



# The Mountain GAZETTE

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An Official Publication of the Train Mountain Institute and TM Railroad—Issue Vol. #5 Issue #26 **September 2024**

## September

Hello everyone,

Lots of good articles this month! We're leading off with a really important and sobering article by Jeff Mills on why we have fuel type restrictions for steamers here. I had no idea of the importance of the decision. Check it out and you'll understand.

We also have not one, but two articles from Dale, and a picture of the biggest root I've ever seen; the latest edition of the Splinter from the woodshop, now with photos and a TON of tasks completed; a cool report from the Excursion division; Joyce holding forth as usual; and an actual letter to the editor and classified ad.

We'll be down for the Fall Colors meet and are looking forward to it, although Dale tells us that the leaves started turning several weeks ago. We may be down for the Bare Twigs Meet instead. Regardless, it'll be the highlight of the season.

Cheers,

Lucinda Gilman and Xander Geraghty

Lucindagilman@gmail.com

*The new Weyerhaeuser engine linked to  
its consist*



### 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!

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**The Mountain Gazette**

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**September 2024**

# Why Train Mountain Has Fuel Restrictions For Steamers

Jeff Mills

In 2009, the Train Mountain Institute board moved to restrict fuel for steam locomotives to propane, which became effective at the 2015 Triennial. When Oregon state's natural resources agencies determined that the Klamath Basin area is at extreme risk for wildfires, the Train Mountain Institute board reached the decision on the fuel restriction. As a point of reference, most trees in the forests of the western states, including Oregon, are significantly drier than those of the east, where coal is still a popular steam locomotive fuel.

Experienced steam locomotive operators know that hot embers from solid fuels can be ejected out the stack. One hot ember can create a major fire in an environment like that of Train Mountain (semi-arid forest at roughly 4000 feet elevation). Train Mountain has experienced small fires caused by coal fired and oil-fired locomotives. Fortunately, these occurred in the spring when the grass was green and the fuel moisture was high; the fires were discovered early and extinguished.

The potential for extreme impact of a wildfire in the Klamath Basin was spotlighted by the '242' fire in September of 2020. This fire named for the mile post 242 of US Highway 97, burned more than 14,000 acres of forest, creating a loss of 36 structures and other natural resources. This fire covered more than five miles in a few hours, but luckily there were no personal injuries or loss of life. Train Mountain was fortunate to sustain the loss of a little less than one mile of track, a few miles of fencing, and roughly 700 acres of Ponderosa Pine. We were also able to realize some income from useable salvaged timber harvested from those 700 acres.

Attempting to control a fire of this size requires a great number of emergency responder resources, and causes numerous expenses, which often are not understood by the layman. When these large fires are active there is much media coverage, with videos of water bombing aircraft, fire trucks flashing lights, and lines of hand crews marching into the fire lines. This is usually given front page headlines and top of the news-hour coverage. Once the fire is controlled and the mopping up has begun, the spotlight on the fire is reduced to back pages and mostly forgotten. But the effects of such a fire are just beginning.

The costs of all the equipment and manpower used in battling a wildfire is enormous. Aircraft, heavy equipment, and fire truck costs will be in the tens of thousands of dollars per hour. The wages of the fire crews are another major factor in the expenses, as is the cost of specialized equipment that they use.

Fire investigators begin looking into the cause of a fire even before it's controlled. They are very thorough and remarkably accurate in determining the origin of the fire, and they begin to build a case of where, who and why the fire started. Witnesses will be interviewed, data collected, firefighting expenses tabulated, along with an assessment of the damages to structures and property. At this point a court case is likely to be initiated, either civil, criminal, or both. Currently, there is a class action suit pending for the 242 fire, with Train Mountain a member of the class of victims. Although litigation is ongoing, Pacific Power has established a **FOUR BILLION DOLLAR** set-aside to cover damages.

This background I have laid out leads to the question of liability. In Oregon there are two levels of wildfire liability, limited and unlimited. Our concern is with unlimited liability, which comes into effect when any laws or rules pertaining to wild land use are not followed. If we cause a fire with a steam locomotive, we will very likely fall under unlimited liability.

