



# The Mountain GAZETTE

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An Official Publication of the Train Mountain Institute and TM Railroad—Issue Vol. #5 Issue #18 **January 2024**

## January

Hello everyone,

Welcome to 2024. We hope you all had excellent holidays with families and/or friends as appropriate. We hope you got all the train loot your hearts could desire and gave as good as you got. Our personal metric of Christmas success is if everyone likes the food and we manage to come home from the family get-together with fewer presents than we brought.

Train Mountain is snowy but Dale Furseth and Kevin Sherer are doing lion-hearted work trying to keep the tracks open. Dale wrote an excellent article on the reality of plowing. Even if you read his deeply hilarious Facebook posts on the topic, read this—there are more juicy details and heretofore unseen photos. We expect this article will make him famous; Dale, please remember us little people when you're a big shot.

Speaking of deeply hilarious, Danny Chamrad was kind enough to grace our pages with the fruits of his recent obsession with the TM live cameras.

We also have articles on the upcoming Ops Meet and less-upcoming-but-still-being-worked-on Triennial; Joyce as always; a couple articles from Jeff Mills on 2023 visitors and the upcoming Kitsap work week; some photos of sunnier days; and another article from Dale.

If you haven't renewed your membership for 2024, now is a good time and online is a good way!

Happy New Year,

Lucinda Gilman and Xander Geraghty

Lucindagilman@gmail.com

### 2024 Train Mountain Train Meet Schedule

	Polar Bear	Spring Awakening	Narrow Gauge	Ops Meet	Summer Meet	Big Build	Fall Colors
Work week		4/27-5/2	5/25-5/30	6/22-6/26	7/27-8/1	8/31-9/5	
Meet	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)  
**The Mountain Gazette**

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**January 2024**

# Plowing snow at Train Mountain

Dale Furseth



Plowing snow on a scale train is really a unique experience. There is nothing in your daily life that can possibly prepare you for the experience.

There are two sides to plowing snow – the sheer delight, and then all the hard stuff you have to do to get to that delight. I'll tell you about the good stuff first.

It snowed recently here at Train Mountain. The first day it snowed, I got out there and plowed; there was a lot more expected every day for at least the next week and I have learned that if snow is left on the tracks for a couple of days, it turns to ice and is then really hard to remove. So I took my train out to try and keep the track open.

Once I get enough momentum, things start going well. There is nothing at all like the feeling of plowing across a white meadow with absolutely no landmarks. Just me, my train and the snow. All is great until I realize I had left the unseen tracks 50 feet back and we are now in the middle of the parking lot. Little known fact is if you reverse, the train tracks pretty well back thru the parking lot and will at least get close to the tracks where once again I make snow angels trying to get back on the track.

And the story behind the story:

Here is the step by step of my day.

- Start by rushing thru my chores at home. Shovel the walk and plow the driveway so I can get the truck out of the garage.
- Put on every piece of warm clothes I own. Lined jeans, thermal overalls, shirt, sweatshirt, another sweatshirt, jacket, snow boots and hat.

- Realize I need to pee so take it all off and start over.
- Drive on icy roads and thru 8" of snow to Train Mountain.
- Walk across the yard to the container. Slip and fall on icy tracks three times on the way to the container.
- Realize the lock is frozen shut. Curse loudly as I slip again on the way back to the truck for lock de-icer.
- And away I go. I am rolling now. Plowing snow and having fun!
- Get to the switch that joins the main, which is frozen aligned to the main line. First de-rail of the day, 20 feet from the start. I am already exhausted.
- After 20 minutes laying in the snow the train is back on the track and I am wet and cold but too stubborn to turn back. On we go.
- I plow for 30 feet and come to a switch. Fool me once...., so I get off my train, grab my shovel and clear the switch. Snow and ice now clear, and switch operating properly, I am on my way again.
- 40 feet and I get to a road crossing so I stop. I shovel the crossing and use a bar to clear the channels (which were filled with ice). I am getting pretty warm and now seem to be steaming!!
- And so it goes. Every switch needs to be shoveled and checked; every road crossing needs to be shoveled and the channels cleared of ice; but between the switches, while you are gasping for breath, you are having some kind of fun, taking fantastic videos for all your friends.
- Did I mention every time you go under a tree branch it dumps snow on your head??
- Did you know the pinecones left on the track before the snow have now become similar to the icebergs that took down the Titanic? Yep – more time laying in the snow re-railing. I did make some spectacular snow angels!
- Snow is heavy, and when you push snow into more snow, it gets even heavier. My locomotive leans into the snow bank, digs in, applies power to the wheels, which are now making contact with steel rail covered in ice. The wheels spin and that is that. You are not moving. You need to get a run at the snow!
- You push your train backwards to try and disengage from the wall of ice, desperately trying to get the wheels to grip. After backing up 20 feet, the best idea that comes to my oxygen deprived brain is "more power!" I floor it, the wheels spin, I am pushing as hard as I can - feet pumping away in the snow, and away we go, only to go back to step one and start all over again.
- The longer I plow, the harder time my train has. I have discovered the snow that goes under the plow has a tendency to wrap around and freeze up the trucks. Nothing is turning anymore, but





