



The Mountain GAZETTE

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An Official Publication of the Train Mountain Institute and TM Railroad—Issue Vol. #5 Issue #30 **January 2025**

January

Hello everyone,

Aaaand... just like that, it's 2025. We're officially counting down to the Triennial! The mighty volunteers who are organizing the Triennial are no doubt both counting down and digging in. Kudos to them.

We've got some good articles this month. Our lead article is on the genesis of the mighty Wonder Bread Crew, a group of volunteers that does a lot of track work down here. Part 1 this month, part 2 next month. We also have our usual columns from Dale, Joyce and Theresa; a Triennial update; and a how-to on logging your volunteer hours.

Coming up in February or March we'll be launching a redesign of the Gazette. We're working with the designer who did such a good job on the website. We think you'll like it; the initial drafts she's sent us are much spiffier than our current layout. Never fear, it'll still be the same funky, spunky, reliable Gazette at heart, and we aren't renaming the magazine. It'll just look cooler.

Props to the brave souls riding the rails already this year.

Cheers,

Lucinda Gilman and Xander Geraghty

Lucindagilman@gmail.com



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

Join Train Mountain Now!

Register or Join - <https://trainmountain.org>

Triennial Committee Update

Paul Hingst

Your Triennial Committee has been hard at work planning for the 2025 Triennial since 2023. This morning, it hit me – it's already 2025, and the Triennial is just around the corner in June!

As avid Gazette readers will know, our theme for this Triennial is **"Hosting for the Hobby"**. This event is the largest gathering of ride on railroading enthusiasts, and we are excited to welcome everyone back to Train Mountain. Our goal is to create a memorable experience for all attendees.. We're guided by the principle of building on past successes to ensure future enjoyment while upholding the TM Code of Conduct.

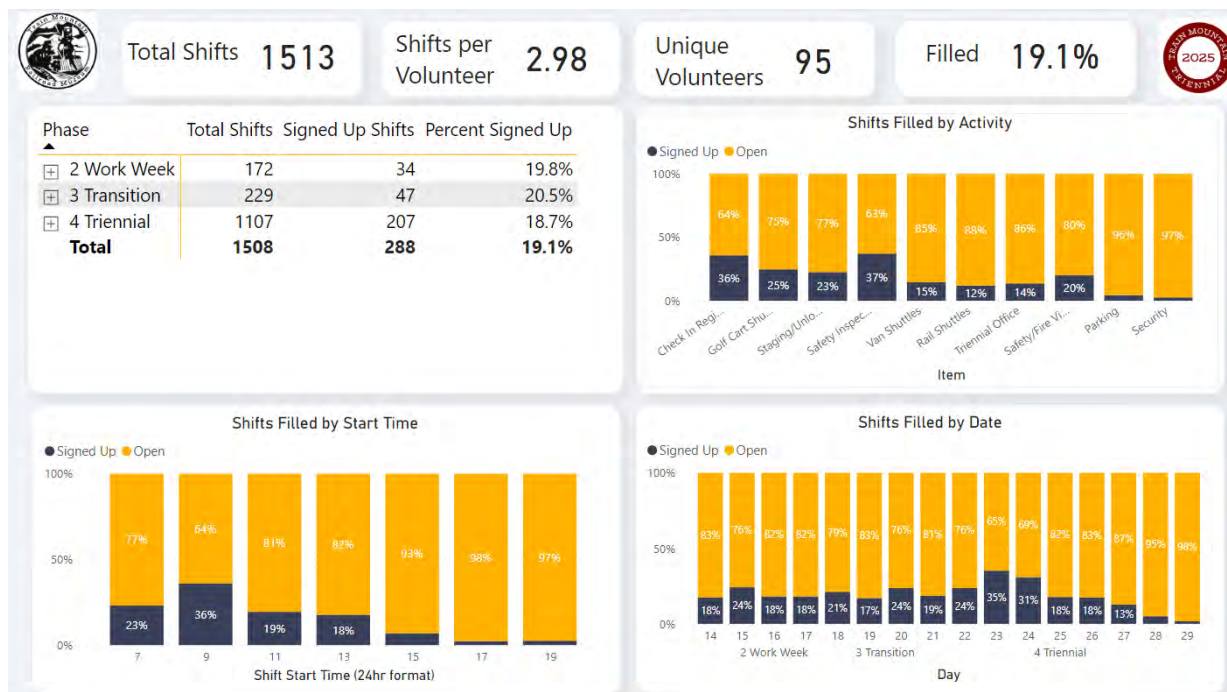
June 2025

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30				July 4 th	

Volunteer Update

We're excited to announce that we are using SignUpGenius as our Volunteer Management System (VMS). Many of you may have used it before or participated in our pilot runs during last year's meets. Rest assured, we've invested in the paid version, so your contact information won't be sold, and you won't be bombarded with ads.