An individual or organization found by investigation to be responsible for causing a wildfire will be required to pay for the entirety of the costs of fighting the fire and for the lost value of property damaged by the fire. If there is also per-





sonal injury or loss of life, there could be criminal actions applied to those responsible. Should responsibility for a wild-fire be assigned to Train Mountain, there is little question that Train Mountain would cease to exist, and any individuals found to be responsible would be destined for an unpleasant future. Pacific Power can cover four billion dollars in damages; Train Mountain cannot come anywhere even remotely close.

As a result, the Train Mountain Institute board decided that the best course of action was to limit the fuels that steamers can use at the Train Mountain railroad. The intent of this decision is to eliminate the probability of a fire caused by coal, wood, or oil, thus reducing our liabilities. To follow Oregon wild land use rules, Train Mountain requires all trains to carry basic firefighting tools (a shovel, Pulaski and fire extinguisher). In addition, we have created firefighting gondolas equipped with tools commonly used to fight wildfires and have dispersed other firefighting equipment along the tracks. All Train Mountain vehicles are equipped with the same tools. Hopefully this article shows that the decision on fuels for steamers was not arbitrary.

I would like to thank Arron Bensten and Tom Watson for photos and Bill Hartung for his editing experience. Also, to all the people who volunteer to make our railroad operational. Here is [more information on Landowners Fire Liability](#).

Permission to publish this article as published by Village Press and Live Steam and Outdoor Railroading Magazine has been granted for use by the Train Mountain Gazette. Any further publishing of this article must have Permission of Jeff Mills and the Publisher.





# Solar Update

Dale Furseth

Train Mountain's Solar project has now been online for a little over a year, and in case you do not follow the daily production as I do, I just wanted to share a few of the facts and figures.

As a reminder, the solar installation was completed at the end of May 2023, so the system has been supplying power for a little over a year, which makes this a good time to take a look. The system has 220 solar panels, with each panel rated at 490 watts. The total rated system size is 107.8 kW.

**Question: The estimated annual production was rated at 150,000 kWh per year. Did we hit that?**

Let's go through the numbers and see how we did!

< Train Mountain

Train Mountain



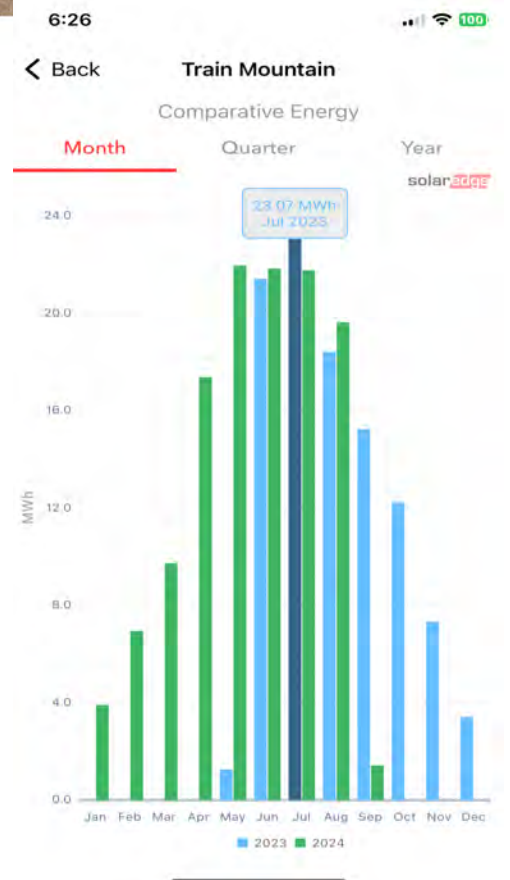
Power generation varies greatly by the time of year. Many things can affect the power produced, like clouds, smoke, snow, etc. The number of hours of daylight per day also affects the production. Here is a graph showing monthly power

er production since the system came online.