since the rails are covered in ice, the sliding wheels only cause a little drag! Periodic stops to remove the ice are needed.

- I make it back to the container, dehydrated, overheated, cold and wet, all at the same time. The train gets parked and I make it back to the truck where the windows instantly fog up.
- As I drive away, I vow to NEVER plow again, at least until tomorrow!
- And the last thing I want to share is the “day after”. When I return to my container the day after plowing, my train will not move!! It is frozen solid to the floor of the container. Time needs to be factored in to free it from the ice and get it to move!!

Be safe in the snow, watch out for slippery rails and bottom line is, **plowing is a TON of fun!!**



## Train Mountain Camera Views

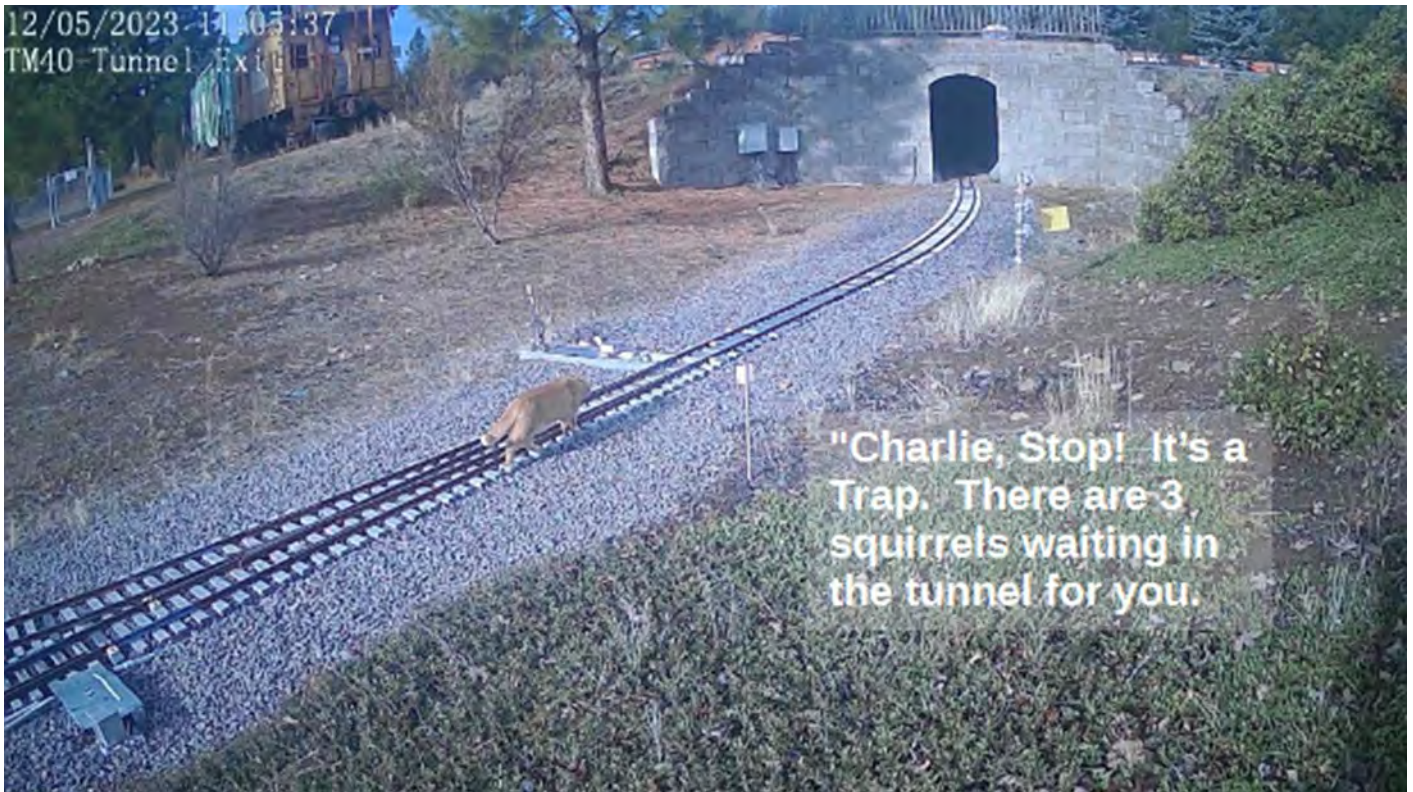
Danny Chamrad

I often check out the TMRR cameras to see who is riding the rails, what they are riding, and where they are riding. It's the best that I can do during this time of the year since I'm 2,174 miles away from TMRR. Also, while I'm viewing the cameras, several thoughts about what I'm viewing come into my mind. As they say, An Idle Mind is the Devil's Playground. Below are some of my musings while watching the cameras.



