

# TRAIN MOUNTAIN



Issue X Vol

*Voice of Train Mountain Members and Volunteers*



Hello everyone,

Another month, another Gazette filled with Gazette-y goodness.

It's a bit late this month, for which we apologize; we had a bit of an emergency come up. Nevertheless, it's here now, and we have all sorts of good articles for you.

We have an announcement from the board; not one but two articles from Dale; the Splinter; articles on the K&W and KLS workweeks; the Ops Meet update; and a request for IT help, if you can.

In addition, it's May and the weather is beautiful; get out and run your train, and we'll see you next month at the Triennial!

The meet schedule that you usually see on this page will come back next month. We've also had some software problems that mean we don't have access to back issues of the Gazette right now, and that's where the schedule is.

As always, with questions, articles or comments, reach out to us at [lucindagilman@gmail.com](mailto:lucindagilman@gmail.com).

Cheers,

Lucinda Gilman & Xander Geraghty



## Train Mountain Railroad Board of Directors News

**Richard Croll, Vice President**

### New Secretary

Lindsay Eddy has agreed to take over as Secretary and has been duly elected By the Board of Directors at the meeting held May 3, 2025. I am sure everyone joins with me in thanking her for taking this on.

### Election

There are three members of the Board of Directors whose terms are up this year. At least some of them will be seeking re-election.

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

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

My email is [rcroll@tmrr.org](mailto:rcroll@tmrr.org). Applications must be submitted and received on or before June 30, 2025.

The election will be conducted electronically in August.



## Axle Change on Full Size Locomotive

**Dale Furseth**

The Union Pacific railroad tracks go through the center of Chiloquin, and there are often fun things to see. I especially enjoy watching the maintenance crews, and draw parallels between the way they do things, and the way we do things.

This past week, a locomotive was cut out of a passing train and put on the Chiloquin siding. Two days later, a crew showed up. I learned an alarm indicated an overheating motor on axle number 5, so the crew was going to remove the axle and motor and



replace with an axle without a motor. The locomotive would be sent to a repair facility where a new motor would be installed.

Over the course of two hours, the crew brought in two side cranes, disconnected the motor, lifted the locomotive to roll out the bad motor, and replace the new axle. The work was made to look routine and fairly easy,





considering the weight of the SD70 was about 490,000 pounds.

Standing with me on the hill trying to stay out of the way were Bill Shepherd, Gil Dominguez, and Curtis Hoopes. Having just the week before replaced an axle mounted motor on my F7, I enjoyed seeing the similar tasks. I am really glad my locomotive weighs less than 490k pounds!





## KLS Work Week 2025

### Jeff Mills

The KLS crew arrived at Train Mountain with good weather for a change. It was cold at night and early mornings but warmed up during the day. In attendance were Jerry Crane, Jeff Mills, Pam Williams, Bob Stevenson, Rick Silvera, Ken Olsen, John Bartlow, Kirk Devine and David Waterstreet. We were joined by some of the locals, Gil Dominguez, Curtis and Russ Wood covering the TM Office.

We were provided a to-do list by Theresa Shelby which we used as a guide to direct the volunteers. While all the 25 items on the list did not get done, a good number of these items were completed or started. We did leave plenty of work for the next two meets for our dedicated volunteers.

Highlights of the work accomplished included painting several things that were looking in need of attention. Also, we removed a light at the control tower that had become a safety hazard because the supporting board was rotten. This will be replaced with metal support which will last much longer. Four of us worked on the tour engines and got five of the six operational; we ordered parts for the sixth. We will be ready for the day visitors and our tour volunteers are already giving tours. Work on the Triennial Office Area has started and will be completed during the upcoming meets. We finished a thorough cleanup of Crisp Yard Steaming Bays. We also found that some repairs to the out-flow pipe are needed; that will be addressed in the near future.

This work week has always been a good starting point for the year's upcoming activities and a chance to freshen up Train Mountain to its World Class status. This KLS Work Week has been taking place for over 20 years. This is also a time for the locals to realize that winter is fading away and spring and summer are on their way.





**Jeff Shelby**

**April/May, 2025**

Counting down the days to the Triennial. There's still lots of work to be done! We are putting the final touches on the Catholic Church and hope to get it set out this month. The Hobo Camp was set out by some members during the Spring

Awakening work week. It's located right before you go through the south portal tunnel heading north. It's kind of a rough bunch that lives there, so don't get too close. The parole brothers have the still running for the summer making moonshine or parts cleaner. Not sure you can tell the two apart. I finished repairing four more fire houses and Theresa finished painting them. I put them out on the wood shop siding and they were also set out during the Spring Awakening. All the roof signs for the fire houses

have been painted and relettered. Some of the signs have already been placed on the fire houses, but I will get another volunteer to go around and put the rest back on. There are only three more fire houses to go and we will finally be done with that project. Theresa is going to ask some of the railbike people if they would go out and do touch-up painting on some of the fire houses. Those darn critters already chewed on some of the freshly-painted fire houses. Not sure if it's the bright new colors or they just want to get Theresa's goat. Come to think about it, the critters chew on everything around Train Mountain.