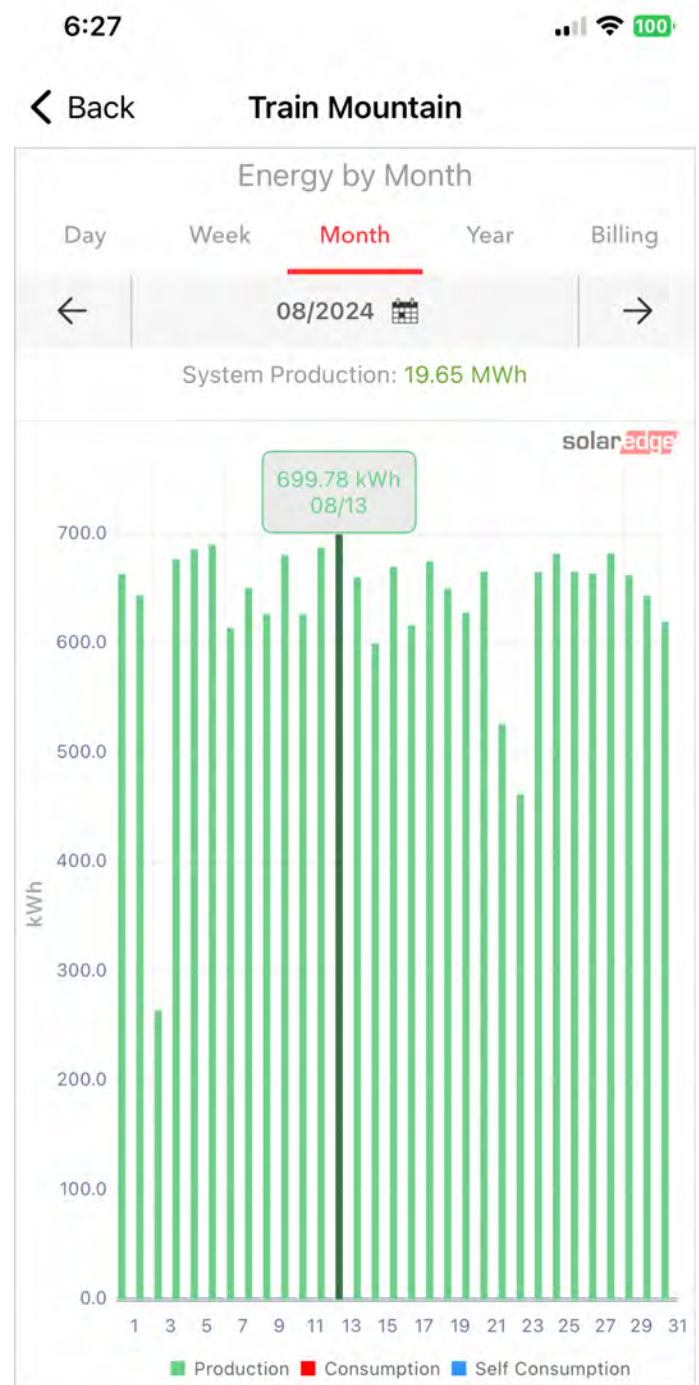
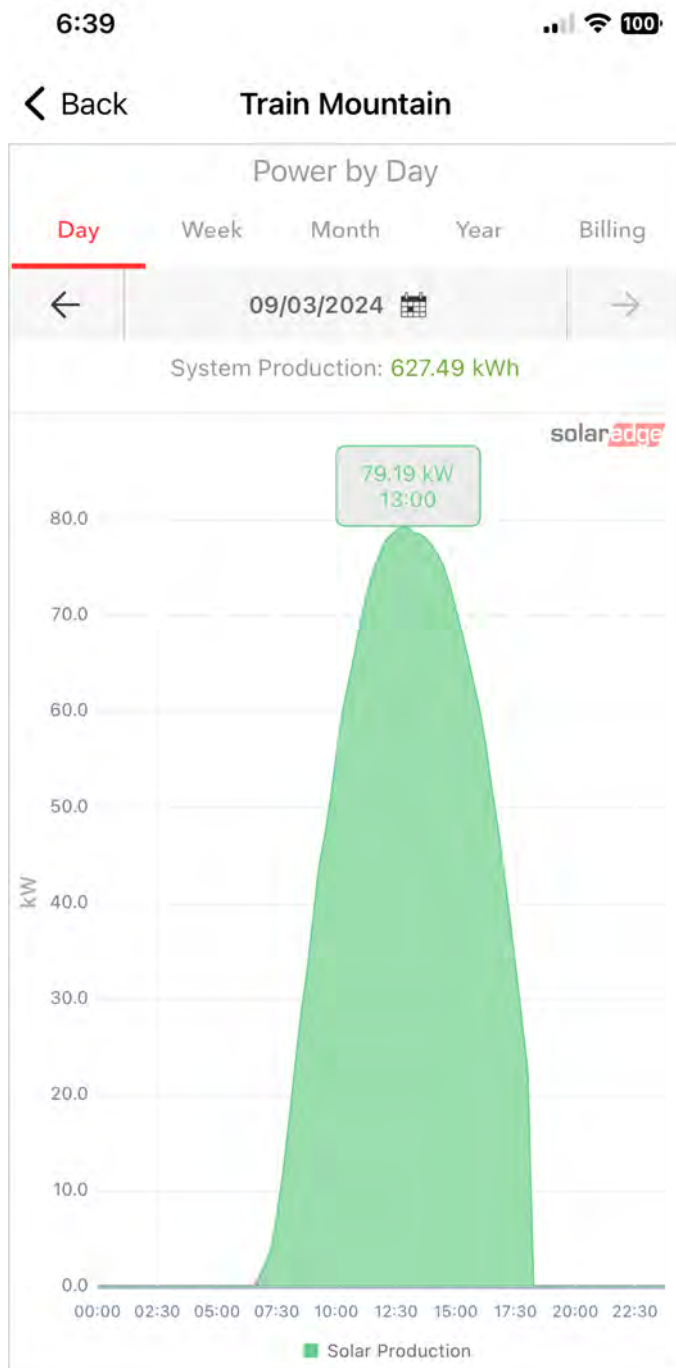
The graph shows that our highest production month was July 2023, when the solar farm produced 23.07 MWh of electricity. The summer months produce more power than the winter.