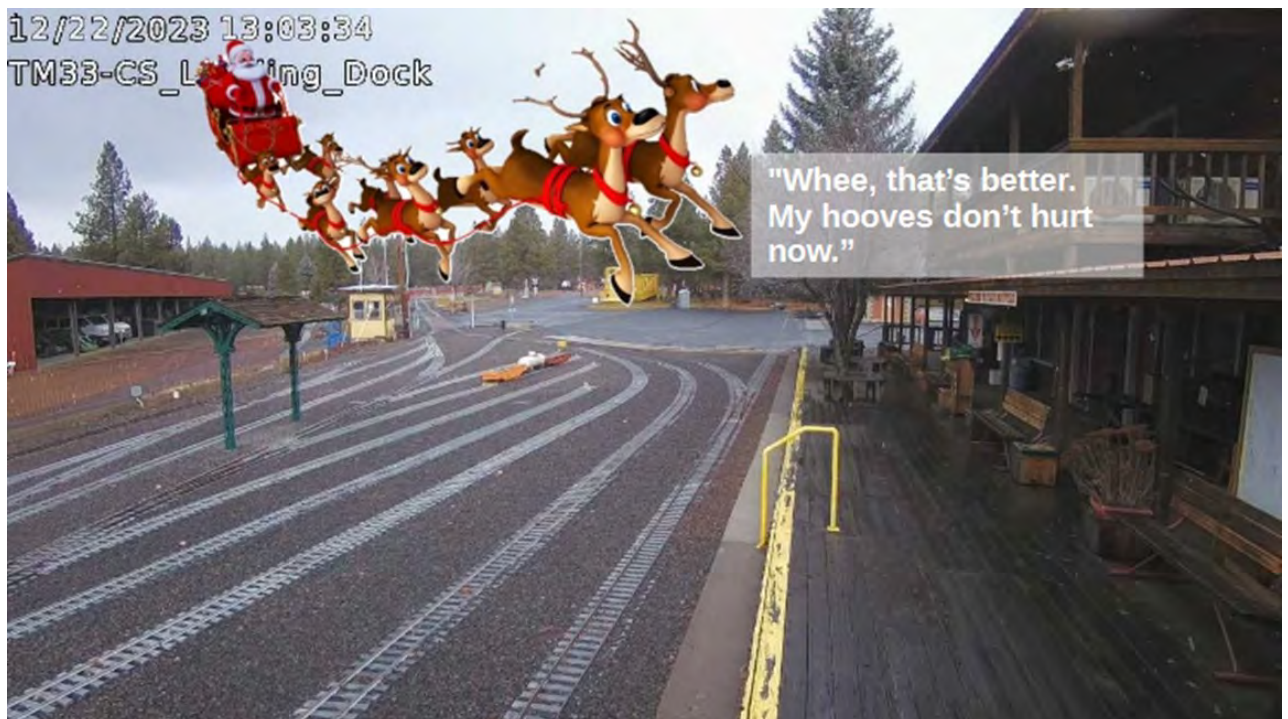


## Train Mountain Camera Views Continued





## Train Mountain Camera Views Continued



# Triennial update: Welcome 2024!

Debra Howard

It is currently winter. As I look at the live cameras around Train Mountain, I see white fluffy snow everywhere. There are some train tracks exposed here and there but we seem to be very far from the days of summer on the mountain. Far from the bug repellent, the sunscreen and fire training. Minus seven is very far from the triple-digit temperatures we saw this summer.

Enough summer 2023 nostalgia; let's look forward to the summer of 2025! As you know by now, that's the next Triennial. This will be the ninth – but who's counting? This is going to be the best Triennial ever because it is about YOU! The theme for the triennial is Hosting for the Hobby. Hosting for those that love the hobby of model trains. Those that love the wind in front of them, the sunset over the peaks and the friends to share a pizza with. The sound of a steam train's whistle will be everywhere for us to enjoy in June 2025.

Have you ever wondered what it takes to put on a Triennial? Here are a few examples of the resources that are required to put on a triennial for 1,000 people. Porta Potties, we all know what porta potties are filled with, would you believe 46 of them? We are already making arrangements for the porta potties and their maintenance. Garbage is a whole subject by itself. Not cases but pallets of bottled water. Each bottle has a deposit, so they need to be re-bagged, and they need to be returned to the sender. Truckloads of empty bottles to be returned to the recycler. Did you know that many of those trains go toot toot with propane? How many gallons do you think we used in 2022? Stop here, make yourself a guess, and keep reading to find out if you were right. Gators and golf carts, trains and vans all trying to move people up and down the hill. This is a huge undertaking which the members of Train Mountain are embracing once again. For 2025 we are making changes to how and when people volunteer. We have organized the tasks into Minimum and Maximum tasks. This is referring to the quantity of people required to accomplish the task. For example, check-in is a maximum activity. It needs many people. Other maximum people activities are the Triennial office, Rail Shuttles, Shuttle Vans, Parking, Security, Safety Inspection, Back shop, Staging, Loading, Unloading and finally the Safety Videos. These are the activities that we are looking for willing clubs, club members and individual participants to volunteer for. Come one, come all. The minimum people activities need people too, but on a smaller scale. These positions require one or two people to function.

