



# The Mountain GAZETTE

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An Official Publication of the Train Mountain Institute and TM Railroad—Issue Vol. #5 Issue #24 July 2024

## July

Hello everyone,

Hot. It's hot. But we still love trains, and get outside as much as we can to play with them.

It's been really busy at Train Mountain this month, with the Ops Meet, tons of visitors and a bunch of work on G-ville. This month's articles reflect that.

I would like to pause here a moment to recognize our regular contributors: Dale Furseth, writing a regular On Track series; Richard Croll, who has sturdily written many articles leading up to the Ops Meet; Joyce, of course; Pam Williams, loyally writing about TM Excursions; Jeff Mills, who frequently has much to say about something really fascinating; and our newest regular, Theresa Shelby, with The Splinter—news from the woodshop. Thanks to all of you.

Also, I was too sick to do the Gazette last month. Thanks to Danny Chamrad for standing up and doing the editing. We're back on track now.

Cheers,

Lucinda Gilman and Xander Geraghty

Lucindagilman@gmail.com



G-ville

### 2024 Train Mountain Train Meet Schedule

	Polar Bear	Spring Awakening	Narrow Gauge	Ops Meet	Summer Meet	Big Build	Fall Colors
<b>Work week</b>		4/27-5/2	5/25-5/30	6/22-6/26	7/27-8/1	8/31-9/5	
<b>Meet</b>	1/13-1/15	5/3-5/5	5/31-6/2	6/27-6/30	8/2-8/4	9/6-9/8	10/4-10/7

### Join Train Mountain Now!

Register or Join - [https://trainmtn.org/tmrrmembers/Member\\_Portal.aspx](https://trainmtn.org/tmrrmembers/Member_Portal.aspx)

# 2024 Train Mountain Operations Meet

Richard Croll, Train Master



By all accounts, the 2024 Operations Meet was one for the record books. By my calculations 40 crews moved 612 cars. That compares to 44 crews moving 257 cars at last year's Operations Meet. Each car moved over 6 times compared to 1 or 2 times in the past.

Caden Powell and his crew took top honors for the most cars moved with 101 during the meet. Mark Flitton and crew came in second with 82 cars and Samuel Cooper's crew took third with 46 cars. Last year, Mark's crew came in first with 35 car moves.

Passenger traffic was also up this year. 47 trains were registered, and 10 conductor reports were turned in. There was a new category this year for human powered trains. Nancy Devine took top honors with 258 passengers. In locomotive hauled trains, Sheryl Robbins came in first with 253 passengers, the Hingst crew was second with 245 and the Freymire crew third with 242. A total of 1,382 passenger trips were reported, compared to 1,058 last year. Out of 96 stations at Train Mountain, 46 had passenger service this year.

I ran the Aspen Arrow on Saturday morning and can attest to how much fun it is. The train leaves Central Station, goes to M&M and returns two hours later. It is a real challenge to maintain the schedule. John and Cynthia Lovely measured the time between stations to make up the timetable and left little extra time. Besides running between stations, there are paper passengers that must be dropped off and picked up according to the "passenger cards". To add to the fun, the passengers' names are from the Train Mountain roster. I picked myself up at one station!

For the first time, we ran the freight portion of the meet with the Rail Ops (Train game) software. This allowed us to eliminate the entire sorting routine that was done in past years. We also eliminated the car inspection. Together this allowed us to start sending cars out to the railroad each evening after the work tasks were completed. By Tuesday morning, all but a few cars had left the main yard.





Instead of having a manned Freight Office, Rail Ops allowed the Freight Agent to work from anywhere. The Switch List function was used during the days. At night the Train Game was turned on, and most nights saw about five active crews. It's a pretty sure bet that was the younger participants. The Freight Agent had 90 cars to work with this year. He never ran out of cars, but sometimes the switch list was shorter than requested. Our intention is to use more cars next year. We would particularly like to see additional owner cars added.

Another result of the new system was that cars moved to different locations than in the past. It is relatively

easy to make changes using the new system. Another difference is that the Freight Agent made up switch lists in logical order and had trains that worked areas of the railroad. Some switch lists were made up in advance and users could see what they did before choosing them. Generally, the runs started from Main Yard, the Appendix spur or Vitz Yard. Appendix proved to be a real hot spot.

Tower and Dispatch also saw big changes this year. All radio traffic was handled by the dispatcher, using a single channel. The tower operator was sitting next to the dispatcher and could hear the routing requests and set them up. It seemed to work well for the crews in the field, but things got hectic for the dispatcher. They are already discussing possible improvements for next year.