We're already ahead of schedule, with 19% of our shifts filled – a record at this point in the planning process! A big thank you to our early volunteers!



Register or Join - <https://trainmountain.org>

If you haven't signed up yet, click here: <https://trainmountain.org/volunteer-management-system/>. Check out Roz Hawley's October 2024 Gazette article for detailed instructions on how to sign up.

We're also looking for a chairperson for our **Parking subcommittee**. This chairperson will help oversee the parking operations in South Meadow. If you're interested in taking on a more active role, we'd love to hear from you! Whoever steps up will get a good parking spot!

Introducing the Volunteer Raffle

For those who enjoy a little game of chance and the opportunity to win fabulous prizes, we're excited to announce our Volunteer Raffle! Here's how it works: for every volunteer shift you complete, you'll earn a raffle ticket, increasing your chances to win.

We've already gathered some amazing prizes and are working hard to secure even more. From unique collectibles to exciting surprises, you won't want to miss out!

Remember, the only way to enter the raffle is by volunteering, so sign up for a shift (or a few!) and get ready for your chance to win. Stay tuned for more details on the prizes, and thank you for helping make the Triennial a success!

Ideas for Seminars?

We're in the process of planning seminars for the Triennial and would love your input! Is there a topic you're passionate about or a skill you'd like to share with fellow attendees? Let us know your ideas!

What's on Your Mind?

Our marketing and social media teams are working hard to spread the word about the Triennial, ensuring everyone in the hobby knows about this incredible event. But we can't do it alone – we want to hear from you!

Do you have ideas for activities, features, or enhancements that could make the Triennial experience even better? Perhaps you have a question, suggestion, or a unique idea to make the event even better. Whatever it is, we're eager to hear your thoughts!

Let's work together to make the 2025 Triennial a spectacular event for Train Mountain enthusiasts everywhere. Email us at triennial@tmrr.com and share your ideas today!

The Wonder Bread Crew

Matt Thomas

I get asked a lot about how the Wonder Crew started and the answer isn't as simple as you would think. I am not a writer so keep that in mind while reading this. Here is the not-so-short version of how the Wonder Bread Crew began.

In 2012 I ran into a friend who I hadn't seen in years. He mentioned that he had built a 15" railroad on his property and invited us to visit. As a kid I had always loved trains and had dreamed of building a ride-on train. When I rode my friend's train, I mentioned my dreams and ambitions to him. My friend, who was older at the time, looked at me and told me to follow my dreams now or I'd be old like him and have limited time to enjoy what I built.

After returning home I went straight to the drawing board. I was always fond of small narrow-gauge Porters so I started drawing one. Soon I started ordering wheels and parts. At the time I had just basic machining skills. I had spent my younger life building and racing offroad desert trucks and hot rods. I had fabrication skills and could weld and build almost anything I needed and had a home shop ready for the future build. The engine I was building was going to be a gas mechanical since I had no steam knowledge at the time.

A few months into the build it was now early 2013. I focused a lot of time on the build and both my kids helped. I set up a test track in my garage and fired up the engine for the first time. At this time, it was only a frame with the wheels, engine and transmission. It worked as planned and I think we spent most of the evening going back and forth on 15 feet or so of track.



The first ride

Now it was time to find a track to test it on. I located a semi-local live steam club and off we went to a meeting and a tour of the club. I think my kids were just as excited as I was about the visit. The



The first trackwork... Foreshadowing, anyone?

visit did not go as planned though and after about 15 minutes of being there I was ready to leave. I was surrounded by the grumpiest old people that I had ever been around in my life. No eye contact, no smiles, no nothing. I didn't meet one who was willing to talk to me early on in our visit. As I was walking out of the club a younger member stopped and talked to us. After a few minutes of talking, we were introduced to another member who was local to me. We hit it off well and we stayed for the rest of the day being welcomed by our two new friends. The local member told me about another guy in

my town who was a builder and had a home track. I was shocked to hear that there was a 7.5" track not even a mile from where I lived.