Diving deeper, we can see how power is produced during the day. This graph was taken from September 3, 2024. The graph was extracted before the end of the day, which explains the flat edge on the right side of the graph. The important thing about this graph is the amount of power produced during the peak part of the day - almost 80 kW of energy, which is equal to 333 amps of power being produced at that moment. Over the day, the system generated 627 kWh of power.

The next graph shows daily production over the course of August 2024 to illustrate how production can vary. The total output varies and is affected by clouds, smoke, rain, and almost anything else. The peak production day generated almost 700 kWh in a single day.



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**Answer: From the period September 1, 2023, to August 31, 2024, the Train Mountain solar farm produced 146,410 kWh, which is pretty darn close to the estimate.**

This is very close to covering the entire annual usage of Train Mountain. Efficiency updates around Train Mountain are ongoing, like installing heat pumps in Central Station, which will reduce the usage even more. This positions Train Mountain well to not be affected by the current and future power rate hikes. **The bottom line is that the system has worked as expected, saving Train Mountain about \$2500 per month in power bills.**



## The Splinter

Theresa and John Shelby

[This Photo](#) by Un-

Wow! What a busy month. This month the Carpentry Shop started using job boxes for projects. These boxes contain all the items a volunteer would need to complete their project - e.g. paint brushes, nails, hammer, paint, scraper, shingles, boards, etc. We hope this system will make projects more fun and easier to accomplish.

Volunteers completed a *lot* of projects during the Big Build work week:

- Prep Fire houses, Meisser Tower, Hobo camp buildings, signs, etc. **Completed**
- Bring Fire Houses to the Woodshop. **Completed by Beer Kevin.**
- Paint Fire Houses. **Completed by Lindsay Eddy, Marianna Sauser, Debbie Willard, Wendy Mulder, and Katie Cootsona.**
- Return Fire Houses to their designated location. **Completed by Richard Croll and Walter Oellerich.**
- Paint 300, bad track, square blocks green. **Completed with help from Leonard Houpt and Bill Shepard.**
- Stain the new Sawdust Collector room and door. **Completed by Tim and Debbie Willard.**
- Prep, replace and paint door molding and prep and paint the deck on the Security Bldg. on Katie Lane. **Completed by Craig Cootsona and Nancy Devine**
- Paint 15 min. Parking chalks yellow and place new signs. **Completed**
- Build and install first section of the roofing on Coal Mine. **Completed by Jeff Shelby, Tim Hall, and Ted Svendsen**
- Hang Gift shop sign. **Completed by Ted Svendsen and Ron Williams**
- Hang Office signs. **Completed by Tim and Debbie Willard**
- Paint Hobo camp buildings. **Completed by Marianna Sauser and Terri McBride**
- Paint Church behind Hall of Flags. **Completed by Evie Fillman**
- Gravel for train station at Rochester. **Completed by Tim and Debbie Willard.**
- Paint Meisser Tower. **Completed by Craig Cootsona and Nancy Devine**
- Replaced Fascia on Meisser Tower. **Com-**