People with Android phones could download a tracking app that allowed the dispatcher to see the location of their train on the monitor. The plan is to have more tracking capability next year to aid the dispatchers.

On Friday evening, owner cars were no longer sent to the North side, and Saturday morning no cars were dispatched from Main Yard and all cars arriving there were taken out of play. A yard switching crew started sorting cars Saturday afternoon for return to their owners. By Sunday morning, only two cars were not in the yard, and they were promptly found using Rail Ops.

Saturday evening the usual banquet was held, with 125 tickets sold. This was a full house. Catering was provided by Wubba's BBQ Shack of Klamath Falls.





Based on the feedback I received, a good time was had by all. I want to especially thank Steve Eddy, Nathan McConnell and Jordan Dobson. This was the group that transitioned the meet from the old Switch List System to Rail Ops. Jordan also was the Freight Agent during the meet. The system met our expectations and then some. The old system served us well for many years but required many hours on the part of Jim and Gwen Armstrong. This year, for the first time, they were able to join in the fun out on the railroad.



The other working members of the Operations Committee that made the meet possible were John Cooper, John Lovely, Caden Powell, Ed Sarber and Steve Passmore. They all deserve a big thank you.

Of course, thanks also go to all the members that participated in the meet, helped with dispatch and provided cars.

The Operations Committee would really like to hear comments on this year's Operations Meet, good or bad. We will consider any suggestions you would like to make to improve next year's Operation Meet. Send your suggestions or comments to me at [rcroll@tmrr.org](mailto:rcroll@tmrr.org).





# On Track

By Dale Furseth

June has zoomed by, and we are already past the 4th of July as I write this today. The year is passing quickly as we continue to mark projects off the track maintenance list. This month had some interesting challenges, since we had to stand down during the Ops meet for reasons I do not understand. To me it seems if they wanted “real” operations, having ongoing track work blocking access to areas during their attempts to move cars would add an element of realism, but that’s just me!

Another challenge was encountered during our first task of the month - to replace the aluminum track panels from the wig-wag signal road crossing up to the K&W switch selector. That section of track is used by everybody exiting Central Station, so all work had to be wrapped by 10am each day. In any case, the track has finally been replaced and a whole gondola full of roots was removed. Ron Domoe helped, and we were closely supervised by Tom Watson. A side note here - I often mention that we were closely supervised, and I mean absolutely no disrespect to those folks. In fact, it is the opposite. I really appreciate members coming out to visit the daily work sites, even if they cannot get down and physically do the track work. Just being there to talk means a lot, and is why they are always mentioned. Thank you Tom and others for supporting the crew. We appreciate it.

Speaking of roots, a couple of days were spent removing roots. Ron Domoe and I worked our way out and around South Meadow. We ran out of time and energy before we ran out of roots. This project will continue forever.

Last project of the month was to create a new parking yard up at Hope Circle. Often, when there are large gatherings, the existing sidings get filled and there is no place to park. We created a new yard on the west side of the circle with 3 new back-in sidings, each over 100 feet long. They should greatly help the parking problems and make visits to Hope a better



*New Hope Yard*



experience. On this project I had help from Ian Thomas (from Australia!) and Bill Shepherd. I also want to thank Richard Cox for some outstanding, awe-inspiring dirt work. He sure makes our job easier.

And the loudest Thank You goes to Lindsay Eddy and her crew for continuing to crank out high quality track panels. Without her and her crew's support, we would not be able to make good forward progress.

A last, kind-of track related item: a new camera was installed looking at the approach to Clyde. The camera was privately funded, and installed by the camera crew (which I am part of). Check out the "Live TM Cameras" web page. It is shown in the middle of the top row.

### *Clyde camera*



# G-Ville Garden Railroad and the Triennial

Timothy, Christine and Paul Hingst

The beloved **Midway Garden Railroad**, more familiar to members as G-Ville, is a G-Gauge outdoor jewel of a layout set on approximately 3 acres of land about a half mile southwest of Central Station. A familiar site to everyone traveling around Midway Circle, G-Ville was created by Dennis Ediger and his wife back in 2008. An amazing 2000 feet of track has been laid at this garden railroad!

The track circles a pond, runs over bridges, trestles and through a 12-foot-long tunnel. Just a few of the impressive attributes:

- 4 bridges
- 8-foot wood trestle
- 3 ½ foot wood arch bridge
- 23-foot wood trestle
- 18-foot steel girder bridge.

