, preservation organizations, volunteers and donors to ensure that important pieces of railroad history are protected from loss. His work on No. 101 reflects a simple philosophy: while not every locomotive can be restored to operation, every effort should be made to preserve its historical integrity and protect it from further deterioration.

The restoration also serves as a reminder of what makes Train Mountain unique. Projects like No. 101 do not happen because of a single individual. They are possible because generations of members have invested their time, talents, and financial support into building and sustaining this organization. Every mile of track, every structure, every museum artifact, and every preservation project represents the cumulative efforts of members who believed in preserving railroad history for those who would follow.

As members, it is easy to think of Train Mountain primarily as a place to run trains, attend meets, or enjoy time with friends. Yet the organization is much more than that. Train Mountain is a steward of railroad history. The preservation of Weyerhaeuser No. 101 demonstrates that stewardship in action and highlights the important role every active member plays in ensuring that these historic artifacts remain protected and accessible to the public.

Today, No. 101 stands as more than a display piece. It serves as a tangible connection to the logging railroads that helped build communities, support industry and shape the economy of the Pacific Northwest. Through careful preservation and ongoing stewardship, visitors can experience that history firsthand.

What was once a neglected locomotive behind a fence is now a preserved artifact with a secure future. Its transformation should be a source of pride for everyone associated with Train Mountain. It is a visible reminder that membership is about more than maintaining eligibility to participate in events. It is about belonging to an organization that preserves railroad history, educates the public, and leaves a lasting legacy for future generations. Through the continued involvement and support of its members, Train Mountain will remain a place where railroad history is not only remembered but actively preserved.



Chris Donhost
Social Media
Member Since '13

Weyco 101 Paint Restoration Complete (P.2)

By: David L. Waterstreet

And it's gorgeous! Three years in the making, short 2 months, the new repainting of our very own Weyerhaeuser Baldwin locomotive is complete. There are a few details that need to be added back on, (i.e. the muffler stacks, horn glass) that will fully finish the exterior restoration. It has been a long road of over 75 years to return her to her original Weyerhaeuser paint scheme, and about 35 years since she last ran. As many of us have heard many times over, this is another example of an almost last minute save from the scrappers' torches. It was also an impromptu conversation with a totally unexpected person, that out of the blue, brought the subject up by asking "do you know anything about the train parked on the OC&E Trail in Klamath?" with the Oregon Parks Superintendent in the Ranger's office at Collier Park. "Why yes, I do," I replied. That started a chain of quick events over a month or so towards the acquisition of this "relic". It's a kind of a long and involved story for another time. But the result now stands before us as Train Mountain's first prototype locomotive and with a direct history and lifetime right here in Klamath County and the history of Railroad Logging. Almost immediately, Lt. Col. Frank Bartholomew, USAF, Ret., and a longtime member and supporter of Train Mountain, stepped up to support and back this endeavor to acquire, transport, and refurbish this iconic locomotive. THANK YOU FRANK.

I became the Project Manager to assemble all the moving parts and logistics and the right people to make it all happen. Frank enlisted TM member, prototype collector, scrounger, and Railroad Historian, Steve Panzik, to help us get all the details we could correct. From finding the correct original bell type to the horn and many other parts, Steve has been an invaluable partner in this restoration. He continues to assist in exterior details but also in refurbishing the cab interior that was largely destroyed by vandals following the demise of the Klamath Weyerhaeuser Mill. This is an ongoing effort. THANK YOU STEVE.

The last key player thus far is Chris Fussell of Go By Train, LLC . Painter extraordinaire. I have known Chris since his teenage years in Portland and watched him with pride develop his passion for most things passenger railroading, one-time owner of two Amtrak locomotives, and painting restorations almost beginning with the SP-4449 in Portland and its many liveries.

He has and is becoming one of the most requested professional Railroad equipment painters in the nation with his growing body of work running the rails now and, in several museums, nationwide. It was a pleasure working with you, Chris. THANK YOU CHRISTOPHER.

As you know it really takes a small village to accomplish a project of this scope. There have been many other advisors and TM participants with both large and small tasks in the effort as well. THANK YOU as well. You and I know who you are.

This restoration effort will continue with the rest of the logging consist in 6-acre. Given time, funding, and cooperative weather, we will also repaint the water tank car and the caboose in the same bright Weyerhaeuser Yellow. As many of you have witnessed, painting is relatively the easy part. Prepping is where all the real work is. So, grease up your elbows — we may be calling for volunteers going forward.