A few days later I got in contact with the local live steam guy and headed to his house for a tour of his shop and home railroad. This is how I met Dale Furseth. He let myself and the kids ride around his railroad behind a cool electric Husky. We were once again hooked on the dream and I was ready to finish building my engine. That day he even gave me a smoke box cover for my engine that it still wears to this day. He spent more time than I'm sure he wanted to helping me out over the next few months and teaching me how to finish my engine as well as my riding cars. My first run of my first engine was at Dale's house on his railroad. We had no issues and his patience with me was much appreciated. Everything worked as planned although we did have to widen a few areas next to his track since my 3" scale narrow gauge engine was larger than his equipment. He made my day, and I will never forget that first run.

Over the years we worked on a lot of projects together and I kept learning everything I could about the hobby. Dale helped me out with my home railroad as well back in 2014/2015. Little did Dale know I would drive him nuts for many years to come. It is hard to believe that if it wasn't for the young member at the club making us feel welcome that we would have never met Dale.

When it came time for Dale to retire or semi-retire, he started spending a lot of time up in Chiloquin looking for his dream property. At some point Dale found his new home and moved away, dismantling his railroad. I was bummed to lose a good friend but happy for him to move to such a beautiful place. At this time, I had only traveled to Train Mountain a few times over the years. I would make it up to Train Mountain maybe once a year and for the Triennials.

After the 2018 Triennial I decided to spend more time at Train Mountain, so for 2019 I got my all meet pass and spent as much time at the railroad as I could. I had run into Dale a few times and assisted on smaller volunteer track tasks but nothing major. I'm sure I drove him nuts but I missed spending time with my friend.

Next month: The Wonder Bread Crew begins!

What's spinning on the turntable?

On the Off Beat

Ship Ho

Are you a fan of 80s pop songs? Do you secretly wish you were a pirate? Then this parody of Cyndi Lauper's She Bop might tickle your fancy.





[This Photo](#) by Un-

The Splinter

Theresa and Jeff Shelby

Welcome to 2025,

This month Jeff has been working on the table saw and table as well as the Vacuum system.

Jeff has built hanging shelves and hooks for the Table Saw tools. They are placed right next to the table saw for easy visible access. The table saw is receiving its winter maintenance and the table has been completely rebuilt. The new table is now the correct height and has three pieces of equipment (a planer, a miter saw, and wood vice) incorporated in to the table, with 2 pieces having drop down capability.

The vacuum tubing to each piece of equipment is being rerouted to the sawdust collector's new outside location.

This will make the table saw more enjoyable, easier and safer to use. (Editor's note: Table saws are scary-but-extremely-useful and I give major props to Jeff and Theresa for making this one safer and better.)



The Shelbys

On Track

Dale Furseth

We're kicking off 2025 with a list of track projects that were completed during 2024. A lot was done, and I am feeling pretty good about the remaining tasks that need to be completed before the Triennial. And yes, I am counting the days to the Triennial like everyone else - but my counting is worrying about what still needs to be done in the remaining days!

I guess I should add at this point that I am now the Train Mountain Track Superintendent - an upgrade from Acting Track Superintendent. For the past four years, I have been learning about track maintenance from my boss, Dennis Ward, who was Track Superintendent for many years. Dennis will still be available to give me advice, direction and support, but I am no longer "Acting". I cannot say how much I appreciate the support and patience Dennis has shown me. I will be trying my hardest to fill the shoes of those who came before - like Dennis and Charlie-Bill Schubert and so many more.

So what does the Track Superintendent do? When I joined the track crew, I believed the job was responsible for maintaining all 30+ miles of railroad - by myself. I have since come to believe my job is, of course, to work on track projects, but to also encourage groups of members, like the Wonder Bread Crew, to use their free time to come and help maintain the track. Preparing for a group project means getting a long list of details ready ahead of time, like making sure enough track is available for the project, and that enough underlayment, screws, tie plates and tons more are all available. I need to coordinate with Richard Cox if any dirt work is needed. I need to stage track in the work area ahead of time. There are a lot of steps that all have to happen before the member/workers roll thru the gate. Another part of the job is working with the TMI board to define a list of track priorities.

So here is the list of projects completed this year with help from a whole bunch of dedicated members.