I've been pulled away from working in the woodshop to help with other projects. Mostly welding signs, fixing a broken backhoe, building a plastic roll stand for the the flatbed and a few other projects I can't recall right now. Going to weld up







the water lines on the tanker car and help deck the new spray trailer this month.

It does my heart good seeing volunteers in the woodshop working on their own Train Mountain projects.

I'm trying to get projects done and moved out of the woodshop so I can start working on the roof for the Blue Mountain Coal Mine. I'm going to get that done before the Triennial one way or the other.

In the woodshop you will find a new sanding center. I fixed the drum sander so it is working now and right next to it is a belt sander with a disc sander. The disc sander has been made into a quick change. No more lick and stick, we use velcro now. The belts, sanding disc and sanding drums are all right there along with the tools needed to change them. We got a router donated for the router table so I fixed the fence and used it on a project. Worked good and saved time.

Upcoming tasks:

- Paint the signal towers – we will work on this early in the morning before the winds come up. We'll do these one tower at a time.
- Take out finished buildings for placement. Again, we will have job boxes for each task.
- Paint the trim of the Control Tower at Central Station.
- Paint the last three fire houses and take out for placement.
- Need a crew to help bring up the Pacific Car Shop model at Fireside to the woodshop.
- Paint guard rails around the Central Station retaining wall.
- Paint the Buffer Stops on the stub tracks in front of Central Station yellow.

See you on the rails,

The Shelbys







## On Track

Dale Furseth

[dale.furseth@gmail.com](mailto:dale.furseth@gmail.com)

This month, it seemed I was going in circles - around the turntable! The primary project was to rebuild the 3-way switches that come off the turntable leads. The switches were on old wooden ties that had reached the end of their useful life. The way the switches were originally built, there was nothing that held the switch together, and over the years, the tracks and the switch slowly moved away from the turntable, leaving



a gap in the switch of as much as two inches. The 24 switches were rebuilt, with new rails, and are now attached to the turntable. They should last another 30+ years. Hopefully you can tell the “before” and “after” pictures. I had help from Gil Dominguez, Tom Watson and Ron Domoe.

During the Spring Awakening meet, the Idaho track crew led by Mark Flitton worked on reinstalling the

track from Hope Circle to the road crossing after the Panzik siding now that the regrading is done and the weather has improved. During the week, over 2300 feet of plastic and track were put on the ground. To put that in perspective, the team moved 32,340 pounds of track panels from flat cars onto the ground. It is no wonder they were tired! The plan is to finish the project at the Narrow Gauge week. Great job!







The project for the next month is to repair some damaged rail on the Klamath and Western sub at Train Mountain. The outer aluminum rail on the curves has been badly worn over the many years it has been in service. The plan is to remove and replace the outer rail on curves with new steel rail. The long-term goal is to replace all the aluminum track panels with steel panels, but in the interest of time (or lack thereof), just the outer rail is being upgraded at this time. There is about 920 feet of rail that is damaged. The photo shows a good example of the worn rail. I had much-appreciated help from Dennis Matzen.

There is still lots to do before the Triennial, which is approaching really quickly. If you can get into the area, please stop in and help out. Thanks.



## What's Spinning

on the  
**Turntable?**



Another one from On the Off Beat, your editor's band, this time featuring Lucinda's sister and Xander engaging in assorted foolishness.

[I Wanna Be a Surgeon](#)

<https://www.youtube.com/watch?v=Wle2REUPiz8>





## Volunteer Hours

### John Cooper

As the Triennial approaches, we have another good opportunity to highlight the volunteer hours feature of the new website. Hours of volunteerism to TM need to be recorded for tax purposes and are immensely helpful for grant applications. Volunteer hours are only for activities that benefit Train Mountain – do not record hours spent working on your own personal equipment.

The volunteer hours log is listed on the member's Account Dashboard. Access this log by clicking Members → Member Info → Volunteer Hours.

Clicking in the "Date of volunteer hours" box brings up a Calendar to easily select the correct date for your activity. The "Number of hours" can accept a decimal number accurate to a tenth. There is no upper limit on the value so you can represent multi-day projects with a single entry of more than 24 hours if you wish. The "Comment" allows you to enter a brief description of the activity. The office does not see any comments – they will only receive hour totals.

Entries cannot be edited but they can be deleted and recreated. The "X" next to each entry will cause deletion.

PS: It has come to my attention that it is not possible to distinguish the hours between the primary and secondary individual on a Family Membership. This is a bug and I will have to address this. For now, the only option is to list the hours of both people on the same account.