Ownership of the completed locomotive has now been formally donated to TMI as well. For the first time in over 20 years, we now have a great addition to the TM museum rail fleet. Train Mountain is growing and improving all the time. This is a fine example of these efforts for all rail fans (Foamers) and the general public to appreciate, understand and enjoy for years to come.



David Waterstreet
TMI Board
Member Since 20'

Before



After



Welcome to the Visitor Center

By: Cheryl McInnes

I would like to start off with a great big thank you to Barbara Ward and her vision, to get members together to provide tours to the public. In the Spring of 2019, the Visitor Center was created. The Great Northern room was repurposed to be the new Visitor Center. In the room they used the large cabinet as the counter. At that time the only thing they sold was water and soda. Later in the year they added a table for advertisements. Barbara loved to talk to all our visitors during that time. The first year had quite a few bumps along the way. The engineers would take the visitors on an hour-long train tour. Sometimes the tour would last up to 2 hours. This made it almost impossible to schedule regular trips. We now have half-hour tours so we can accommodate all of our visitors.

Mike Dietzen, Daniel Ode, Dave Savage, Dale Furseth, Dennis Ward, and Russ Wood were among the first Train Mountain Rail Tour engineers.

During the 2nd year of operation, Marcia Furseth joined Barbara in the Visitor Center. She remembers learning a lot from Barbara and being very proud and had great memories of Barbara and helping her in the Center.

In 2020 Train Mountain closed due to the pandemic, hence the Rail Tours closed. In 2021 Train Mountain Rail Tours reopened on a limited basis. They had to set up a table outside the Visitor Center. They were involved with developing new maps of the park. 2022 came with the Rail Tours back on track. With this came more and more visitors, so TMI had to come up with safety rules for the engineers and instructions on the how to do this. Russ Wood was the instructor. All of us, Visitor Center staff and the Rail Tour Engineers all need-to-know different highlights of the park, rail history, and instructions on how to safely drive and stop the engines on the mountain.

Now, have you been into the New and Improved Visitor Center? Wow! What a difference you will see. During Kitsap Work Week they moved all the furniture out of the way and put it under cover. Then they removed the bathroom wall, sink and toilet. Remember I said it used to be a room, which included a full bathroom. They left the shower, so we use it for storage. The changes continued into the Spring Awakening Work Week.

My husband and I arrived in April, and I was a little nervous we would not have it ready by opening day May 15th . With only days to spare everything was a go for opening day. I do not have all of the member's names that worked on the construction but Thank you

for making our Visitor Center amazing.

So, you ask, what do we do? We maintain the 501(c) (3) nonprofit Educational status of Train Mountain Institute (TMI). In other words, we have fun with what we do, and seeing the kids wide eyed with the biggest smiles on their faces and them say "I'm here at Train Mountain". We all love what we do for our visitors.

Thank you to all of the staff that have volunteered their hours to maintain the Visitor Center and the Rail Tours over the years.

The Visitor Center staff of the past: Barbara Ward, Marcia Furseth, Dick Miller, John Merwin, Leonard Houpt, Gil Dominguez, and Jacob and Eli Nord.

The current Visitor Center staff is Cheryl McInnes, Debbie Willard and our newest ladies, Val Bedore and Julie Baker.

Rail Tour Engineer staff of the past: Mike Dietzen, Daniel Ode, Dave Savage, Dale Furseth, Dennis Ward, Russ Wood, and Eric Barks.

Our current engineer staff is Dave Savage, Curtis Hoopes, Ian McInnes, Russ Wood, Leonard Houpt, Tim Willard, Mike Baker, Pam Williams, and Jeff Mills.

I'm sure there have been others along the way that I did not include but Thank you.

