

TRAIN MOUNTAIN

Vol 5 Issue 32



Gazette

March 2025

Voice of Train Mountain Members and Volunteers

Letter

from the

Editor



Hello everyone,

It's getting a bit spring-like. Hope you're all getting outdoors.

When we were at the Fall Colors meet last year, Jim Eakin approached us about doing an article on Lillyville. Fortunately,

he lives just across town from us, so we ambled over and interviewed him and Steve Lilly in his shop. The resulting article is the first in a series. As Lillyville's master builder, Jim's got a lot to say.

Thanks to our regular contributors as always, bringing you the tastiest, hottest information on roots, brush, shop tools, and upcoming meets. We also have a couple ads from members—Jim Armstrong is looking for container space and Bonnie Harvey has a steamer for sale in Washington.

Cheers,

Lucinda Gilman and Xander Geraghty

Lucindagilman@gmail.com

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2025 Train Mountain Train Meet Schedule

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

Train Mountain 2025 Operations Meet

Richard Croll, Trainmaster

It is starting to feel like spring as I write this, which means the Operations Meet is getting closer. Since this is a Triennial year, the Operations Meet will take place at the end of July. It is not too early to start making plans to join in the fun.

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.



The exact schedule has not been determined, but the usual 8:30AM meetings will be where you can find out what needs to be done each day. We eliminated the car inspection and sorting last year, and did not see any downside to that. I expect Monday and Tuesday to be devoted to getting the tower and dispatch set up and getting freight cars ready to spot on the railroad. The spotting will likely start after the work is done each day using

the Train Game.

If anyone would like to add one or more cars to the mix, email me at 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.

Brush Remediation

Gary Bos

Remember the old Marine recruiting slogan “Looking for a few good men?” We are looking for a group of strong and willing folk to help with brush remediation in the Rio Grande-South Circle-Deadwood area. Final planning and set-up will be Monday May 19 in the late afternoon. Heavy workdays are May 20 through May 24. Please spread the word. If you can help, call or email Gary Bos: 509-952-1880, gbos2881@gmail.com.

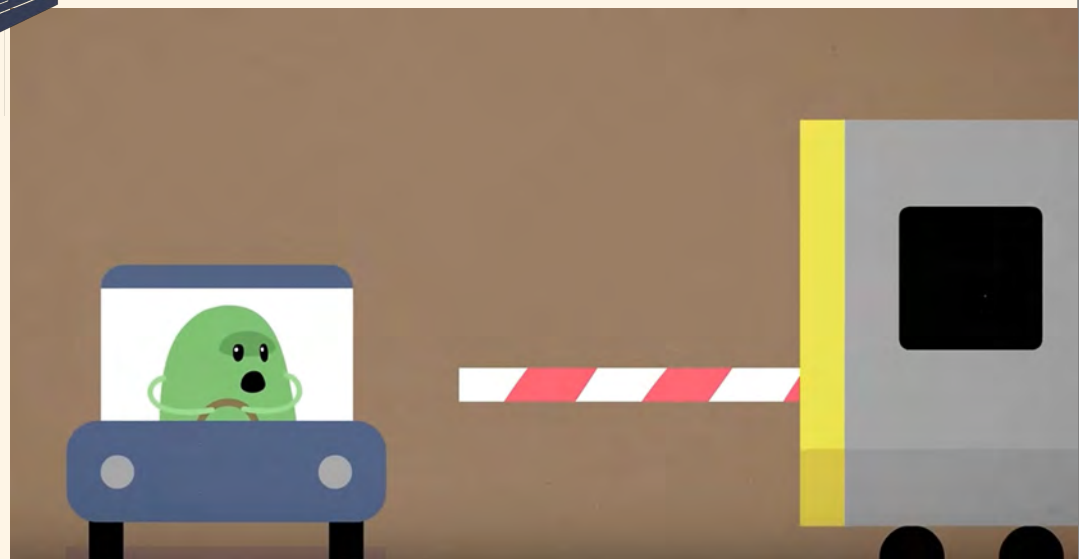
What's Spinning

on the
Turntable?