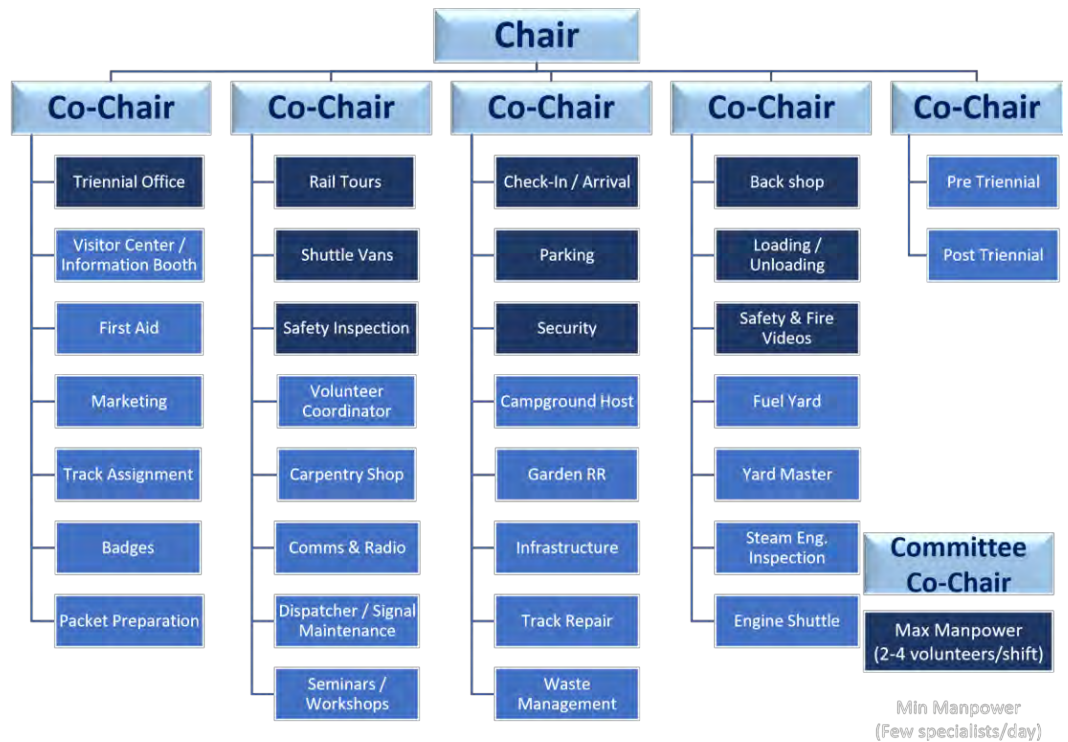
There's an organizational chart on the next page to help you visualize what we'll need. Does anything look interesting to you and/or your club? Now is the time to start thinking about how you and your club want to participate. Email us your ideas at [Triennial@tmrr.org](mailto:Triennial@tmrr.org).



# Triennial update: Welcome 2024!

Continued

## Triennial Sub Committee Org Chart



By the way, in 2022 we used over 805 gallons of propane.

Until next month, keep tooting!

### What's spinning on the turntable?

Sheena Easton

#### 9 to 5 (morning train)

This month we're time-traveling to the 80s, the era of weird hair and awkward glances. This was Easton's biggest hit, going gold in both the US and the UK. The video stars London and South Western #488, a 4-4-2 steam tank locomotive.



# Train Mountain 2024 Operations Meet

## Another Month Closer

Richard Croll, Train Master

Another year has begun, and it is not too early to start planning to attend this year's Train Mountain Operations Meet.

The work week will begin Saturday, June 22<sup>nd</sup>. Most of the set-up activity will take place on Sunday and Monday, with the operations beginning on Tuesday, June 25<sup>th</sup>. if all goes as planned.

Since we will be changing to the Train Game, or Rail Ops as it is now called, it will be necessary for each crew to have at least one member registered in the Train Game site. It is very easy to do. You simply go to the TMRR website and select TM Train Game on the left column. That will take you to the Rail Ops site and the register button at the top. Just fill in the blanks.