Visitor Stats

- **50 trains**
- **402 Adults**
- **79 Children**

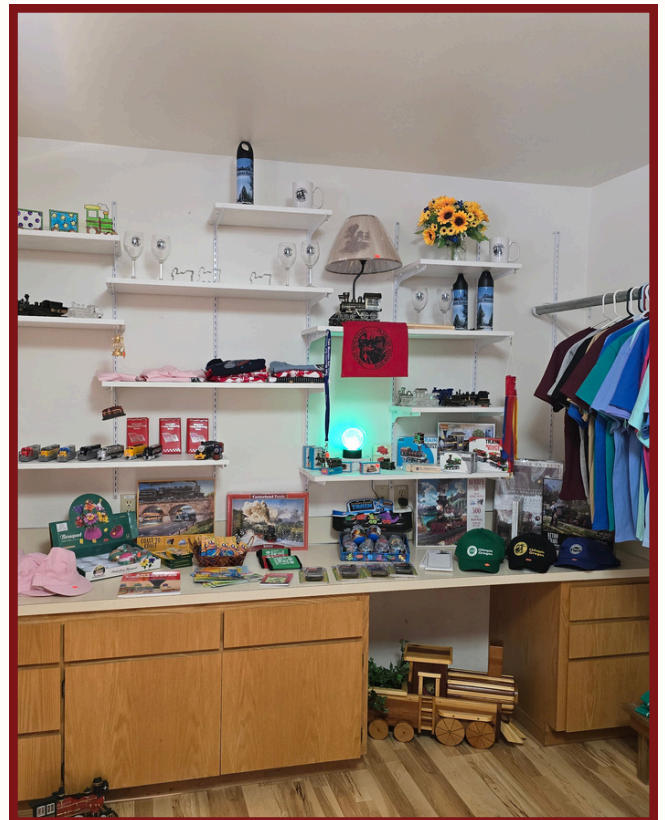


*Cheryl McInnes
Visitor Center Manager
Member Since '16*

Before



After



2026 TRAIN MOUNTAIN RAILROAD MUSEUM

EXCURSIONS

By: Pam Williams

For the last 2 years, we have offered a full-day immersive tour of Train Mountain's 2200 acres with tremendous response. The **first 2026 Excursion was on June 4th** with 8 passengers.

These Train Mountain Institute **fundraising events** provide visitors with views of our full-size rail exhibits, an opportunity to learn about Train Mountain's history, our practices in forest conservation and railroad safety while experiencing a unique railway journey.

The Fundraiser fee for visiting adults is \$100, ages 15-17 is \$75, 8+ is \$50 with a minimum occupancy of 4 Adults &/or children. We can accommodate groups as large as 10.

Guests will be treated to a **custom picnic** at our farthest northern point, **Hope Circle Pavilion**. Excursions are conducted by member volunteers and are a great experience for all. Members are encouraged to inquire about how they might participate to join the FUN!

These events are a **FULL DAY's activities** and Sani-cans are available along the route. Snacks and bottled Water are included.



Attendees are asked to consider that “scale” train cars are very low to the ground. Please advise if any physical aids are needed at the time of their reservation. Dietary limitations can be discussed for their custom lunch.

**Children under 8 may not be appropriate for this journey due to both duration and high desert conditions.*



Reservations must be made 2 weeks in advance and are only offered during the remaining 2026 Meets. This allows visitors to see the most scale railroad trains at one time.

Those dates are listed on our website, www.trainmountain.org and in the Gazette.

For further details & to make reservations:

Email: excursions@tmrr.org

Phone: Pam Williams, 253-325-2023



Pam Williams
Excursions & Purchasing
Member Since '10

Fire Equipment Gondolas 2026

The Train Game Interface

By: Jeff Mills

The Fire Equipment Gondolas that have transponders added will be ready for use during the summer meets. There are 12 of these fully equipped gondolas containing; 1 Indian Backpack Pump, 2 round point shovels, 1 Pulaski and jugs of water. These have been provided so members can add them to their trains while traveling around Train Mountain thus providing a **Roving FIRE PATROL**. These cars exceed the ODF and USFS standards for fire tools carried in the forest during FIRE SEASON. It is highly recommended members either carry the required tools on their trains or attach one of these gondolas to their consist.

Go to the Train Game Screens on the website. Click on the Icon for Cars. Then Click on the tab fire cars. It will show all that are available and their location. Pick up points are at Central Yard and Woodpecker siding. Drop off points are either Steuer or Central tation. When the drop off points are full a Train Game job will be generated to move cars to the pickup points and earn TG points for the moves. This is a win-win for Train Mountain as it gets equipment out on the rails and keeps members engaged.

You do not have to be logged in to the Train Game to pick up or drop off Fire Gondolas. The transponders keep track of the cars and their locations and whether they are moving or have been dropped off. Please do not keep a Fire Gondola overnight, Their purpose is to have them out on the tracks in a mobile fire patrol mode. They need to be easily accessed by trains moving on the layout. Please take the time to view and or review the YouTube Video on TM Fire Fighting equipment as it is full of useful tips and safety precautions for use of these tools. We, as private forest owners, have a legal commitment to try to suppress any fire we discover on our property. If a fire is discovered, do not hesitate to call the fire department as a quick response is our best method of keeping a fire small and damage low. Please take the time to photo the red sheets that are posted with the AED Station in the Hall of Flags, Back Shop Track Shop and Visitor Center. These Red sheets are our play book for an emergency.