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pleted by Kirk Devine

- Make Fire House sign decals. Completed by Russ Wood
- Paint Fire House sign plates. Completed by Ron Williams
- Install power conduit for Sawdust collector. Jerry Crane and Courtney Jones.
- Obtain scaffolding for installation of conduit. Completed by Gil Dominguez.
- Repair gas-powered air compressor and mounted generator on a flatbed car for field use. Completed by Leonard Houpt and Ted Svendsen
- Paint trim around outside bathrooms. Completed

Thank you to all our amazing volunteers for all your hard work. Apologies to any volunteers I may have missed.

Speaking of the Fall Colors Meet! If you are at the meet and find yourself needing something to do, just drop by the Carpentry Shop and pick up a job box, crate, or bucket.

Come visit us in the Carpentry Shop,  
The Shelby's



## What's spinning on the turntable?

Lucinda and Nate

### Buffet Heaven

If you're a Johnny Cash fan, you might either love or hate this. It's a song about that finest of restaurants—the classic American buffet—set to the tune of Folsom Prison. Give it a listen.





## More pictures from the woodshop!





## Greetings from Joyce in the Front Office

It has been mostly on the warmish to hot side with a smattering of clouds, a sprinkling of rain and some smoke from the Copperfield fire five miles east of the City of Chiloquin.

As this is being written, the Big Build meet just wrapped up. There were fewer people in attendance than normal for a Big Build meet. This year there were maybe 60 to 70 members on board. The Fall Colors meet is looking like it might turn out to be bigger than the Big Build meet. Several people are already registered for it.



Lindsay Eddy, Marianna Sauser and Theresa Shelby did the setup, serving and clean-up during the Big Build Banquet. The food came from Wubba's BBQ with beverages and dessert provided by Train Mountain. About 55 people attended the banquet. Following the after-dinner announcements from John Cooper, Jerry Crane, Mark Flitton, David Waterstreet, Frank Bartholomew and Steve Eddy, a portion of the video on the Weyco #101 move was presented.

Thank you to everyone who has called or emailed to ask if Train Mountain is okay or in any danger from the Copperfield fire. It is nice to know that you are thinking of us and looking out for us. Train Mountain is far enough away from it to not be in any danger.

There is a new edition of the *Rules of the Road* available. You will be able to pick a copy up at the office. The slightly revised rules include the use of safety cones during non-meet times. 18-inch collapsable safety cones and UHF radios are currently available in the Train Mountain Company Store.

For 2024 we are now at 397 memberships with 709 members, and, as usual, that number continues to grow. Harvest Hosts continue to come in, but visitor traffic has slowed some with school starting. Today we got a visitor from Brazil who came from Brazil specifically to see Train Mountain. What a delight!

Coming up in October you can renew your memberships for 2025, sign up for 2025 meets and sign up for the 2025 Triennial.

Jim Eakin brought the beautiful bridge that he completed, and now Lillyville has a "river" with a bridge and a rock bed.

Come see the Weyco #101 which is now coupled into a full train with the tanker, log cars and caboose at Six Acre, and view the latest additions at Lillyville the next time you come to Train Mountain.

The Fall Colors meet is coming up October 4<sup>th</sup> through the 7<sup>th</sup>. For everyone who has signed up, we are looking forward to seeing you here!





01/11/2024 06:49:31  
TM40-Tunnel\_Exit



This month we are remembering:

Gladys Adams

John Black

David Lundquist

Lewis (Louie) Reid

Denny Thompson

*Marty Nord and his family's many, many  
Big Build meet badges.*





# The LAST Train Mountain Railroad Museum Excursion of 2024!

Pam Williams

Del Moore and his wife, Dorothy arrived promptly at 9am on Sunday, September 8<sup>th</sup> for their Excursion. They came from Portland and stayed at the Water Wheel but had never visited Train Mountain before. When Del heard about our Excursions, he called me in August to make their reservation. He didn't recall how he learned about us, but we are glad they did.

They took the time to view the Hall of Flags and our displays. They viewed our Visitor Safety Video as I prepared their picnic lunch and snack items in a cooler with plenty of bottled water for their journey. They requested a "gluten-free" picnic, which included rotisserie chicken, coleslaw, potato and green salads with Jello Temptations lemon meringue cups and gummy treats. I threw in a few cookies, chips and crackers for the rest of us.