We have not forgotten the passenger trains in all these changes. John Lovely is adding a couple of new stations this year.

The Operations Meet has been a very popular event at Train Mountain, and I encourage members who have not tried it in the past to give it a go this year. As always, there will be plenty of opportunities to see your old friends and meet new ones. There will be a banquet on Saturday evening.

I always welcome any comments or suggestions. Please send them to me at [rcroll@tmrr.org](mailto:rcroll@tmrr.org)





## Greetings from Joyce at the front office:

The Polar Bear Meet is starting on Friday, January 12, 2024 and it looks like snow! This seems to never be a huge meet, but a few people usually show up to brave the cold Chiloquin weather and Train Mountain's track conditions, if the track is runnable.

As you may have noticed from the website camera pages, Dale and Kevin have been getting out on their trains to do a few runs plowing their way around the topside. Looks like fun, but derails are common at the switches, of which there are many. When I asked how many switches there are at Train Mountain, Dale replied "Thousands."

Peter Anthony Holder of the Stuph File Program did an interview on Train Mountain in December. This is now live on his website, show #0751. He had seen the DownieLive *Riding the World's Longest Model Train Track!* video that Michael Downie did and is quite enthusiastic about Train Mountain, throwing in some great pitches for the railroad! The following links are to the show and to The Stuph File Program website. The interview covering Train Mountain starts around minute 44:30 (counted at the left side of the bar) which is in the last 1/3 to 1/4 of the show.