We have also **equipped the Gators** with a shovel, Pulaski, Fire Extinguisher and Indian Backpack Pump, making these vehicles in compliance with the regulations.

All Train Mountain fire hand tools have a **red stripe** painted on the handles indicating they are **for emergency fire use only**. They must be kept in “ready to use” condition; sharpened and rust free. Also, make sure the water containers are full. If any tools are **discovered in less than perfect condition, please correct the situation or report their condition to a Board Member**.

This would also apply to the equipment on the Gators. Any missing equipment should be reported immediately so a replacement can be obtained. We have deployed **25 trackside Fire Extinguishers**. These are charged with air pressure and water. They are stored in small red and white structures along the tracks. If any are used, they must be refilled and pressurized. **Do NOT leave a discharged Fire Extinguisher trackside**. There are none of these Extinguishers beyond M&M corner.

We have provided several Back Pack Pumps mounted on posts in a ready to use position. Again, if one is used make sure it is refilled and returned to its post.



Please connect to 'TMmember' WiFi at central station and reload this page.

Map Moves ? puyallup

Car List My Cars (0) All (57) TMRR (85) Fire (12)

Car Name*	Type	Location	Waybill	Activity
Fire 2113 (TMR:2113)	GF	Woodpecker		5-24-26
Fire 2115 (TMR:2115)	GF	Central Station		5-24-26
Fire 2122 (TMR:2122)	GF	Woodpecker		5-24-26
Fire 2126 (TMR:2126)	GF	Woodpecker		6-03-26
Fire 2134 (TMR:2134)	GF	Woodpecker		5-24-26
Fire 2704 (TMR:2704)	GF	Woodpecker		5-31-26
Fire 2706 (TMR:2706)	GF	Woodpecker		5-24-26
Fire 2707 (TMR:2707)	GF	Woodpecker		6-01-26
Fire 2708 (TMR:2708)	GF	Central Station		6-10-26
Fire 2710 (TMR:2710)	GF	Woodpecker		5-24-26

\$ Available Job
 ≡ Reserved
 ✓ Accepted Move
 ○ Verifying Location
 ● Out of Play

8

OPS

Verify your location at TMRR.
 Please connect to 'TMmember' WiFi at central station and reload this page.

Map Moves ? ? ? ? ? puyallup

Cars (0) All (57) TMRR (85) Fire (12)

Car Name	Type	Location	Waybill	Activity
06335	H	Saanich		6-13-26
Stock (ATSF:50659)	S	Youngstown		6-11-26
866	H	Clyde		6-13-26

OPS

Verify your location at TMRR.
 Please connect to 'TMmember' WiFi at central station and reload this page.

Map Moves ? ? ? ? ? puyallup

Spurs ONLY unless none are available. Park in assigned industry.
 Switches to Main.

L OPS

Verify your location at TMRR.
 Please connect to 'TMmember' WiFi at central station and reload this page.

Map Moves ? ? ? ? ? puyallup Profile

park on Spurs ONLY unless none are available. Park in assigned industry.
 Switches to Main.

World's longest 7.5" gauge

By: John Lovely

See the whole Railroad

About the time of the 2025 Triennial somebody posted a question on Facebook asking for a route that would include the whole railroad without duplicating track sections. I pasted together portions of our passenger timetables to get a route. It does miss Helena, one of my favorite sections. It also does visit South Portal Circle and Midway Circles twice, but really uses only portions of those junctions. Total running time is about 3:30 hours. Running all the passenger runs for the Operations Meet will cover most of the route. Let's have fun at the greatest miniature railroad while we practice STEAM+ education in disguise.



John Lovely
Manager Passenger
Operations
Member Since '12

See "The Longest Run" on the following page.

