

TRAIN MOUNTAIN



Gazette

February 2025

Voice of Train Mountain Members and Volunteers



Hello everyone,

The most obvious news here is that we're launching the re-designed Gazette! We're pretty thrilled about that. There's an article at the back of this issue that covers our thought process, goals, etc. with the redesign.

Otherwise—well, it's February, it's cold, we've been running G scale indoors. We hope you've had a chance to have some train-related fun, whatever that looks like at this time of year. Our regular contributors are keeping busy, rebuilding electric engines, fixing track, and generally keeping an oar in. We've also got some cool special articles. As always, grab a drink, kick back and enjoy the photos of people braver than we are running trains in the snow.

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

Winter Project for Train Mountain Electric Locomotive

Jeff Mills

A group of KLS members, with a few visitors at times, has been gathering on Thursday evenings for over twenty years to enjoy each other's company, share a meal, and occasionally work on projects. Originally meeting at Courtney and Amy Jones's home in Hobart, the group called themselves The Hobart Car and Foundry. Their numerous completed projects included rebuilding a 2-6-0 steam locomotive that had been donated to KLS, building the working water tower and station buildings for Train Mountain's Crane Siding, and casting the smokebox front for Nick Buell's steam locomotive. The Hobart activity continued until Courtney and Amy sold their home there and built a new home in Ellensburg. But the gathering and the work continues, now hosted by Karl Klontz at his home in Edgewood.

KLS members Nick Buell, Craig Cootsona, Gary Dutt, Courtney Jones (when in town on business), and Jeff Mills, often joined by Nolan Deardorf of Eastside Trains and members of the Snoqualmie Rail Museum and the Rainier Scenic Railroad, get together at Karl's to continue the Hobart tradition. The current project in Karl's workshop is rebuilding a pair of powered trucks for a Train Mountain tour engine.



This locomotive, after conversion to electric battery power, has been unable to handle the extreme duty demanded by Train Mountain. The power to the wheels is via chains, but uneven track has been causing the chains to slip the sprocket teeth, causing excessive wear to all the moving parts.

The power trucks were removed from the locomotive during the Train Mountain 2024 Fall Colors meet and brought to Karl's for problem analysis. Karl had previously modified similar



locomotive trucks by mounting the motors on the drive axles on his own Milwaukee Box Cab locomotives. Based on his success, the team decided to apply that remedy to the Train Mountain trucks. Courtney took one of the worn motor and sprocket assemblies home to his workshop in Ellensburg and designed a motor mount on auto-cad. This drawing was sent to OSH Cut, a laser cutting firm, who delivered the parts in four days. One error was discovered, caused by the auto cad interpreting a 3mm *radius* hole as a 3mm *diameter* hole. We easily corrected the mistaken hole size in Karl's shop, and ordered additional parts from McMaster Carr and Metal Super Markets.

We performed the initial fit up of the parts on January 9th, and are working on welding the remaining subassemblies. We hope to get the trucks reassembled in mid-February and returned to Train Mountain for service beginning in April. A list of the parts required for this conversion, along

with vendors and costs at the time of this conversion, plus the motor mount drawing, will be available on request from Jeff Mills, oldcatd399@hotmail.com. Editorial assistance for this article was provided by Bill Hartung.





The Wonder Bread Crew

Matt Thomas

Part II—continued from last month.

Then 2020 hit and the world stopped... No trains, no seeing friends, no nothing. I spent more time in my shop building train parts than I can remember. At some point Train Mountain had opened to members with outside access only and off we went. I was able to work remotely and since the kids were attending school remotely, we were set. This year is when the roots of The Wonder Bread Crew started. A few other members had the same idea and were also hiding out at Train Mountain. We were all craving something to do that would feel something approaching normal. Dale and I and a few others started unplanned work and maintenance around the railroad to keep us busy. The original crew I think numbered around five or six volunteers. If you haven't noticed there is not a shortage of roots or work that needs to be done at Train Mountain so we stayed plenty busy. It gave us all something to do and a place to be with a loose schedule. It gave us a sense of normalcy.



The Crew in 2020



At some point we went to Dale's house for burgers and hot dogs.