The track is comprised of both stainless steel and brass, with a 3% maximum grade, and a minimum mainline curve radius of six feet. The layout is track powered, but conductivity is not a problem thanks to the use of stainless-steel track which does not corrode. The power is supplied from a solar panel connected to a battery which provides ample amperage to supply the streamliners winding their way through this miniature wonderland. Battery powered engines, such as my Alco S4, work especially well here.



There are several dozen lovingly hand-assembled G-scale buildings, both kit and original builds from various materials, included throughout the layout. Early in the season, Dennis and his wife put out miniature figures and create charming scenes in and around the many buildings. Their emergence is not unlike a spring awakening after the thaw, and they truly make the whole layout feel that much more special!

The pond is usually dry to conserve water; however, there are a few little bird baths that keep our feathered friends flitting and chirping around the garden (attn: all birders!) adding to the joy of being there! Additionally, there are benches interspersed among the winding paths that make a delightful spot to sit and enjoy the flowers blooming, nature sounds, and passing trains in this unique paradise! They also make great spots for having lunch or a snack break!

While the buildings are brought inside for the Chiloquin winters, the rain and snow are not as nice to



the rails in the layout. The changing temperatures and running water can cause track to move and wash ballast away. Although the pathways are generally cleared of the endless pine needles and gardens manicured, the track requires volunteer effort to keep it in running order. Last year, Dennis installed a new loop of track to enable more frequent running. The small loop is easier to clean and maintain, so hopefully more visitors and members will see and enjoy G-Scale action.

G-Ville generally attracts fewer volunteers than the 7.5" mainline. In several popular YouTube videos filmed at G-Ville, it's acknowledged that a running train is a rare sight. It would be great to change this as it is one of the most scenically unique G-scale layouts in America.

G-Ville is a real delight, especially to many of our youngest visitors, and the Triennial is a great opportunity to show it off! If you would be interested in having a G-scale Meet, open run times, or would like to volunteer at G-Ville, please let us know at [triennial@tmrr.org](mailto:triennial@tmrr.org).





## Museum excursion dates announced!

Pam Williams

We have seen a lot of interest in this day long (up to 6 hours) immersive journey around much of Train Mountain. We got together to come up with a wide range of dates where we can have a locomotive available.

TMI Museum Excursions are offered **by reservation on these dates** with a one week notice to allow adequate preparation. Minimum occupancy is three people.

### July

- **Saturday 27<sup>th</sup>; Sunday 28<sup>th</sup>**

### August

- **Saturday 3<sup>rd</sup>** (we have 2 seats booked, need 1 or 2 more); **Sunday 4<sup>th</sup>; Saturday 31<sup>st</sup>**

### September

- **Sunday 1<sup>st</sup>; Saturday 7<sup>th</sup>; Sunday 8<sup>th</sup>**

### October

- **October 5<sup>th</sup> and 6<sup>th</sup> may be available if weather permits.**

Reminders:

TMI fundraising excursion is \$100 per adult, \$75 each for ages 13-17 and \$50 each for ages 8-12, which includes a day of activities.

One of the pinnacles is a sumptuous, *personalized* Picnic at Hope Circle!

Our "scale railroad" cars are very low to the ground. We need to know of any special conditions or physical aids participants require so we can accommodate them.

Due to its duration and the area's High Desert conditions, particularly in the summer, this trip is not appropriate for very young children.

Flyers for the Excursions are available in our Visitors' Center. Additional information and reservations by contacting Pam Williams at 253-325-2023.

This is an exciting opportunity for our visitors to experience the grandeur and adventure of Train Mountain!

### What's spinning on the turntable?

#### Joe Henry & Billy Bragg

#### The L&N Don't Stop Here Anymore

Joe Henry and Billy Bragg rode Amtrak on its Texas Chief route, singing train songs at stops along the way. It's an amazing album; check it out.

This song's been covered by tons of people, Johnny Cash included, but I think this is the best version I've heard.





## Greetings from Joyce in the Front Office

Hot summer days are here! It is still cooling off nicely at night and mornings plus late evenings are great, but the afternoons are hitting in the 90's to 100's. I am not really expecting any sympathy about the heat because some of you have been reporting temperatures in the hundreds and teens, like in Sacramento, California.

The Operations meet was a huge success. I don't know exactly how many people were here, but I am sure it was in excess of 150. The banquet was catered by Wubba's BBQ with lots of great food, and, of course, a bit of entertainment from TMRR President John Cooper.