Station	Running Time to next	Station	Running time to next
Central	0:05:00	Phillips	0:01:15
Grand Jct	0:07:00	Sanich	0:02:52
New Isom	0:03:28	Stockbridge	0:01:39
Deadwood	0:05:58	Rio Grande	0:01:41
Woodpecker	0:04:00	Lillyville	0:02:00
Elizabeth	0:02:30	G-Ville	0:04:00
M&M	0:11:00	Appendix	0:00:00
Whitcomb	0:05:20	Anaheim	0:05:00
Cooper	0:06:45	Azusa	0:00:00
Schubert	0:04:35	Cucamonga	0:03:00
Crane	0:02:00	Rochester	0:00:00
Hope	0:05:00	G-Ville	0:03:07
Panzik	0:05:02	Robinson	0:01:45
Schubert	0:03:57	Yuma	0:02:53
Coyote	0:04:21	Red Ant	
Whitcomb	0:03:14	So. Portal Circle (west)	0:01:00
Clyde	0:03:05	Dog Walk	0:03:00
Abby	0:03:55	Youngstown	0:01:41
Douglas	0:05:50	Python	0:02:00
Beauchamp	0:04:20	Vitz Yard (Blue Caboose)	0:03:00
Steuer	0:05:18	Colton	0:06:03
Timber Lake	0:05:00	Bond	0:05:20
So Portal Circle (east side)	0:03:07	(take cutoff to K&W, switch over to inbound track at Isom)	
		Chiloquin	0:05:35
		Friehube	0:10:00
		Chiloquin	0:08:00
		Isom	
		Debra's Corner	0:05:00
		Main Yard	
		Central	
		Total running time	3:09:36

Nord Productions

By: **Jacob & Eli Nord**

It has been an exciting and busy year for Nord Productions, and we wanted to share a few updates with the Train Mountain community.

One of the most exciting developments has been the continued growth of our social media presence and the exposure it has brought to Train Mountain Railroad. Through videos, photos, and stories shared online, Train Mountain has been introduced to people around the world who may have never heard of rideable railroads before.

To date, our content has received more than 72.1 million views across social media platforms, including over 56 million views on Facebook, 15 million views on Instagram, and 1.1 million views on YouTube. Along the way, we have grown to more than 190,000 followers and counting!

Perhaps even more exciting than the numbers are the opportunities that have come from them. We regularly receive messages from individuals asking where Train Mountain is located, how they can visit, and how they can get involved in the hobby. Many have told us they are now planning trips to Chiloquin after discovering Train Mountain through our videos. We have also been contacted by several major social media channels and media organizations, including some with audiences of more than 135 million followers, regarding potential collaborations and content partnerships. It has been incredibly rewarding to see Train Mountain reach new audiences through our videos and inspire people around the world to learn more about the hobby.

That growing interest also led to an opportunity to be featured in Whistle & Wander Magazine, published by Alex Fletcher, who has more than 1.2 million followers. The article highlighted Train Mountain Railroad, the live steam hobby, and the story of how my brother Eli and I became involved with both the railroad and filmmaking. It was an honor to share Train Mountain with a new audience and introduce readers to the people, history, and community that make this railroad such a special place.



Another recent highlight (this month) was helping host a group from BNSF Railway during a visit to Train Mountain. The crew enjoyed a ride to Lillyville and South Meadow with Tim Willard serving as engineer before touring various parts of the railroad. John Cooper demonstrated Train Mountain's dispatching and CTC systems, while Eli and I helped show the group through the Backshop. Several members of the crew were also able to enjoy a trip to Hope later in the day behind a steamer. It was rewarding to share Train Mountain with professional railroaders who clearly appreciated the craftsmanship and operations that make our railroad unique.

Many people have also been asking about Part Two of the Train Mountain Triennial movie. The good news is that it is still coming.

The project has taken much longer than we originally expected, largely because of school, work, and the many other responsibilities that come with everyday life. Producing a film of this scale has also cost considerably more than we will ever make back and financially it has been a losing venture from the start.

Even so, we have no plans to stop. The feedback we continue to receive from viewers encourages us to see the project through to completion. We believe the stories, people, locomotives, and memories of the Triennial deserve to be preserved, and because of that, we remain committed to completing Part Two regardless of the cost.

We would like to thank everyone at Train Mountain for their support, encouragement, and friendship. Whether through social media, magazine articles, film projects, or simply sharing the railroad with visitors, we are proud to help tell the story of this remarkable place and the people who make it possible.

Looking ahead, we also have several exciting video projects in the works. While we're not quite ready to reveal all the details, we're excited about what's ahead and look forward to sharing more in the future. Stay tuned—there are some exciting things coming down the line! 🚂



Operations Update

By: Jordan Dobson

Operations meet:

Operations meet runs from 6/20/26 to 6/28/26, the work week being from Saturday to Tuesday and formal operations run from Wednesday through Saturday. Following our familiar format, formal operations including meet scoring with Tower, Dispatcher, Freight Agent, and Passenger operations will be conducted from 9am to 5pm during the meet, concluding at 1pm on Saturday. Train Game will run 24/7 as usual with agent composed trains during formal operating hours.