There were no buns available, but we did have sliced bread to enjoy our great dinner with. A few days later I was sent out to replace some switch frogs and guard rails with a paint pen to date when the swap of parts occurred. There was no way I was going to put the date of 2020 on anything, it was not going to happen. I was not going to curse any part of the railroad with that date. I decided to mark the parts WB2. WB2 stood for Wonder Bread and the year 2020. I did this partly as a joke but also to remember the fun of the sliced bread burgers and the year no one wanted to remember. During our stay we continued working on projects

with other members and got a lot done. Surprisingly we all worked well together and enjoyed the work. As a side note I hate working on track, it's a pain and a lot of work that I did not enjoy at all. What I did enjoy was working with an amazing group of friends which made the track work fun.

Sometime in 2021 I started calling our group The Wonder Bread Mafia, but this name was too close to another well-organized Train Mountain group called The Idaho Mafia. So, we changed our name to The Wonder Bread Crew. Dale at this time had a list a mile long of track repairs, upgrades and maintenance that needed to be done. After pestering and annoying Dale, we got organized and started setting up work weeks throughout the year. We decided to mention our newly formed group on the Train Mountain Railroad Facebook page to see if others wanted to help. We picked up a few great volunteers from that post that have become key members of the Crew. Surprisingly we got a lot accomplished and had a great time doing it. One of Dale's main rules is that we would only work in the mornings until lunch so we can enjoy the railroad and remember why we were volunteering.



Screw the Yard

Our early jobs were track repair and replacement as well as a lot of root removal. Early on we also completed large jobs like The Screw the Yard work week where we replaced 50k plus screws in the main yard. After that job I figured everyone was going to quit and never want to work with us again. Man was I wrong, the crew wanted more.

The last few years our group has become great friends and has accomplished a lot of tasks for Train Mountain large and small that we get to enjoy every time we go. We all look forward to what our next project is. We could not do this without all The Crew volunteers who come up to Train Mountain on their own dime just to work and earn some fun trinkets. A huge thank you goes out to The Crew; we could not do this without you. For a full list of The Crew members, you can look at Dale's track write ups in the Gazette; he is very good at sharing who the volunteers are and what they have accomplished.

The Crew does a large amount of work and gets great recognition but there is a ton of background work and headaches that must be done for every project big or small. All our projects

require massive amounts of behind-the-scenes planning, approvals, track building and parts ordering. It can take months of planning to support a single week of work. Dale does all of this so The Wonder Bread Crew can get the jobs done. Without Dale The Wonder Bread Crew would not exist. He is our fearless leader, coordinator and most of all a great friend to us all.



North end fire cleanup

Next time you see Dale give him a thank you for all his hard work. I know my name is prominent with The Wonder Bread Crew but it is truly Dale that deserves all the thanks. I consider myself his secretary and I am proud to be allowed to help Dale and help organize the crew. If it wasn't for Dale no one would know who I was in this hobby as I would most likely have quit my dream years ago after my first club visit.

If you see us working and want to help, stop, say hi and introduce yourself. We are always looking forward to meeting members and looking for new help. There is no shortage of tasks from raking pine needles, handing out water bottles or more in-depth work.

What's Spinning

on the
Turntable?



Another one by your editor. Puts cats in their proper place in the household. Backing ukelele provided by my sister.

[This House was Made for Kitties Three](#)



Train Mountain 2025 Operations Meet

Richard Croll, Trainmaster

This year's Operations Meet will be a month later than usual because of the Triennial.

The work week starts on Saturday, July 26 and goes through Tuesday, July 29. The Meet will run from Wednesday, July 30 through Sunday, August 3.



We do not expect any big changes from last year. The set-up tasks for the meet during the work week will mostly be getting cars from their storage locations out onto the railroad. Last year most of the cars were spotted to the starting points after the end of the work each day. They get spotted using the Train Game. I expect Train Game dollars will be earned for doing that but moves will not count in the Meet tally.

We learned a few things last year, and the most important change will be better car availability. This means you should be able to get larger size (5 car max) switch lists. There will be some other refinements as well.

If you have one or more cars you would like to add to the pool, we will gladly accept them. Remember they must have safety chains on the trailing end, and they must have the correct connections. Absolutely no carabiners. Also, per TMI rules "hand cuff" type safety chains are not permitted. The cars will be entered into the Train Game database, will be designated as meet only cars and will not get tran-





sponders. Please email me at rcroll@tmrr.org if you are planning to add new cars this year. As in the past, we will be running passenger trains per timetable, and they will be hauling paper passengers. If you have not tried this, I heartily recommend it. It is a real challenge to stay on schedule and pick up and drop off your passengers. Plus, if you run all the routes, you will see most of the entire railroad. If you want to get exercise as well, you can do it with a rail bike.