The shows on The Stuph File Program include interesting interviews with many guests, usually two to three per show, if you wish to listen to more of the entertaining shows. For anyone who doesn't know what 'stuph' means, it is just another way of spelling 'stuff.' An online search for the definition may give additional insights into that.

<https://www.peteranthonyholder.com/2024/01/07/0751-the-stuph-file-program/>

Or, you can listen to just the interview on Train Mountain on audea at <https://www.audea.io/audea?id=X2bhDIxXFt0>

Peter Anthony Holder's, The Stuph File Program is at <https://www.peteranthonyholder.com/>



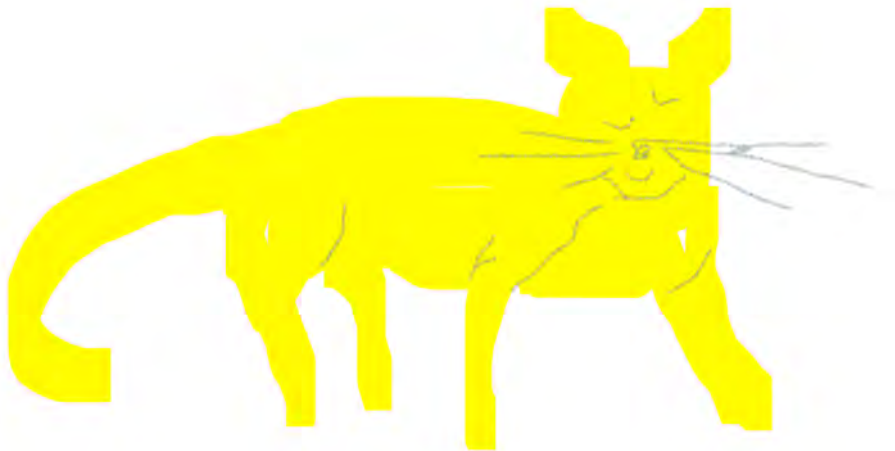
(If the above links don't work, you can copy and paste into the search bar on your browser.)

It has been relatively quiet at Train Mountain people-wise, but visitors continue to come in and take the walking tour, and members continue to show up to renew their memberships, sign up for meets and pay their container rents. The visitors enjoy the cold crisp air and the self-guided walking tour, with Charlie cat leading the way.

Wishing you all a great 2024 and looking forward to seeing you in this new year!

P.S. My new Train Mountain email address is:

[tmoffice.joyce@tmrr.org](mailto:tmoffice.joyce@tmrr.org)



# On Track – On Roots

Dale Furseth

If you hang around Train Mountain much, you will probably hear members talking about roots causing problems on the railroad. I wanted to stay out of the rain today, so decided to write a little about our root problem, what that means, and what we do about them. Train Mountain is covered with trees – lots of them that are constantly sending out roots in search of water. These roots often cross the tracks and sometimes cause problems.

I have been told that the way Train Mountain lays track is somewhat unique. I don't have a lot of experience with other clubs, but can tell you how we do it here. The ground is first graded and packed to a smooth service. An 8 foot wide roll of thick plastic is laid down and then the track panels are laid directly on that. Ballast is packed around the ties, but not underneath. The graded surface keeps the track level and smooth. This method has been in service for 37 years, and hosts 37 miles of track, so it seems to be working.

When a tree sends roots under the right of way, the roots often run right under the surface of the plastic, up against the bottom of the ties. These roots are typically about  $\frac{1}{4}$ " to  $\frac{1}{2}$ " in diameter and rarely cause any problem. When we run into trouble is where the  $\frac{1}{4}$ " root gets up against the bottom of a tie, and the vibration from the passing trains causes an irritation – almost like a burl. These irritations grow large and fast in an effort to protect the root, and will lift the track panel right up out of the ballast. This is what causes a hump in the track. In the first of the attached photos, you can see the  $\frac{1}{4}$ " root and the 4" knot that grew and raised the track. You can see a flat spot on the root that was pressed against the tie. The second photo is a group of roots that came out of a 20 foot stretch of downhill Panama.