Contributing cars for the Operations Meet:

Ops Meet is a great opportunity to put some miles on and show off your freight cars. Putting cars in the system and collecting them at the end of the session, or offering them for longer service, is easy and fairly painless. Want to have longer trains? Give us more cars to play with!

If you have cars you would like to put in the meet or if you would like to help with the Ops Meet and its operations, drop me a line.

Techpriest42@gmail.com



Statistics, YTD

- **1529 car movements +776**
- **110,139 miles +59,609**
- **45 active crews +13**
- **45 active cars +1**

On Track

By: Dale Furseth

This month I am writing about my idea to give members a way to report track problems. My idea is to reimplement the old Track Reporting mail box and stock it with forms that can be filled out to report problems.

The box will be conveniently located to place the reports, and for the track crew to check on a regular basis. The forms will just ask for a small amount of information that will help locate the problem with a brief description.

If the reporting person wants to be notified when the problem is cleared, their name and text phone number can be included. That name field is totally optional.

The Track Report Mail Box will be moved from near the TM Office to an area near the benches just east of the Back Shop--between container #1 and the parking lot.

This is the initial Track Report form. It may evolve and change as we gain experience. Blank forms will be in the Mail Box. Please give it a try to report any track issues. Thanks.

TRACK REPORT	
Damage or Problem	
Name:	_____
Text#:	_____
Where is the problem?	
Mile Post?	_____
Describe the location: _____	

Describe the Damage?	

Is the track passable?:	_____
Is there a green block?	_____
**** Use back for more details ****	



Hello from G-Ville

By: Jim & Sue Moore

Another work week has come and gone! We accomplished more raking, pickup, pruning, and general cleanup. The " track 40" as Dennis called it was also mowed. Additional track maintenance was done and a new connecting track was completed with the help from Robert Perry. We also had assistance from Dale Furseth with solar panels and battery work.

During a recent storm, a 40 foot tree branch split and fell in the middle of G-Ville. The branch was chain sawed into smaller branches and logs, then dragged to the roadside with the help of Maydell Crane. Richard and Taylor were then able to move the debris in a timely manner to a burn site.

After much debate and discussions with others, we have concluded that battery power is the future of G scale OUTDOOR layouts. As of now, G-Ville will be primarily designed for G scale battery powered (dead rail) trains. However the front loop at G-Ville will remain for electric trains and be active when the G-Ville Midway building is open. We will keep you posted on all changes and additions.

We would like to personally thank Evy Fillman, Robert Perry, Maydell Crane, Dale and Marcia Furseth, Richard and Taylor for their help at G-Ville.

Come out and run your trains or just walk the beautiful paths.



*Jim & Susan Moore
G-Ville Stewards
Members Since '15*

Man Down



At G-Ville

TM Communincations Team Update

By: Joe Lagerstrom

As the Comms Team steams up, I want to acknowledge the brave crew that has agreed to climb aboard and help out with this new load. That's Gil Dominguez, Lindsay Eddy, Cheryl McInnes and Jennifer Tarr.

So, what will this team be doing? The Comms Team is working to keep people interested and engaged in Train Mountain. That's members for sure, but also prospective members, the local community and more.

We have a lot of tools to make that happen. Social media is one tool, but not the best one. The Gazette, thanks to Lila's refiring, is another powerful tool. But how do we reach visitors after they leave to make them into repeat-visitors or members? How do we attract potential donors? What about foamers that don't even know we exist? The Comms Team is about using our tools to reach as many of these people as we can.

As we gather speed, we expect members to be better informed about what's happening at TM not just meets, but the projects, changes and cool stuff that are part of running this railroad. We expect visitors to have a connection to TM after they drive away. And we expect to see more people becoming members than ever before.

What can you do? For starters, share your excitement about Train Mountain. This place is amazing! Send the Gazette to your friends and family. Ask them to check out our YouTube Channel or visit our website or our Facebook page.

Do you have questions or ideas you'd like to share? Would you like to help? Good! Please email us at media@tmrr.org.

-Joe Lagerstrom
TM Comms Director.



Joe Lagerstrom
Comms Director
Member Since '21



Greetings from the Front Office

By: Joyce Merwin

It seems to be the season for mixed weather. Over the past week we have seen sunshine, clear skies, warm days, cool days, calm days, cloudy days, refreshing rain, strong winds and some noisy thunder.