Start planning now to join us for the fun.

If you have any questions, please email me at rcroll@tmrr.org





Polar Bear Meet

Pictures by Leonard Haupt and Matt Thomas

The Polar Bear meet was unusually well attended, with over 40 brave souls out in the cold.



Polar Bear Meet

Pictures by Dale Furseth and Matt Thomas



On Track with Dale Furseth



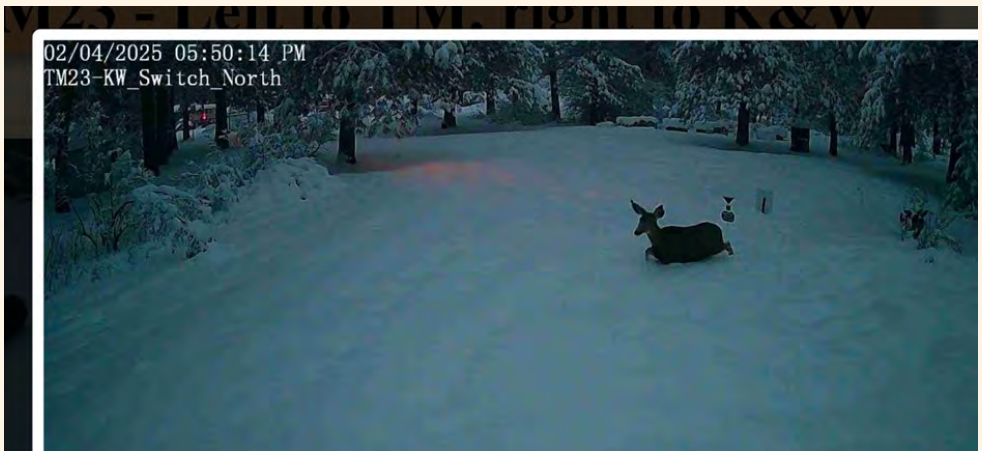
This is an unusual report covering track work for the month of January, which is typically cold, wet and snowy and very little outside work gets done, but this year was an exception. We did have some pretty rainy days, but we had no snow and the ground never froze solid.

I worked to finish the ballast work on the project down at Midway Circle. There is one last piece that stays pretty frozen since it is behind some big trees. If it ever thaws behind the trees, the final grooming will be done and that project can finally be crossed off the list. I imagine you are as tired of hearing about it as I am of writing about it.

I was able to get the sidings in front of the vendor barn changed from aluminum on wood ties to aluminum on plastic, so that project is done. The list of sidings that have remaining wood ties is slowly getting shorter.

The Polar Bear meet was in the middle of January and there was a huge turnout this year. Time was spent running trains, chipping thru some of the snow banks that had turned to ice, and eating chili by a warm fire. It was a fun meet.

February has started with a ton of snow. We have gone from none on the ground to 2 feet deep. Richard has been doing a terrific job keeping the parking lots clear, but the tracks are buried. The snow that fell in these storms has been very wet and very heavy. It coats the trees, which makes them look beautiful, but also makes them heavy. We have had a bunch of trees in the area break branches, or just tip over. I have no doubt when we are able to get out to inspect for damage, there will be a lot of tree parts obstructing the right of way. Please remember to watch for debris and carry a saw when out on the railroad in the winter and spring.





This month has been a continuation of January's work, except with a lot more snow. Below are pictures of the completely new table saw set up. The table is the same height as the table saw itself. There are grooves cut in the table for the miters. Built into the table is a swing up planer and compound miter saw. The saw is personal property, but we need one in the shop. Both the planer and the saw will have power to them as well as sawdust collection. This way, if you need to use them, you don't have to wander around the shop looking for a power cord and a place to put them. Just lift them up and use them. Very handy if you just want to make one cut.

Someone used a pair of pliers to hold the blade shaft of the table saw to either take on or off the blade. It rolled the threads so you couldn't unscrew the nut by hand. More than likely they just used what tools they could find. To solve this problem in the future, I built a tool holder next to the tablesaw that has everything you need to operate the saw. There are throat plates for 0-45 degrees, both a clamping miter and an angle miter, a circle cutter, an angle jig and the tools needed to change the blade safely. I will have sharp blades hanging there, too, after construction.