- Roots - Ongoing, all year
- General tuning
- Track building - special thanks to Lindsay Eddy for running the Track Shop
- Switch building
- West end of yard - replace 10 switches



- East end of yard - change switch alignment, replace 3 switches
- Phillips siding - replace 200' main with steel, replace 200' siding with aluminum, replace 1 switch
- Rio Grande siding - replace 200' siding with aluminum, replace 1 switch
- West end of main yard - replace 200' with aluminum, replace 3 switches
- Main yard - secondary main- replace 400' with aluminum
- Main yard - along side of Back Shop - replace 350' with aluminum - 3 switches
- Klamath and Western - replace and ballast track over grade - 400'
- Ward to K&W - added a cutoff - new 100' aluminum - 2 switches
- Ward yard - replace 600' with aluminum, replace 4 switches
- Wig wag to switch selector - replace 200' with steel
- New Hope yard - 500' new aluminum, 4 switches
- Vitz yard - rebuild 15 switches
- 4 way crossing - remove and replace track for well project



- 4 way crossing - remove and replace track for locomotive placement
- Benji siding - replace 200' with aluminum - 1 new switch
- Douglas siding - replace 200' with aluminum - 1 new switch
- Woodpecker siding - replace 200' with aluminum
- Robinson - replace wooden switch
- West end main yard - replace 4 switches
- Steuer siding - replace 260' with aluminum - 2 new switches
- Hope to Panzik - remove and store 2800'
- Aspen grove - cleanup
- Turntable - inside main to crisp - replace 400' with aluminum - 3 new switches
- Midway circle - new siding - 200' with 2 new switches
- Midway circle - return from south meadow - 100' new aluminum - 1 new switch



Greetings from Joyce in the Front Office

2025 is here!

Winter in Chiloquin has been mild. Yes, we've had some cold weather and some snow and rain, but recently it has been sunny and warmer than normal during the days. Although cold in the mornings, it is less cold than usual and presently there is no snow on the ground.

Since it is nicer than usual, the Polar Bear meet, which takes place in just a couple of days, looks like it is going to be well attended for a winter meet. The current count is around 20 members. Not bad considering no one attended the 2023 Polar Bear meet when the roads were covered with snow. The 2022 Polar Bear only saw 2 or 3 attendees.

The Saturday of the Polar Bear meet will be accompanied by a chili and corn bread lunch in the kitchen. The Potbelly Café in Chiloquin will also be open for breakfast, lunch and dinner.

Chiloquin Fire & Rescue held its annual Christmas party in the Hall of Flags. Santa & Mrs. Claus were also in attendance. CF&R had a fabulous catered dinner and lots of fun at their party.

Charlie and Maggie cats are doing well. Charlie seems less people starved this year. Maggie has been more demanding of attention, though. Both are spending time in the office with me.

Despite winter, we are continuing to welcome visitors who enjoy taking the walking tour. And, yes, kitty Charlie is walking the tour with them.

If you are coming to the Polar Bear meet, see you here! If not, we look forward to seeing you soon.



Ted Karanson with Carole Moss, Train Mountain webcam photo.

This month we are remembering Ted Karanson.

Volunteer Hours

John Cooper

As the new year dawns, I thought this would be a good opportunity to highlight the volunteer hours feature of the new website. Hours of volunteerism to TM need to be recorded for tax purposes and are immensely helpful for grant applications. Volunteer hours are only for activities that benefit Train Mountain – do not record hours spent working on your own personal equipment.

The volunteer hours log is listed on the member's Account Dashboard (among other handy features that should probably be addressed in future Gazette articles). Access this log by clicking Members → Member Info → Volunteer Hours as illustrated below.

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

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

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

The screenshot shows the Train Mountain website interface. At the top, a dark red navigation bar contains the logo and links: Organizations, Visit, Triennial 2025, and Members. A yellow arrow points to the 'Members' link, which is circled in yellow. Below the navigation bar, the 'Account Dashboard' is visible on the left, with a blue arrow pointing to the 'Volunteer Hours' link, which is circled in blue. On the right, a sidebar contains links: Join or Renew, Meet Registration, Trail Home, Gazette, and Member Info. A yellow arrow points down to 'Member Info', which is circled in yellow. The main content area shows the 'Volunteer Hours' form with fields for Date of volunteer hours (2024-12-31), Number of hours (0.7), and Comment (Gazette Article). A red 'Submit' button is below the form. Below the form, a table shows the total hours for 2024 (13 hours) and a list of entries with dates, hours, and comments. A green circle highlights the 'Delete' link next to the entry for 2024-12-27.

Date	Hours	Comment
2024-12-31	0.7	Gazette Article
Total for 2024: 13 hours		
2024-12-30	0.5	VPN ; moving trainmtn.org
2024-12-29	2.5	Conf call / website
2024-12-27	0.5	Backup/Updraft debugging
2024-12-23	2.0	Recreate Meets/About pages

Kitsap Work Week 2025

At Train Mountain

Jeff Mills

The Kitsap Work Week will be from April 5th through April 13th 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 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 may be winter in Chiloquin, but it sure doesn't look like it. These are just some of the trains seen running in January.