My Conductors for this adventure were Courtney and Amy Jones. They followed on their train as I took the Milwaukee engine, a 3-seat riding car and the Coil Car loaded with our supplies. Courtney and Amy were wonderful additions to our Excursion, adding their knowledge of Train Mountain history and stories of Quentin Breen. I had never met Quentin so that was a treat. The weather was perfect except for some smoke from the regional wildfires. We'd had heavy smoke earlier in the week, which would dissipate when the afternoon breezes came up. That morning, the smoke wasn't very bad at the southern end of the property. From Central Station, we traveled through part of K&W, onto Rabbit Run past Deadwood, around the Burn Pit to the South Portal, winding our way along the base of Caboose Ridge, spotting Caboose as we traveled.

By the time we got to Hope Circle the smoke was so thick to our north, we could barely make out any of the scenery in the distance, much less Crater Lake. The Moores didn't seem to mind, however; and we continued our tour for three more hours. We went entirely around Aspen Loop, through South Portal to Phillips and Saanich, then the Rio Grande Caboose with a photo stop at Lillyville. Next, Midway's G-scale layout and all-around South Meadow's track. I asked them to imagine the entire area covered in RVs and Campers during a Triennial. Their minds were boggled at the idea but there are so many things about Train Mountain which are "mind boggling" until you get the opportunity to experience it! After our return, they were given a tour of the Wood Shop, the Store and the Back Shop. They did a walking tour of our full-size rail equipment before leaving about 4pm. Del called his son in Medford and told him he absolutely must come to see Train Mountain! That is the way it goes for so many of our visitors. They want to share it with everyone.



I will begin taking 2025 Excursion reservations early next year and post the available dates here in our Gazette. If you wish further information about these adventures before then, contact me at 253-325-2023.



# On Track

Dale Furseth

This month brought us some surprisingly early cool weather which will explain why we are shown in heavy coats. I don't know if I am ready for winter. In any case, here is what the track crew got done this month.

First, a thank you to Lindsay Eddy for once again working in the track shop to build a never-ending supply of track panels. Without her help, none of the projects mentioned below would have been possible. She has also been battling with bats roosting in the track shop. I think she might actually be winning the battle - keep your fingers crossed.



Our first project this month was to replace some switches that were on wood ties at the entrance to the main yard. Ron Domoe helped on this project and we pulled out a huge root. The switches were replaced with steel rail on plastic ties. We think this may be our largest root so far.

Our next project was to remove the tracks at the 4 way road crossing in preparation for the move of the full size locomotive. Ron Domoe helped me on the removal.

After the locomotive was placed, and the huge trucks and crane had left, the track was replaced. Assisting on this project were Ron Domoe and Dennis Matzen with some help from Kevin Sherer, Steve Eddy and Tom Watson.

Next, Ron Domoe and I were off to remove track panels and cut out some roots down below the motor pool on the Serpentine. These were again some substantial roots.

Last on the major project list this month was replacing the aluminum rail on wood ties with new aluminum rail on plastic ties at the Steuer siding, at the exit of Aspen Loop. This project involved 260' of new track with two new 75' aluminum switches. The team on this project was Matt Thomas, Ron Domoe, and Bill Shepherd with support from

Carolyn Steuer and Abby Thomas.

Another project that got my time this month was replacing the camera that was just put in at the Crane Siding. Yes - that camera did capture the picture of the bear a few weeks ago, but has been a little flaky. I replaced the camera and moved the camera post to the other side of that very large tree, so if the bear comes back, it will not be able to hide behind the tree any more!

I also worked to add a new camera in Aspen Loop - near the "S curves" on the return - south bound leg of the loop. Hopefully it will be online by the time this goes to press.

Last, I want to say thank you to all the members for allowing me to write and manage the members'





software on the website for the past 15 years. When Train Mountain was coming out of its IRS problems, I was asked by John Black to develop a custom web application so that members could join online, sign up for meets, enter volunteer hours, sign up for Triennials, buy Triennial videos and much more. I can proudly say that during those years, hackers never got anyone's personal information or credit card information. It has been a big job, and something I have been honored to do, and has been worth the hundreds and hundreds of hours spent writing and supporting the application. Starting October 1, a new application will be in place that will have a new look and feel, to take care of all the members' web needs. Thank you for your trust, patience and support.