## Train Mountain 2025 Operation Meet

### Richard Croll, Trainmaster

The Triennial is just over a month away. This will be followed in July by the Operations Meet. For those who don't make the Triennial, this is a great alternative.

The dates for the meet are as follows:

The work week starts Saturday, July 26 and continues through Tuesday, July 29.

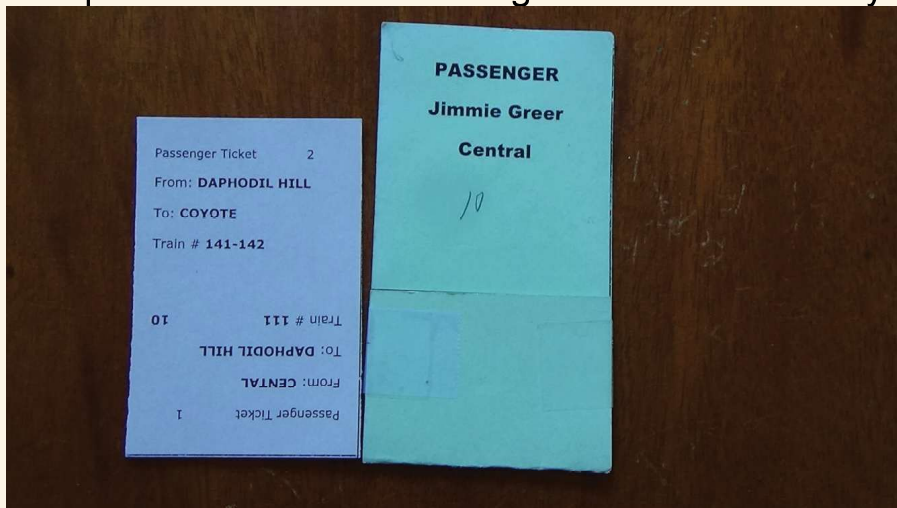
The meet will start on Wednesday, July 30 and will wrap up on Sunday, August 3.

As in the past, we will be running passenger trains by timetable, and freight operations using the Train Game software.

### Passenger Operations

There are four different passenger train routes that can be run. They take from about 1 ½ hours to 2 ½ hours. All depart from and return to Central Station. Each Conductor maintains a Conductor Report which records passengers on and off the train at each station stop. Any number of passenger runs may be made, but only the best run for each route is turned in.

They are not added together. This sheet is turned in at the end of the meet, and the most productive crews are recognized at the Saturday evening banquet.



The passengers and tickets are shown below as well as the Central Station depot boxes. There is a box for each train number, and the conductor takes the passengers for the appropriate train. At each station stop, the passenger getting off has the ticket turned to the next coupon



before being deposited in the depot box, a plastic container located on the ground where the conductor can easily reach it. The tickets indicate which number train moves the passenger. Passengers already in the box for the appropriate train are picked up.

### *Freight Operations*

For freight car movements, switch lists will be obtained using the Train Game software. More detailed instructions are in the Timetable. Unlike the Train Game where crews can pick and choose individual cars, switch lists will be requested. General areas or zones can be specified. This provides a more realistic representation of real railroading.

If anyone would like to add one or more freight cars to the mix, email me at [rcroll@tmrr.org](mailto:rcroll@tmrr.org). Remember the cars must have acceptable safety chains on the rear end. This means no carabiners or “hand cuff” type chains. These cars will not receive transponders and will be designated as meet only cars.

Please join us in the usual fun.

If you have any questions or suggestions, email me at [rcroll@tmrr.org](mailto:rcroll@tmrr.org).



## FREE K & W Associate Membership offer to Train Mountain Members

**Robert Larivee**

Klamath & Western Railroad Inc is pleased and honored to invite the illustrious members of Train Mountain to join the K & W as Associate Members, for FREE! As an Associate Member you can be part of our ongoing mission to promote and stimulate the interest in the hobby of 7 1/2" gauge model railroading. Assist, or mentor other members in their pursuit of their personal goals and objectives. Educate and promote interest amongst the public in this awesome hobby! Help promote the joys and pleasures of miniature railroading. Put a smile on your face when you light up the smile of a child!

We run every Saturday between Memorial Day weekend and Labor Day weekend. Come as often as you can — every other week or once a month, you decide! Or go deeper, just ask how. Associate members have limits to what they can vote on that paid members do not, but they can have just as much fun as paid members!

Enjoy half off at the K & W Beanery during your volunteer days, as well as 10% off merchandise in the K & W gift shop.

So why not give it a try?

You can contact K & W President Robert Larivee via telephone with questions, 1-909-851-6481, or via email at [larriveehomes@yahoo.com](mailto:larriveehomes@yahoo.com).