This is, hands down, the best railroad safety video ever made. From Metro Trains in Victoria, Melbourne, Australia, first released in 2012. It went viral on YouTube shortly thereafter and they followed up with a couple games.

Dumb Ways to Die



RV Camping in South Meadow

For those camping in South Meadow, we have water spigots available for filling your RVs. Additionally, we will have three grey water tanks on-site.


Black & Grey Water Pump-Out Service



We've contracted with a sanitation company to provide RV black & grey water pump-out services. The cost is \$75 per dump, and you can sign up at the Triennial Office. Plan ahead to ensure your RV is ready for your stay!

Triennial Traffic & Entrance Updates

The Triennial is not a regular meet—this is the BIG one! We'll be welcoming more trains, passengers, engineers, conductors, and trainiacs than ever before! To accommodate the increased traffic and ensure safety, please note the following:

- All attendees must enter Train Mountain through the Katy Lane gate.
- One-way vehicle traffic will be in effect. Follow posted signs.
- Exception: Those tent camping at 6 Acre may use the main gate after checking in at Katy Lane.

 The Triennial Office will have maps and signs will be posted to help guide you, but please plan ahead and be mindful of these traffic adjustments.

We appreciate your cooperation and look forward to an unforgettable Triennial!  

Sign up to volunteer and help make the 2024 Triennial a success!

If you have any questions or comments, please email your Triennial Committee at triennial@tmrr.org. See you on the rails!

Volunteer here: <https://trainmountain.org/volunteer-management-system/>

Lillyville

Lucinda Gilman, Jim Eakin, Steve Lilly

This month we're starting a series on the origins and evolution of Lillyville. It started with the Depot in 2014 and has grown steadily ever since. I interviewed Steve Lilly and Jim Eakin in Jim's shop.

Steve got drawn into Train Mountain in the early 2010s. He got the idea of building a scale depot and pulled Jim into it. Jim's not a train person, but he does love woodworking. With that, the partnership was born.

Steve did a lot of the initial metal stuff – the donation box, the cemetery headstones, the bridge. They built the depot together over the winter of 2012-13, getting together 3-5 times a week.

Jim explained, "We got solar panels from Harbor Freight to run the lights. Unfortunately in China they use a soy based product for wire insulation and the squirrels chewed the wires through right away – we saw it light up once!"

Steve: "As we built the Depot, we didn't have a specific plan – we just built what we thought would look good. We added a ticket booth and a bunch of detail as we went."

Jim: "A lot of the previous buildings, they didn't have an overhang and when it rains on them, the water just runs down the sides of the buildings and they degrade quickly. So with the depot we started building with an overhang. And it's lasted really well."

"Our first set of shingles, we split by hand and we split them a bit thin and they didn't last. And we put a lacquer finish on the roof and over the years the sun started cracking it up and



water was getting in. And we didn't staple the shingles down, we just glued them. That didn't work well either.

"What we've learned with leaving a building out at Train Mountain – you have to deal with very cold and very hot temperatures. And you can't use nails because they'll get forced out with the expansion and contraction due to temperature swings. Screws are the way to go. We also built the whole building with type 2 glue, which isn't really exterior glue. Now we use type 3.

"This took us all winter. These days, with all the shortcuts we know, that would take maybe three weeks.

"Steve had a friend who had a vinyl sign shop. We went over and took dimensions and had him make signs that would fit. That worked fine for the signs that were in the shade but if they were in the weather, they shrunk and faded. That's why I make all the signs out of wood now. All the lettering is cut out and painted.

"For the freight depot, my wife sewed a bunch of feed sacks, we stuffed them with sawdust, and she sewed them up. Steve sat at a lathe and made 78 different barrels in 78 different sizes. We made crates for mining equipment, lots of different stuff.

"We chose 2" scale because it's halfway between narrow gauge and 1.5" and the math is easy."