## **Planned Track Closure**

**Dale Furseth**

Starting around the first of October, the track around the Hope loop will be closed for refurbishment. The furthest North that trains will be able to run is to the Schubert Wye. The track will be closed into the spring.

The plan is to remove all track from Hope Circle to the road crossing after the Panzik siding - about 2800' of track - to repair damage from the fire in 2020 and the flood the following summer. The track will be removed, the right-of-way will be cleared and regraded and as soon as the weather allows, the track will be replaced on new plastic with new ballast. When finished, the track will finally be "like new".

Updates will be included in the monthly "On Track" newsletter articles.

## **Letter to the Editor**

A belated response to the puzzle posed in the August issue concerning the shortest distance from Central Station to the Long Tunnel. If we are considering reverse moves, then I would suggest the shortest distance is to go from Central Station to Debra's Corner, back down the entire length of Panama Canal and 2% Solution, and then head uphill past Colton. I count about 1.1 miles.

John Cooper

## **Classified Ad**

Looking to rent container space for one engine and six cars before winter gets here. Cars are stackable and could be stacked high so they would only take the space of two cars. Thanks.

Tim Hoffman  
[Tdhoffman2001@yahoo.com](mailto:Tdhoffman2001@yahoo.com)  
541-297-7367

## For Sale

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

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

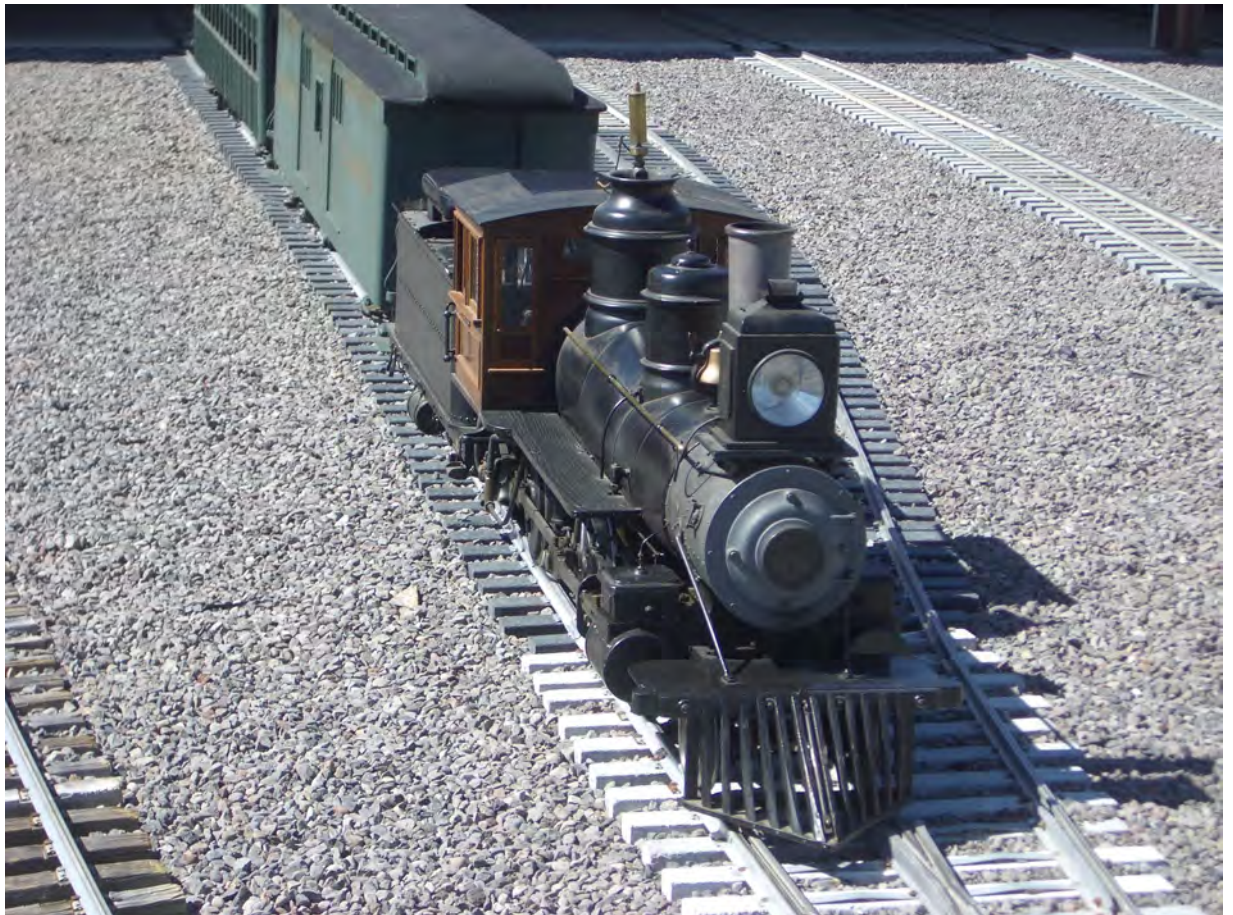
The engine is propane fired and runs very well. One car is a baggage car with provision for the propane tank, air compressor and battery. The other car is a passenger car with removable roof that allows passenger seating. In 2.5" to 1' scale 7.5" gauge.