I took the table saw all apart and fixed the threads on the blade shaft. Then I spent two days getting the blade parallel to the miter slots in the table and another day on the fence. The



tools to change the miter saw blade are with the miter saw. It uses the same blades as the table saw. The dust collection system has been moved outside and is operational. Can't get to it for a picture because there is 4ft of snow in front of shed door. Good thing I emptied the bags before I moved it. More details next month.



TM Radio Channels

Richard Miller

Channels we use

Channel 1, Park-wide dispatch	461.125R 466.125T	CTCSS 100.0
Channel 2, Train to train/incidental use	462.15 T/R	DCS D023N
Channel 3 Tower in yard/Central Station	467.15 T/R	DCS D025N
Channel 4 K&W dispatch and yard master	461.95 T/R	DCS D026N
Channel 5 Freight Office	466.95 T/R	DCS D031N

For you techie guys and gals, here's some background on the radios.

Initially FRS channels were used, but interference was often experienced since just about anyone can operate on the FRS channels. During the 2015 Triennial, a company providing traffic control on nearby Hwy 97 was using the same channel we were using for dispatch. And, other passing motorist and local people were often heard on the channel, since the FRS channel use is non-exclusive. Also the rules governing FRS do not allow mobile relay stations (repeaters) or remote control of stations.

To enhance safety and operations, I applied for and received an FCC license for commercial channels (frequencies) that had no other licensees within normal UHF radio range. Since switching over, we have not experienced any interference on our licensed channels.

Our channel usage was not as expected, so the channel labels are not the best. In retrospect, I probably should not have labeled the channels since the use has changed slightly. For example, I assumed the people managing the event would find Channel 1 useful since it uses a mobile relay for park-wide radio to radio coverage. As it turned out, Channel 1 was rarely used; park-wide dispatch was being done on Channel 2, a simplex channel with no mobile relay; and units in the north were stepping on units in the south since they were unable to hear each other. Consequently a decision was made to move all park-wide dispatching to Channel 1, enjoying the benefit of the mobile relay so everyone could hear one another.

Initially the mobile relay was located on Steiger Butte, a location overlooking nearly all of Train Mountain except the area around Central Yard due to terrain blockage. Steve Passmore surveyed other locations and found a location on Caboose Ridge that provided coverage over the entire park, including the area around Central Yard. Another enhancement fol-

lowed that provided ROIP (VOIP for radio) that allowed the dispatcher a Central Station priority access and control of the repeater/base station via the Internet. This was possible since the network path to Steiger Butte passed through the location of the mobile relay. The Internet to Steiger Butte is linked by microwave (5.8 Ghz) from the backshop to a pump house across the road, then by fiber optic cable to the current repeater location on Caboose Ridge, then to Steiger Butte via another microwave link. I originally installed this link using old equipment I had on hand but the microwave equipment has since been upgraded by Steve Eddy. The original fiber optic cable still supports this link. Anyway, I digress.

Why the different CTCSS and DCS codes? These codes are the sub-audible signals that provide some privacy on our channels, avoiding nuisance interference. Since our frequencies are relatively closely spaced, and since many of the radios do not have high immunity to signal overload and resulting inter-modulation, the different sub-audible codes eliminate nuisance interference from our own radios.

The radio channels we use are not ham radio frequencies so users do not require an operator or ham license. **However, any radios used must be FCC Part 90 certified** and since all operation is under the Train Mountain license, let either Steve Passmore or myself know what you're using and how it was programmed. Steve or I can program the Baofeng radios when you're on site.

The Triennial is the only event where the licensed radios are not used for train operations. In consideration of those members that only attend the Triennial, FRS radios are still used, primarily for contact with the tower on Channel 3 and for road communications on Channel 7. For the Triennial the licensed radios are used to support the volunteer and administrative activities of the event.

Contact me by phone or email if you have any questions.

Dick Miller
661-456-0000
Miller.r@tmrr.org

Kitsap Work Week 2025

At Train Mountain

Jeff Mills

The Kitsap Work Week will be from April 5th Through April 18th this year. We will be working on various projects in anticipation of the 2025 meet season. Jerry Crane will be the Volunteer Coordinator for this work week, and we will hold the usual morning volunteer meetings to assign volunteers to various tasks.

Lodging will be provided on a first-come first-served basis, and you may need to share a room. Camp Sites are available, but hook-ups are limited.

The local residents look forward to this work week as it is a sure sign winter is over and they can recover from winter's cabin fever.