Kitties, Charlie and Maggie, are managing to beat the heat by staying indoors where it is cooler. Me, I can't wait until the office gets an energy efficient heat pump with air conditioning installed. That may be within the next couple of months. There is currently no air conditioning in the office. I manage to keep it comfortable-ish with a tiny unit I bring from home.

The Loft guest room will also be getting its own heat pump with air conditioning unit which will be a major improvement.

We are currently at 380 memberships with 668 members for 2024. These numbers are continuing to grow almost daily.

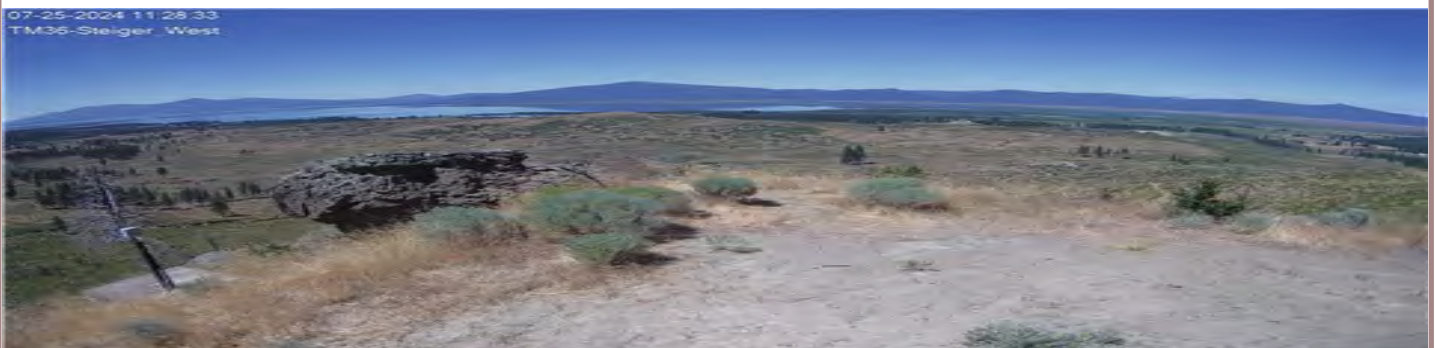
The visitor and Harvest Hosts traffic has increased greatly. Staff and volunteers are continuing to put big smiles on their faces.

A good number of members have been coming to Train Mountain the past couple of weeks for summer runs and summer fun.

Jim Eakin is continuing to build some pretty amazing buildings for Lillyville's expansion. He is currently working on a covered bridge which will cross a "river." Hmm... There must be more to come on that one. So far, I am loving the bridge but according to Jim a lot more detail will be added such as trusses and sidings. To envision it in its completed state is exciting. I will try to catch some photos for the Gazette when it comes back from Jim's shop finished.

The 2024 Summer meet work week starts on July 27<sup>th</sup>. The meet is August 2<sup>nd</sup> through the 4<sup>th</sup>. Sign up, then come on over and join the fun!

Here's wishing you a great summer!



This month we are remembering:

Robert F Bell

Dorothy Furseth





## The Splinter

Theresa Shelby

This Photo by Un-

This month has seen many Train Mountain members doing Woodshop projects, including:

- Refurbishing the industry and houses at Daffodill Hill
- Painting the Garden Railroad signs
- Painting the first nine Fire Extinguisher Houses, red fire car chocks, and yellow train chocks
- Retrieving and returning Fire Houses from and to their original locations
- Replaced saw blades on the table saw and the radial arm saw
- Started work on the industry and houses at Youngstown
- Repaired the steps on Meiser Tower.
- Designing a Sausage Factory for Cucamonga
- Finishing touches on Cucamonga Station

We are continuing our work to integrate the Woodshop into the task section of the Train Game. These tasks may include but are not limited to:

- Painting
- Retrieving and retuning small buildings for maintenance and repair
- Assembling new buildings

Thank you to all those members who have helped with all things woodshop.