The Depot was planted in what would become Lillyville on May 26, 2013. Dennis Ward allocated them that location and liked the Depot so much, he told them they could have a full acre and a half. At the time there was a farmhouse and a barn and a windmill, which Jim brought home and rebuilt it. It was called McDonald's Farm.

The next step was some landscaping. Jim and

Steve cleared brush and added the terracing you can see there today. They made the retaining walls out of peeler cores – the cores of logs used to cut plywood. Jim says, “We thought that where the retaining walls were would be a great place to put a mining camp. So that winter we built 10 mining camp buildings. We kind of mass produced them. We cut all the panels separately and screwed



them all together. We figured out how to saw shingles and make ‘em a bit better than we did on the Depot. In March of 2014 we planted the mine shacks. Since then we’ve added clotheslines and washing machines.

“We laid down chicken wire under them in hopes of keeping the squirrels from digging under... that was a waste. Totally ineffective.

“We had this idea of making a pasture and we’d cut out a wooden cow. And we went with a traditional Jersey black and white cow. So we went over to Home Depot and bought some astroturf. But we didn’t realize that that’s only good for about 4 years before the sun would eat it up. It’s been there 11 years and it’s all eaten up and I’m going to take it out and put in painted rock instead. We built a bunch more cows for the pasture, and chickens too.

“What we noticed is that when people came down to look at our town, even after we started putting a few buildings together, the cows is what people took pictures of. So that grew to pigs and chickens too.”

“We made over 100 cows and put them in. Then we had too many cows for the pasture, and added more pasture and a fence. We had a full grown cow, a 2 year old cow and a calf. And steers for the corral. To make the horns for the steers, we took welding rod, ground down the tips, bent a curve in them, and drilled a hole in the steer and slotted them in.

“And I spent a lot of time that summer clearing brush. Some of it popped out real easy and some of it was kinda tough.”

Currently, there are rams, sheep, male and female turkeys, two different sizes of pigs, horses, chickens, roosters, and four types of cows.



Looking for TM Containerville Space

If you have a container you want to sell, sell a share of your container, or rent out space in your container, please contact Jim Armstrong at 208/484-0073 or email me at armstrong.jandg@gmail.com.

I have been a member of Train Mountain since 2003 and would like to store some or all of my equipment at TM instead of hauling it back and forth from Idaho.

Also, if you know of someone wanting to sell or rent, please pass along my name and contact info.

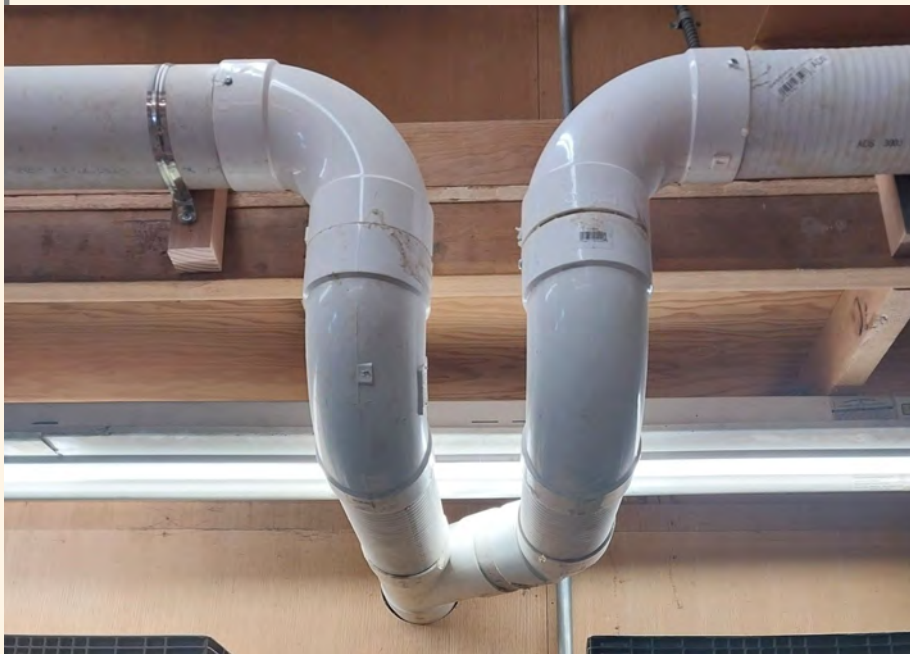
Thank you for any help in finding some storage space for my trains,

- Jim Armstrong.