What do we do about these roots? I call it the “3 R’s” - Remove, Repair and Replace. At Train Mountain, in order to maintain the right of way, we never pull the track up to level it over a root ball, packing ballast under the track panel. That acts to encourage the root ball, making it grow larger and faster resulting in a large hump in the track. One way or another, that track panel will have to be removed.

When we roll up on a root problem, kl;. remove the impacted track panels, shovel the ballast out of the right of way, cut the plastic to expose and remove the roots, repair the plastic, replace the track panel, and shovel the ballast back in. After some tuning and sweeping, it's on to the next root. And yes, it seems like the roots grow faster than they can be found and removed. Next time you're at Train Mountain, sign on to help a crew doing Track Maintenance for a few hours. There is always something that needs to be done and the help is sure appreciated.

*This photo has nothing to do with root removal. It's Phil Gibbons' 75th birthday at Hope Circle. Thanks to Ian Thomas for the photo.*



# **Train Mountain Visitors Operations: 2023 Round-Up**

**Jeff Mills**

## **TMI Visitor Operations**

2023 was the first year the Visitor Center was manned by paid employees. This was a two-fold success. We hired knowledgeable people dedicated to promoting Train Mountain. It also allowed us to have the park open seven days a week during tourist season.

### **Statistics**

We logged 6,627 visitors. This included attendance from local schools and other groups. These events are managed by the Visitor Center.

### **Visitor Center Operations**

The Visitor Center was organized and efficient because employees were there daily. In the past, we couldn't staff the Visitor Center every day with volunteers. During the 2023 tourist season, four volunteers assisted the Visitor Center employees. They were very important to visitor operations.

Saturday donations averaged less than other days of the week. This was most likely due to K&W operations with donations going there first. In a trade-off, exposure to Klamath Basin Locals brought return visits on days when we provided tour trains. The potential for new members from the local area is very important.

This exposure created interest from one local group for an excursion, resulting in a \$400 donation. A group from California scheduled another excursion for a \$300 donation. Saturdays can be a "travel day" for tourists from out of the area visiting Crater Lake, allowing us to capture some of them, as well.

### **Tour Trains**

Tour Trains are the center of our donation stream. We had three primary volunteers running the tour trains with Russ filling in as needed. It became very apparent that the tour trains needed to have improved motive power. We limped through the season with help from Clay Smith. Clay and I took on the job of rebuilding one of the locomotives but didn't manage to complete it before the season ran out. We learned a lot and feel that we have a more robust locomotive and plan on getting the other three rebuilt this season. We will definitely need more volunteer train drivers when we have more trains up and running! We prefer to run trains with six passengers because it's easier to talk to the riders. We can go with nine riders if the group calls for it. With more than nine riders, the equipment doesn't work as well and we don't get to interact with the visitors as much.

### **2024 Season**

An ad in Travel Oregon, a tourist publication, will be placed in the Spring Issue. The DownieLive YouTube video has generated a lot of interest in Train Mountain. It has piqued inquiries from other social media groups to do video articles on Train Mountain, further increasing our exposure. Thanks Mike Downie!

Once all these are in circulation, we should see many more visitors. We need to be able to deliver our best effort to all of them. Our next step is to recruit steady volunteer engineers and provide reliable equipment and training to expand train tours to meet this increased demand.

With all these improvements, we expect to see and be able to support a significant increase in visitors to Train Mountain. This will both drive revenue and hopefully bring in new members.