Come visit us in the Woodshop,

The Shelbys



## For Sale

### Fulton RR 4-4-0 Locomotive with Tender and 2 Passenger cars

**\$32,500 USD** *Price reduced!*

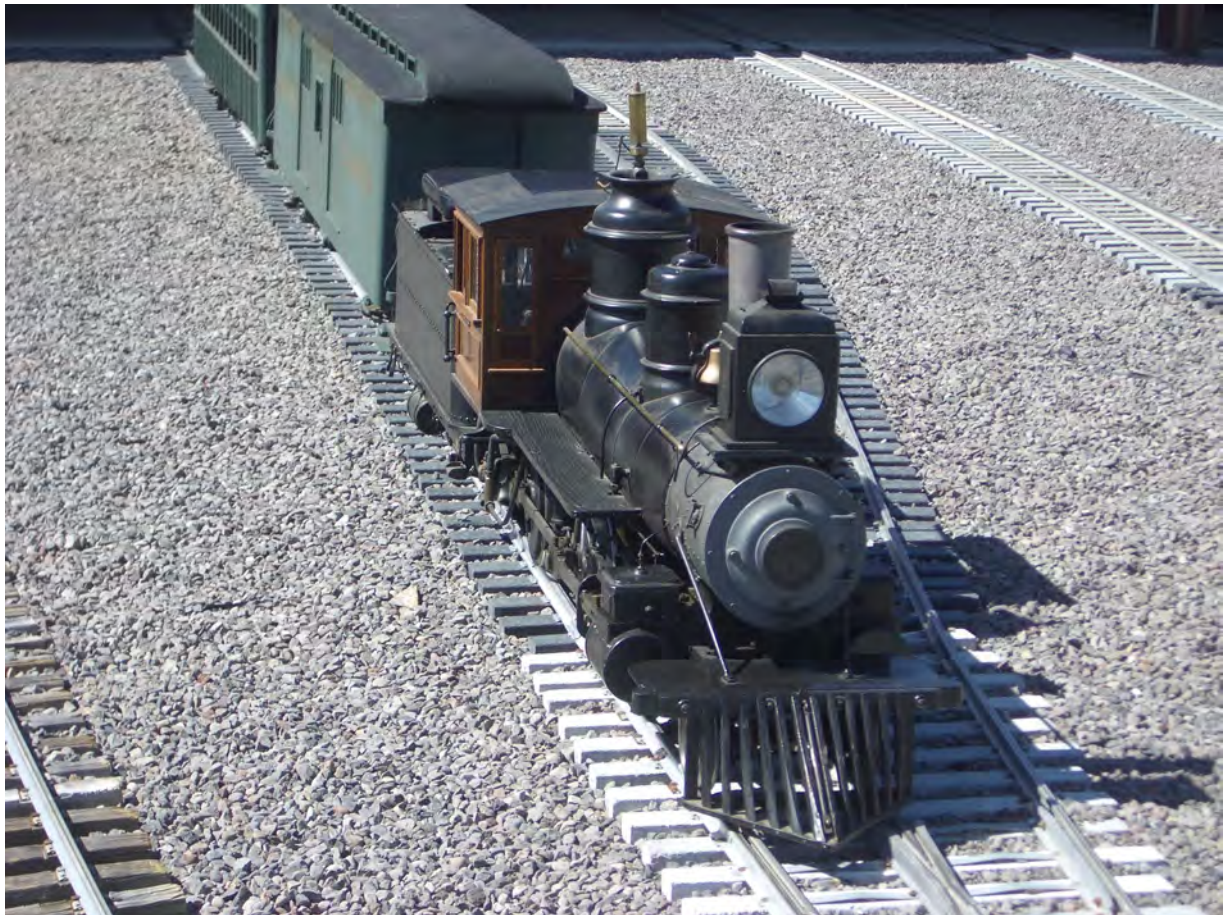
The engine is propane fired and runs very well. One car is a baggage car with provision for the propane tank, air compressor and battery. The other car is a passenger car with removable roof that allows passenger seating. In 2.5" to 1' scale 7.5" gauge.

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. More photos and video are available on request. (Note: cars in the video are not included in the sale.)

The train can be inspected at Train Mountain by appointment only. It's 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](http://www.trainmtn.org)).

Call the Train Mountain office at 541-783-3030 for scheduling and ask for your inquiry to be sent to the Train Mountain Institute Board. Inquire 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.