Can you believe it's already been another month? We've made a lot of progress in the shop.

- I finished the ground wires inside the sawdust collection tube system – we need to discharge the static electricity that builds up from the air moving under a vacuum. The shock is like touching a sparkplug and can cause a fire.
- I finished the holes through the wall and sealed them with foam to keep the bugs out.
- I also finished the big red on-off switch on the far wall. The wood shop is once again workable and we have some projects through the door that need to be finished.
- Bill Klutz started on a house for Rochester siding that's been unfinished for a long time. We are going to finish that project with solar lighting and set it out. There was already a speeder house there and last year we added a passenger station. Both have solar lighting in them. One more industrial building and that siding will be complete.
- Right up from Rochester is Cucamonga. Jim Voss has been working on a sausage factory for that siding this



winter. He's been sending me pictures of his progress and it's looking good. I cut out and sent him some windows right after I got the table saw running. He is adding solar lighting to his building as well. Russ Wood should be working on a passenger station and speeder house for that location.

We have a lot of projects lined up, too!

- If anyone wants to build a model building for a siding, let me know. Every siding has a designated indus-

try. I have some drawings and hopefully some kits this year that members can put together on their own.

- I'm rebuilding the Chiloquin Catholic church and plan to relocate it behind the Hall of Flags. I have already cleared that with Debra for placement in the flowerbed. I know my place...
- Some of the buildings in that area will need some attention before the Triennial. I'm looking at new clocks for the train station and we need to fix the lighting in the buildings. I think it's just burnt-out bulbs.
- I want to get a start on the Pacific Car building down at Firewood corner. It's a total rebuild. I think the only thing I can save is the idea. I would like to run track into the work bay of the building so you can place a car in there for the Train Game. The track has already been installed with a switch that will go up to the building. It will just take a little planning to add one more element to the Train Game. From what I understand, that is where the ride along stop will be for the Triennial. More on that as they get the Robinson siding set up.

We are also going to need some benches down at Robinson. I think K&W has some old metal bench frames in a pile behind the gift shop. I'll need someone to paint them and add new cross boards that we already made. Of course, we'll ask K&W if we can use the bench frames and give them back when we are done with them.



On Track

Dale Furseth

dale.furseth@gmail.com

This report could be the shortest ever - as in Nothing got done in February. The track was buried under as much as three feet of snow for the entire month of February! But the snow has mostly melted and I am back at work. I am just finishing up replacing the wooden ties with new plastic ties on the four switches at the entrance to the coal mine. If you have been thru those switches backing into the Coal Mine - it is a case of if you know, you know!! It is good to be back at work.

In case you have wondered what goes on when track work is not possible, for me at least, I have been busy building re-railing plates that will be sold in the Train Mountain Store. It is my hope that if I do my job tuning the track effectively, then these re-railing plates will be completely unnecessary, but until that point, the plates can be purchased in the store, or by calling Joyce. [Editor's note: We have one of these and it is *THE BOMB*.]



Here is a "pro tip". The limited number of plates usually sell out quickly, since as soon as the weather breaks, I go back outside to work on track and stop my shop work. Calling and purchasing early is a good tip. But the best way to save money is to have the office not ship the plate, but instead hold it in the office with your name on it for pickup next time you are at Train Mountain. The plates are heavy (made from 10 gauge steel) and large (14" x 16"); finding a box is almost impossible, and postage is really expensive these days. The shipping almost doubles the price.