**Visitor Statistics**  
**2023 Year to Date, January through October**

	Adults	Children	Total Through Visitor Center	Regular Visitors through Business Office	Harvest Hosts Visitors	Member's Guests	Total Regular Visitors	Field Trips	Group Events	Name of Groups or Schools	Total of all Visitors Combined
January	0	0	0	13	2	1	16	0	0		16
February	0	0	0	32	0	0	32	0	0		32
March	0	0	0	26	4	0	30	0	0		30
April	42	14	56	48	6	4	114	0	30	Clampers	144
May	336	73	409	8	17	18	452	0	20	Reach	472
June	828	385	1213	0	52	33	1298	34	0	Merrill School	1332
July	1064	559	1623	0	45	3	1671	82	21	Klamath City Schools, Bonanza Elementary Immigrant Program, Randy Fuller Group	1774
August	771	409	1180	0	33	2	1215	33	44	Chiloquin Fire & Rescue Picnic, Kingsley Field Starbase Summer Camp	1292
September	658	138	796	1	45	16	858	0	12	K-Brits Car Club	870
October	461	146	607	0	41	17	665			October Field Trips were included in Visitor Office Stats according to John	665
November			0				0				0
December			0				0				0
<b>Totals</b>	<b>4160</b>	<b>1724</b>	<b>5884</b>	<b>128</b>	<b>245</b>	<b>94</b>	<b>6351</b>	<b>149</b>	<b>127</b>		<b>6627</b>

The Visitor Center Reopened around April 24th and closed for the season on October 31st.  
 In April 2023 Michael Downie of downielive came and did a fun video on TM. As of 11/8/23 it has had 1.8 million views. In late September 2023 a videographer from Tekniq (another YouTube channel) came and did a video for their channel with Jim Davenport. I have not seen a release of their video yet.

*Infographic by Joyce(tm)*

## Kitsap Work Week 2024

### At Train Mountain

**Jeff Mills**

The Kitsap Work Week will be from April 7<sup>th</sup> through April 14<sup>th</sup> this year. We will be working on various projects in anticipation of the 2024 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.

Lodgings will be provided on a first-come 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](mailto: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.



It's cold out... and Tom Watson kindly sent us some photos of him and his friends riding in the cold (but before the snow).

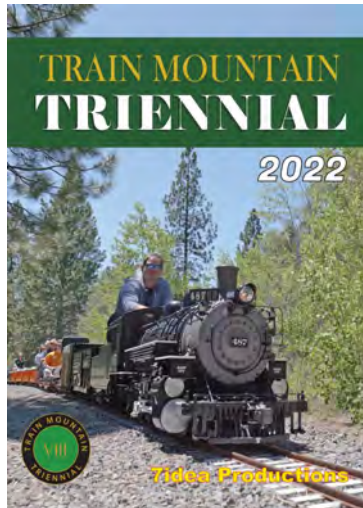




# CLASSIFIEDS

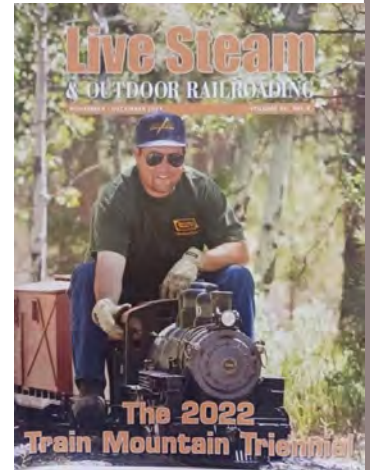
## 2022 Triennial Video Now Available

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 January / January 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.



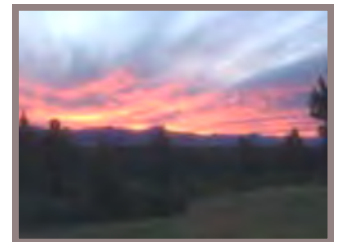
This comfortable house sits on 35 beautiful acres. 2 bedrooms and 2 bathrooms. Can sleep up to 6 people.

### 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**

# 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!**



**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

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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



## **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)

## **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**

# Train Mountain Volunteer Hours

Name: \_\_\_\_\_

Month & Year: \_\_\_\_\_

[illegible]

## Volunteer Hours Reporting

Dale Furseth has worked his techie magic on the member's part of our website again. You can now report your monthly volunteer hours online. From the Train Mountain Railroad home page, click on "Online Member Resources: Join Train Mountain: "Register for Meets", then on "Enter Volunteer Hours" or go there directly with this link:

[https://trainmtn.org/tmrrmembers/Member\\_VolunteerHours.aspx](https://trainmtn.org/tmrrmembers/Member_VolunteerHours.aspx)

Choose your name from the drop down menu, enter your total hours in the box that matches the month you are reporting your hours for and click on “Update Information” to submit them. So-o-o simple! We hope you enjoy using this feature.