Tons of work was completed during the Spring Awakening and Narrow Gauge Work Weeks. Very well done to all who helped!

49 people attended the Spring Awakening banquet and 56 attended the Narrow Gauge banquet. Add a few to get an idea of the attendance for these two meets.

Dana and her entourage prepared great food for the banquets and many left with full tummies.

The Visitor Center has opened for the summer season. Many visitors are showing up for the ever-popular train tours.

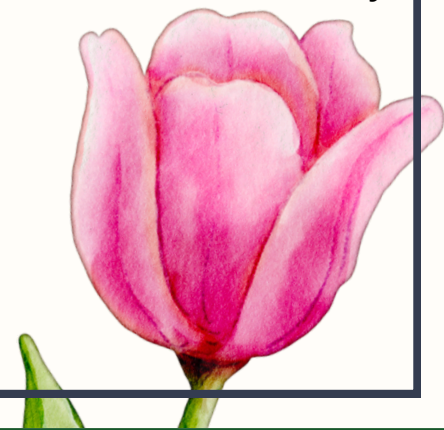
A number of store items are now available in the newly remodeled Visitor Center as well as in The Company Store. Sales are going great guns.

Harvest Hosts visits have increased dramatically with the warmer weather. Your kind and informative treatment of our Harvest Hosts and regular visitors is sincerely appreciated by all. The reviews speak well of all of you.

As always, volunteers are being reminded to turn in their volunteer hours. This can be done online through the website at trainmountain.org or hours can be turned in on paper forms that are available through the Business Office. Volunteer hours forms may also be found in the kitchen.



Joyce Merwin
Office Administrator
Member Since '14



Members: Please visit the Business Office to sign waiver forms, pick up your annual name badge(s) and your meet badge(s). Because there are now so many badges, they are no longer being hung above the counter. You will need to ask for them at the front counter.

Members are required to watch the Train Mountain Safety Video at least once every year. During work weeks and meets, you will watch the Safety Video during scheduled times, write your name on the Safety Video form and sign it in attest. A witness will initial the form next to your signature.

When it is not a work week or meet, the Business Office will set the video up for you to watch in the Hall of Flags. You will also complete a line on the Safety Video form that the business office staff will witness for you.

Thank you to all of our many dedicated volunteers for all that is done at Train Mountain. You really do help to make Train Mountain the incredible place that it is!

Upcoming is the Operations Work Week and Meet.

We look forward to seeing you here!



pic: Joe Lagerstrom

Hey! Got Tri-Folds?

Train Mountain would like to see its rack for 7.5 inch gauge and other railroads fill up.

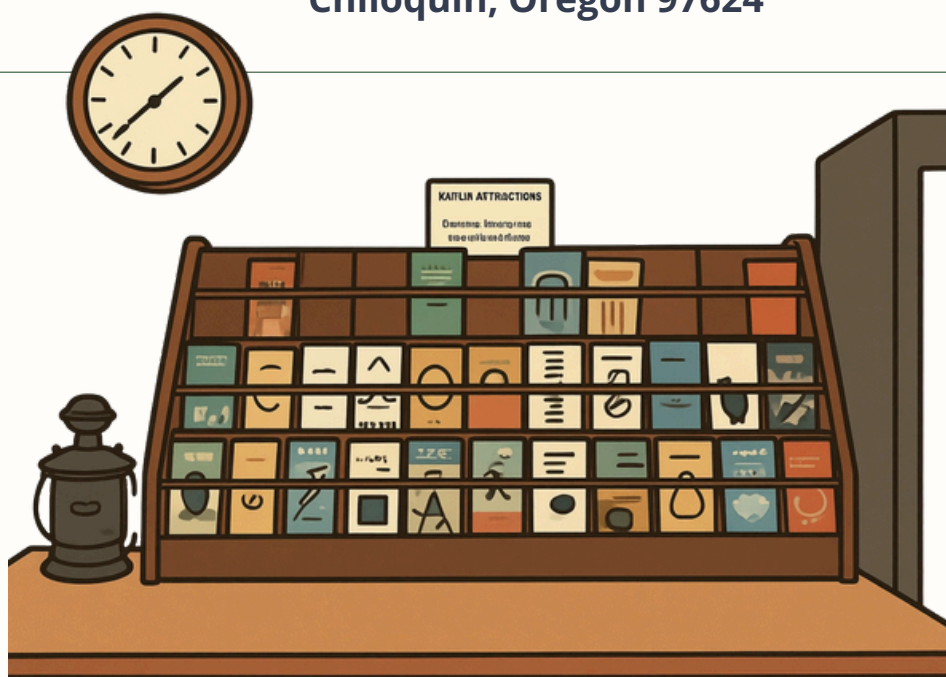
The rack is located in the Hall of Flags where members and visitors can see it.