I also made some track stops for the end of sidings and some new mile posts to replace those damaged on the stretch from Hope to Panzik.

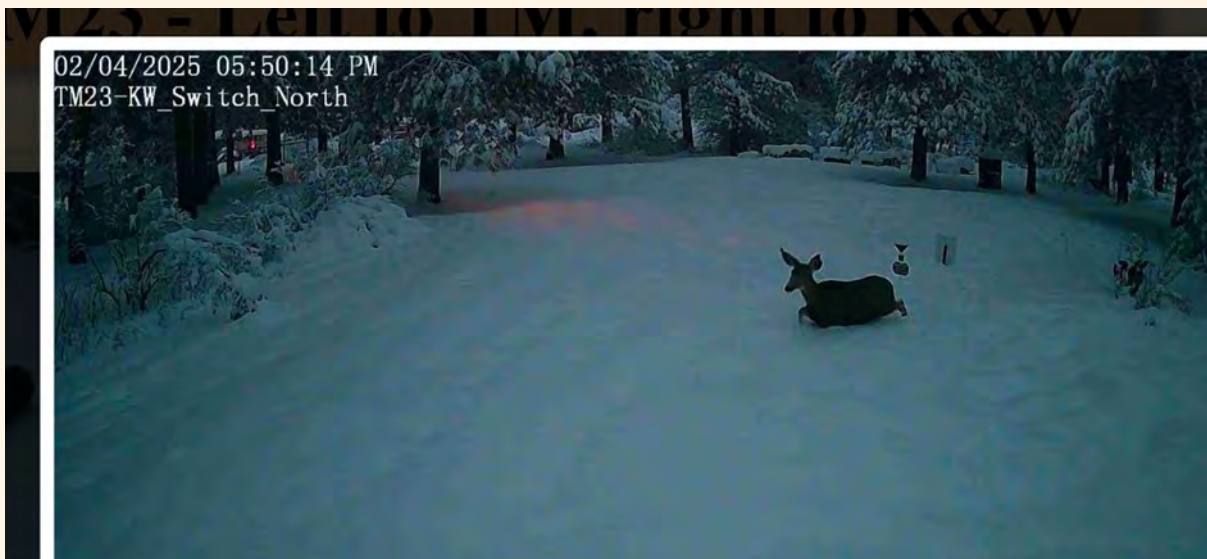
I look forward to a big track related project this month that will have me running in circles! There is some work we will be doing around the edge of the Ellington Turntable. I will save the details for the next newsletter.

I want to add a note here at the bottom about Gators.

Each spring, members come back to help out, and it is fun to see all the gators out carrying people, tools and brush all over the mountain. We could not do with-



out the Gators or the members driving them and helping out. I do ask a favor from the Gator drivers. Please try to be really careful when making u-turns on the track right-of-way. The action of making a 3-point turn can very easily dig ruts in the ballast, or even push the track out of alignment. Being aware of the potential for damage makes it easier for everyone. Thank you.





Today is nice, sunny and in the 50's. A lot of the snow has melted, but some patches still remain. Starting in the middle of next week, more snow is predicted, but it doesn't look like it is going to stay on the ground much, if at all. Temperatures for this next week will be in the low 20's to 30's at night and

the high 30's to low 50's during the day.

Memberships and Triennial registrations are continuing to come in at a decent pace.

With sunnier clearer days we are seeing more visitors of all ages and from different places. We even had our first Harvest Host for the year a few days ago and have plenty more Harvest Host reservations coming up. Harvest Hosts can reserve up to 6 months in advance and we already have reservations going out into July and August.

Charlie and Maggie are doing great. Both have been giving me, and any members or visitors who come in, lots of attention. And, of course, they are wanting lots of attention back, too.



A Triennial volunteer opportunity that is not listed on the Triennial registration is the Train Mountain Company Store. If you are interested in volunteering, please call me at the office, 541-783-3030. The responses we received from last month are appreciated, and we are hoping to have more so that store volunteers will have plenty of time to get out and run trains and play outside, too.