## WANTED: Webmaster

### David Waterstreet

Have you seen the new Train Mountain website ([trainmountain.org](http://trainmountain.org))? If not, you should go take a look. It's fabulous! New presentation; new look and feel; new and refreshing layout; new organization; easier to navigate; new members-only section with improved annual membership, meet and Triennial registration processes; more information for new and first-time visitors; and more to come. This has been a herculean effort by a select few to get this off the ground and running in time to support this year's Triennial. We've achieved our goal and done it.

We have in place the fundamental redesign and modernization of our online gateway to the "Live Steam", 1/8" scale, 7.5 inch gauge model railroad hobby on a grandiose size we call Train Mountain. Now we need your help to continue this development, to mature and keep everything functional and up-to-date.

Train Mountain needs a new volunteer Webmaster. An individual or two that has the background and experience in website maintenance, ongoing development, expansion, and problem solving. The TM website is built utilizing WordPress and Woo-commerce core processes and extensions. Familiarity with this environment is key.

Certainly, within our 600-plus members, there is someone with this background that can volunteer to help us out and support this project going forward. This is not an onsite task; remote work would be the norm for this position. Please reach out to me or John Cooper with your talents, willingness to assist and inquiries. It's wonderful volunteers like yourself that totally make Train Mountain the success and destination we have become. So, lend us a hand.

Thank You.

David L Waterstreet, TMI-Director, [dlh2ost@gmail.com](mailto:dlh2ost@gmail.com)

John Cooper, TMRR-President, [cooper.j@tmrr.org](mailto:cooper.j@tmrr.org)





## WANTED: System Administrator

**Steve Eddy**

Train Mountain needs help with Systems Administration in our growing list of Applications and Operations support systems. The applications include Network Management, Network Archive Systems, the Train Game suite of programs and local websites. The environment is a virtualized server farm running under Proxmox on three physical Dell server class machines. The support functions include remote systems monitoring and tweaking, backup management using advanced backup tools and virtual machine configuration and management. Application support admin could include some support of SQL databases, Request Tracker, system monitoring and possibly some development. Additional skills we are looking for include minor maintenance programming in PHP, Perl, C, bash and possibly Python.

Time requirements are quite small once all the systems are set up and configured. A couple to a few hours a month is currently required. All work can be done remotely while working with a very good group of IT folks that manage specific parts of the architecture.

If you have some of these skills and are willing to learn a couple of more, Train Mountain could really use the help.

Contact me, IT Director, [sceddy@tmrr.org](mailto:sceddy@tmrr.org).



## Classifieds



**Good Service  
Good Food  
Friendly Folks**



### **Crater Lake Junction Travel Center**

**34005 Hwy 97 N, Chiloquin, OR 97624, 541-783-9800**

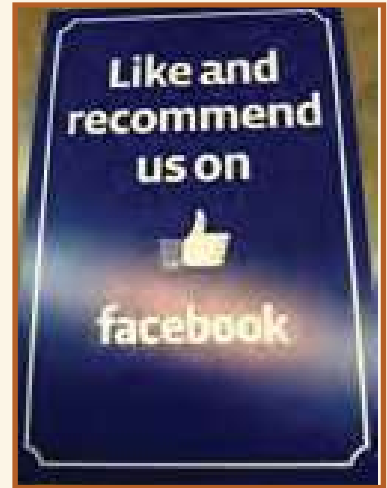
The Crater Lake Junction Travel Center opened for business in 2010, and is owned by the Klamath, Modoc and Yahooskin Tribes. Open 24 hours a day and located just next door to Klamath Falls Casino as you enter, this travel center offers competitive fuel prices and many convenience items.

Travelers can fuel up with gas, diesel, or propane. Stop in for a snack or soda, or grab a quick meal featuring food to go or you can eat it there, Free Wi-Fi, a comfortable lounge with large screen TVs, laundry and shower facilities, and ATMs are all available.





### Classifieds



## Have something you want to sell? Published by Train Mountain Railroad

*Place an ad in the Gazette!*

1/8 Page: \$25/month or \$250/year

1/4 Page: \$40/month or \$400/year

1/2 Page: \$70/month or \$700/year

Full Page: \$125/month or \$1250/year

P.O. Box 438, Chiloquin, OR 97624

Email: [info.at.tmr@gmail.com](mailto:info.at.tmr@gmail.com)

## Please submit your volunteer hours.

If you work off site or at home on Train Mountain projects - these hours count.



**REMEMBER:** No job is complete without the paperwork!

## WE ARE ALL VOLUNTEERS

## DON'T YELL AT ME, I AM A VOLUNTEER!



## Visitors to Train Mountain and YOU

Train Mountain is very popular and is continually attracting visitors from throughout the world. We announce that our hours are from 9:00 AM until 3:00 PM 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