If you would like to have your railroad's rack cards, bi-fold or tri-fold brochures included on Train Mountain's rack, please send or bring them to Train Mountain.

The maximum rack card/brochure size that will fit in the rack slots is 4" x 9."

Quantities of 25 to 50 are acceptable.

Our mailing address is:
Train Mountain Institute
P.O. Box 438
Chiloquin, Oregon 97624



ADOPT A TOWN

WANTED!

BECOME A TOWN STEWARD TODAY

TRAINING AVAILABLE



- Repaint & Repair Buildings • Clean Up Grounds
- Beautify and Improve Town • Supplies & Support Provided



REWARD

Play an important role in the beautification and maintenance efforts at the park. No prior experience needed

Reach Out to	• Theresa Shelby	• TRSHELBY@TMRR.ORG
--------------	------------------	--

Chiloquin Local Resources

A guide for visiting Train Mountain members & volunteers

DINING

Turtle Loaves

Tamales · Sourdough · Baked goods · Breakfast & coffee

MON **Closed**

TUE-THUR 9:30 AM – 2 PM

FRI 9:30 AM – 3 PM

SAT-SUN 9:30 PM – 5:00 PM

El Rodeo Mexican & Seafood

Mexican · Steaks · Seafood · 30771 Hwy 97

MON **Closed**

TUE-THU 9 AM – 7 PM

FRI-SAT 9 AM – 8 PM

SUN 9 AM – 3 PM

The Burger Shack

Burgers · Corn dogs · Banana splits · Outdoor seating · 139 Chiloquin Blvd

MON 12 – 6 PM

TUE-THU **Closed**

FRI-SUN 12 – 6 PM

COFFEE

Crater Coffee Company

Espresso · Breakfast · Baked goods · 38097 US-97

MON-FRI 7 AM – 4 PM

SAT 8 AM – 4 PM

SUN 8 AM – 2 PM

GROCERY & DELI

Chiloquin Market & Deli

Grocery · Hot grab & go deli · Beer & wine · Take & bake pizza · 129 S 1st Ave

DAILY 7 AM – 8 PM

Jo's Organic Grocery

Produce · Prepared food · Organic · 16 minutes away

DAILY 12 PM – 7 PM

GAS & CONVENIENCE

Crater Lake Junction Travel Center

Gas · Diesel · Propane · Hot grab & go deli · Showers · Laundromat · 34005 Hwy 97

DAILY Open 24 Hours

NEW!

Peak to Peak Restaurant & Lounge

Full menu · Bar · Inside Klamath-Mo-Ya Casino · 34333 US-97

SUN-WED 8 AM – 3 AM

THU-SAT 8 AM – 4 AM

Zuks

Homemade BBQ & Good Company

FRI 11 AM – Sold Out

The Potbelly Cafe

NOW OPEN!

Breakfast & lunch · Located on-site at Train Mountain

MON-SAT 7 AM – 3 PM

SUN **Closed**

Chiloquin Grill

NOW OPEN!

Breakfast & baked goods

TUE-SAT 8:30 AM – 2:30 PM

SUN-MON **Closed**



SHOPPING

Dollar General

1008 S Chiloquin Blvd

DAILY 8 AM – 10 PM

Wright Hardware

117 S 1st Ave

MON-FRI 8 AM – 5:30 PM

SAT 8 AM – 5 PM

SUN **Closed**

LODGING & ENTERTAINMENT

Sleep Inn & Suites

Pool · Hot tub · WiFi · 34333 US-97 · klamoyacasino.com

Klamath-Mo-Ya Casino

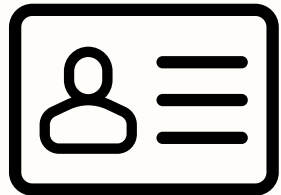
Slots · Blackjack · Klamath Tribes · 34333 US-97 · Open 24 Hours

Interested in Becoming a Contributor?

Reach out to Lila at
thelivingwellnesslounge@gmail.com
Contributions must be submitted by the 12th



And don't forget to stay connected between meets



Physical Location:

36941 South Chiloquin Road

Postal Address:

PO Box 438, Chiloquin, OR 97624

Email: info@tmrr.org

Phone: 541-783-3030