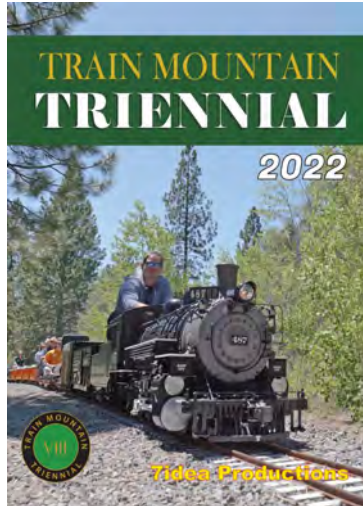




# CLASSIFIEDS

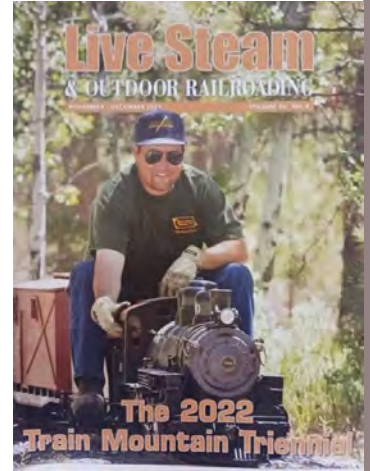
## 2022 Triennial Video Now Available

The 2022 Train Mountain Triennial video from Aaron Benson at 7Idea Productions is now available. You can order online or call the office at 541-783-3030 to get your copy. This is a most enjoyable video created by a true video artist and of course it just happens to be about our most favorite subject! The cost of the video is just \$29.95, quite a bargain! Videos of past Triennials are also available.



Our good friend Jim over at Discover Live Steam has placed ads for us on his terrific website, thanks Jim. [discoverlivesteam.com](http://discoverlivesteam.com)

Did you see the great article and front cover story from the March / March 2024 issue of Live Steam and Outdoor Railroading? It is a great article covering the 2022 Triennial, and about the great gang of folks that volunteer at Train Mountain and put on terrific live steam train meets. Pretty cool!



## Crater Lake/ Train Mountain Vacation Rentals

### Crater Lake Chalet

Located on Hwy 422, only 1 mile off Hwy 62 and 2 miles from Hwy 97 in the Chiloquin area. This house is at north end of Train Mountain and contiguous to Train Mountain.



This comfortable house sits on 35 beautiful acres. 2 bedrooms and 2 bathrooms. Can sleep up to 6 people.

### Panoramic View Ranch House / Crater Lake

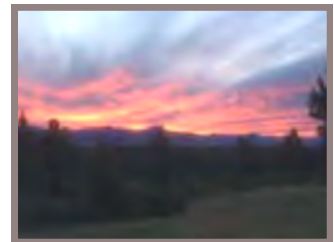
This ranch house is located on Hwy 62, and attaches to the west side of Train Mountain.

The 56 acres, panoramic views of Agency Lake and



the Cascades. Enjoy a peaceful and private experience. 4 bedrooms and 2 bathrooms.

Can sleep up to 8 people.



For more information please call: **Julie 415-756-3943** or **Mike 415-420-9026**

**10% off for train mountain members**

[www.getawayvacationhome.com](http://www.getawayvacationhome.com)

Please Volunteer at a Train Mountain Meet!

# CLASSIFIEDS

## The Potbelly cafe



Located only 1.5 miles off Hwy 97 in Downtown Chiloquin in the same building as the Post Office 212 1st Ave-



**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.

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



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Place an ad in the Gazette!  
1/8 Page: \$25/month or \$250/year  
1/4 Page: \$40/month or \$400/year  
1/2 Page: \$70/month or \$700/year  
Full Page: \$125/month or \$1250/year

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

Contributors: TMRR BOD, Friends, TMI  
Photos: Tom Watson



**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!**



# NOTICES

## **Gazette PUBLICATION DEADLINE:**

Submissions to the Gazette must be received by the 15th of the month of publication. The fifteenth of the month is to be the last day to submit material. Material received after the 15th of the month may be held until the following month or rejected.

## **SUBMISSION CRITERIA**

Articles and ads may be submitted via a pdf file, MS WORD, Open Office, notepad, or similar text file attached to an email. The email SUBJECT line must include your article title and a date.

Please give each article a distinct file name with your name and a date. If everyone submits an article named "article for gazette" or something similar it will often get overwritten by another article with the same name when downloading. Articles sent as text in a email text will no longer be accepted.

Please use ARIAL 12pt font—it can be displayed in all Browsers, and is easy to read. Please do NOT use the Calibri or Times New Roman font, as we must take the time to convert it to Arial.

If your document has an embedded image, you must also include the image separately as a jpg, png, or similar image file.

Please send all articles to [lucindagilman@gmail.com](mailto:lucindagilman@gmail.com).

## **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 mailboxes 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) (Summer - 9:00 AM until 3:00 PM) Monday through Friday. To arrange other hours visitors should call the office at 541-783-3030.



## **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](#)

Instagram: [trainmountainrailroad](#)

Youtube: [trainmountainrailroad](#)

## **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**