This train set is of museum quality detail and was constructed by a group of distinguished builders. This engine is large for a 4-4-0 and is very capable. It deserves an owner's attention and admiration. More photos and video are available on request. (note: cars in the video are not included in the sale)

The train can be inspected at Train Mountain by appointment only. It's best to plan to view during the upcoming Train Mountain meets and work weeks. See the meet schedule on the Train Mountain Web site, ([www.trainmtn.org](http://www.trainmtn.org)).

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



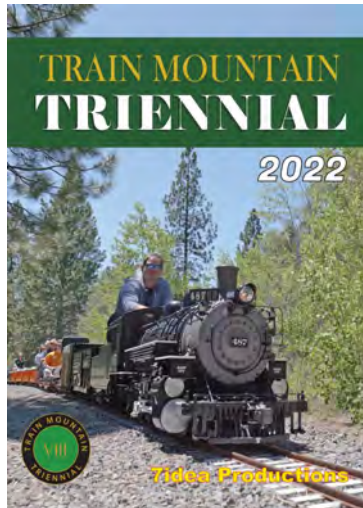
Register or Join at <https://www.trainmountain.org>



# CLASSIFIEDS

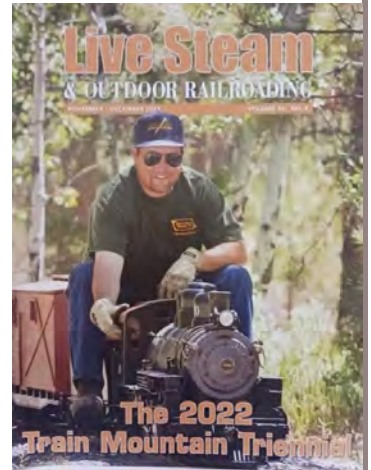
## 2022 Triennial Video Now Available

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



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

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



## Crater Lake/ Train Mountain Vacation Rentals

### Crater Lake Chalet

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



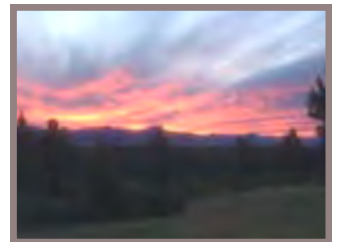
This comfortable house sits on 35 beautiful acres. 2 bedrooms and 2 bathrooms. Can sleep up to 6 people.

### Panoramic View Ranch House / Crater Lake

This ranch house is located on Hwy 62, and attaches to the west side of Train Mountain. The 56 acres, panoramic views of Agency Lake and



the Cascades. Enjoy a peaceful and private experience. 4 bedrooms and 2 bathrooms. Can sleep up to 8 people.



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

**10% off for train mountain members**

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

# 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 10th of the month of publication. The tenth of the month is to be the last day to submit material. Material received after the 10th of the month may be held until the following month or rejected.

### **SUBMISSION CRITERIA**

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

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

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

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

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

## **Visitors to Train Mountain and YOU:**

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

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

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

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



## **Train Mountain is a NO SMOKING Facility**

During recent events, many Members and their Guests have been ignoring this policy. There are only three designated smoking areas at Train Mountain:

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

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

**There is NO SMOKING anywhere out on the track!**

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

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

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



Facebook: [/trainmountainrailroad](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]