You do not have to be a KLS or TMRR member to participate in this work week; all volunteers are welcome. You will need to sign the provided liability wavier and view the TM Safety video. This is a great time to come to Train Mountain and volunteer **without** having to **pay a meet fee**.

Please contact me at oldcatd399@hotmail.com or 253-740-6013. If you need to reserve a room, please call the TM Office at 541-783-3030, Monday through Friday between 10:00 AM and 3:00 PM.

Redesigning the Gazette

Lucinda Gilman

I've wanted to give the Gazette a facelift for a while. The website overhaul gave the project a bit more impetus; if the website could look fresh and exciting, surely the Gazette could too? Fortunately, John Cooper agreed, and connected me with Christin Zamora, the graphic designer who overhauled the website. One scope and budget later, we got started.

Relationship to the website

It's a good idea for Train Mountain's various media presences to look similar. Our goal was for the Gazette to look *related* to the website, but not *identical*. We used the same color palette, but with a little less emphasis on the red that's everywhere on the website and a little more emphasis on the blue. We used some of the same fonts, but stuck with Arial for article text because that's pretty much the most readable font out there, and I know a lot of us have old people's eyes.

The masthead

Our goal with the masthead was to pull together something dynamic, with a sense of movement, uncluttered



but still referencing Train Mountain. Christin came up with those cool little track twiddles and the mountain in the upper right. It's more colorful, and the colors actually coordinate with each other. There was some redundant detritus in the old masthead; we cleaned that out. I like the way she worked the logo in without consuming a bunch of space.

The tagline

Voice of Train Mountain Members and Volunteers

We thought

and thought about what the Gazette means. Is it an official publication of Train Mountain Railroad and the Train Mountain Institute? Yes. Is that the most important function it serves? No. What I love most about being the Gazette editor, and the reason I stick with it, is be-

cause it represents the members and volunteers – the work you put into the railroad and the hobby. It's your stories that are compelling. So we changed the tagline. The Gazette is durn proud to be your voice, and I mean that from the bottom of my shriveled, wizened heart.

Regular article headlines



Christin wanted to do something special for the regular articles and came up with these neat headers. I think they're really cool. They draw the eye without wasting a lot of space, and give a unified-but-varied look to the Gazette.

Shout-out

Christin did an awesome job on both the website and the Gazette. She's responsive, competent and easy to work with. If you need a designer, we recommend her. You can reach her at chrsitin@gossameradmindesign.com, 925-354-2471.

Luke Connor's Roarty

Luke built this over the winter and ran it at the Polar Bear meet.

It was definitely one of the more challenging builds he's ever done, just due to the nature of getting the fan blades right and balanced and deciding how durable everything needed to be. He says he found the fan blades and housing at work, machined them a bit, and the rest of

the project just evolved from that.

Next up is a Welsh inspired crane and boom car to fit with the rest of consist.





It looks like I chose the right time to go on vacation. When I left the skies had just a bit of gray cloud cover, the weather was mild and the roads were clear.

Shortly after leaving, the big snowstorms hit and Train Mountain got blanketed with a good amount of snow.

It was impossible to get to Train Mountain for a couple of days according to Russ Wood who has been covering the office during my days off. (Thank you, Russ!) Upon my return from warm, and only a little rainy, southern California, the main roads were good, but my neighborhood's roads are an absolute and utter mess!



The weather forecast is showing temperatures will be rising over the next few days. Perhaps that will help.

The Polar Bear meet was the largest I have ever seen. I counted 47 people having a lot of fun in the then relatively calm winter. During the meet, Gil Dominguez, Marianna Sauser, Marcia Furseth, Rose Dobbs and others put together a fabulous, warm and tasty chili fest that was enjoyed by many.

I want to stress again how much all of our volunteers are appreciated. You make Train Mountain *Train Mountain* and you make it the very special place that it is!

Ann Morgan is taking on the Train Mountain store. As I hand over the store to her, volunteers are going to be needed for the store during the Triennial. Volunteer positions for the store are not listed online with the Triennial volunteer sign up. For the time being you can contact the Train Mountain office, 541-783-3030. I will pass your information on to Ann if you are interested in volunteering for the store.

If you live in the Los Angeles area, I hope that you were untouched by the LA fires and that you are okay.

May your weather treat you well. I am looking forward to seeing you at Train Mountain in 2025!

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.




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.tmrr@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)