Kitsap Work Week is coming up on April 5th through the 13th. Come and join in on all of the productive fun.

We are looking forward to seeing you all!

For Sale

4-6-0 Central Pacific Live Steam Locomotive and Tender \$20,000 or reasonable offer

This is 1 1/2 scale, 7 1/2" gauge locomotive that was built by Charles Dockstader. It runs on propane and comes with two tanks.

It also has a rolling stand, transport insert for a vehicle and misc. accessories. There is some track but the ties are in poor shape.

I inherited it from my father, Dale Edwards, who was a member of the Southern Oregon Live steamers.

It always passed its boiler test but my dad said the Teflon rings for the pistons needed replacing soon. The jig for that is included.

I am located in Maple Valley, Washington and everything would need to be picked up here.

For more pictures and information contact: Bonnie Harvey, dh Harvey4449@gmail.com



For Sale

Fulton RR 4-4-0 Locomotive w/ Tender and 2 Passenger cars

\$32,500 USD

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.

Call the Train Mountain office for scheduling; ask for your inquiry to be sent to the Train Mountain Institute Board. Inquiries 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

The Potbelly cafe



Good Service
Good Food
Friendly Folks



Crater Lake Junction Travel Center

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

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

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

Classifieds

HAVE SOMETHING YOU WANT TO SELL?

Place an ad in the Gazette!

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

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

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

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



Published by Train Mountain Railroad

P.O. Box 438, Chiloquin, OR 97624

Email: info.at.tmr@gmail.com

Phone: 541-783-3030

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



REMEMBER: No job is complete without the paperwork.

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

Notices

Visitors to Train Mountain and YOU

Train Mountain is very popular and is continually attracting visitors from throughout the world. We announce that our hours are from 9:00 AM until 3:00 PM Monday through Friday during the summer, and 10:00 AM to 2:00 PM during the winter. The office is closed on weekends except during meets, and then only when volunteers are available to open the office.

Our insurance advisors request that all people (members and visitors) complete and sign a liability release. If **YOU** as a member encounter visitors on the property without a visitors pass please direct them to the office so that we can insure that a release has been completed and a visitors pass has been issued.

If **YOU**, as a member, open the gate and allow visitors to pass through - **YOU** are responsible to see that the release has been completed, and **YOU** are liable for them until they sign a release. Releases are available in the mailbox near the office for those times when the office is closed. There are also releases available in the kitchen and in the Back Shop.

If you do not want to, or do not have the time to, ensure that the releases are completed - then please graciously explain that the train park is closed to visitors and that the open hours are normally (Winter - 10:00 AM until 2:00 PM, Monday through Friday) (Summer - 9:00 AM until 3:00 PM, 7 days a week.) To arrange other hours visitors should call the office at 541-783-3030.

New Gate Code

Due to security concerns, the Gate Code for the Train Mountain Main Gate may be changed at any time without notice. Any Member planning to arrive at Train Mountain when the Office is closed will need to contact the Office prior to arrival to ensure they have the current Gate Code.

Get New Gate Code—Call Office 541-783-3030

Notices

Train Mountain is a NO SMOKING Facility

During recent events, many Members and their Guests have been ignoring this policy.

There are only three designated smoking areas at Train Mountain:

- (1) Outside the front of the Backshop
- (2) Outside the east door of the Hall of Flags
- (3) Outside the Motor Pool (Maintenance Building)

Due to the high fire danger at Train Mountain during the summer, we have zero tolerance for anyone smoking outside one of the designated areas.

There is NO SMOKING anywhere out on the track!

Members, Guests, and Visitors that continue to violate the Train Mountain Smoking Policy may be asked to leave.

I've heard of that social media thing...

If you want to get Train Mountain information and pictures while you're waiting for the next gazette, follow and like us on these social media platforms:



YouTube

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

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

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