When they think no one is watching, where are Charlie and Maggie seen going?



What's spinning on the turntable?

Doobie Brothers

[Long Train Runnin](#)

Check out this [link to the lyrics](#). You've heard this song. Everybody's heard this song. The chorus and the verses have *absolutely nothing* to do with each other. The verses are about trains and the chorus is about love. What the hey. But it's super catchy. Lucinda's sister plays ukelele in a rock band and they're covering this one.

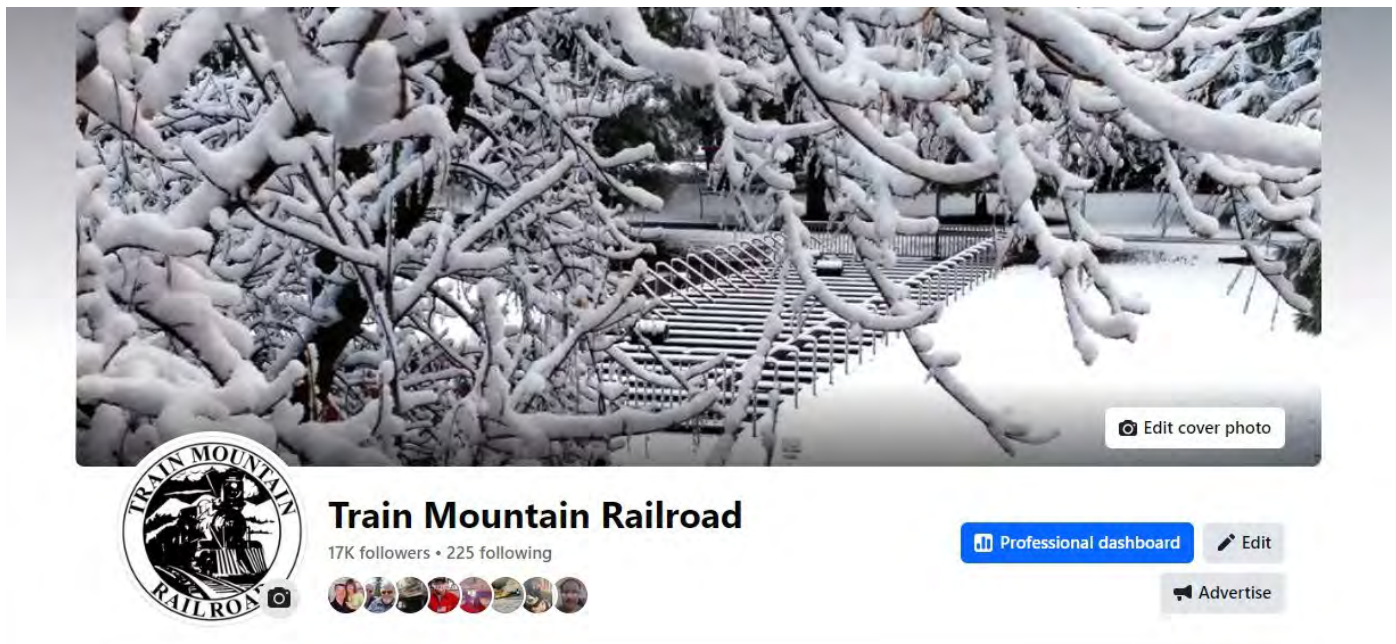
Twice as Social: The Benefits of Our Two Facebook Pages

Chris Donhost, TM Social Media Volunteer

Eleven years ago, as Train Mountain Railroad was navigating the final steps to secure its future with the IRS, our leadership recognized the importance of Train Mountain having a social media presence. Finding the right person took time, but eventually, a dedicated out-of-state volunteer stepped up just in time to launch our Facebook page, posting the landmark announcement that Train Mountain Railroad was here to stay. This marked the beginning of our social media journey.

Since then, we've explored various platforms to tell the Train Mountain story and connect with enthusiasts around the world. Over the years, we've experimented with Twitter, Hootsuite, Blogspot, WordPress, Instagram, Facebook, and YouTube, finding the greatest impact on Facebook, Instagram, and YouTube. Our Facebook presence has been so successful that we eventually expanded to include not just one but two pages. The public page serves as our connection to the world at large and reaches beyond the live steam community. The second page is exclusively for members and supporters of Train Mountain Railroad where posts can be made by anyone in the group.

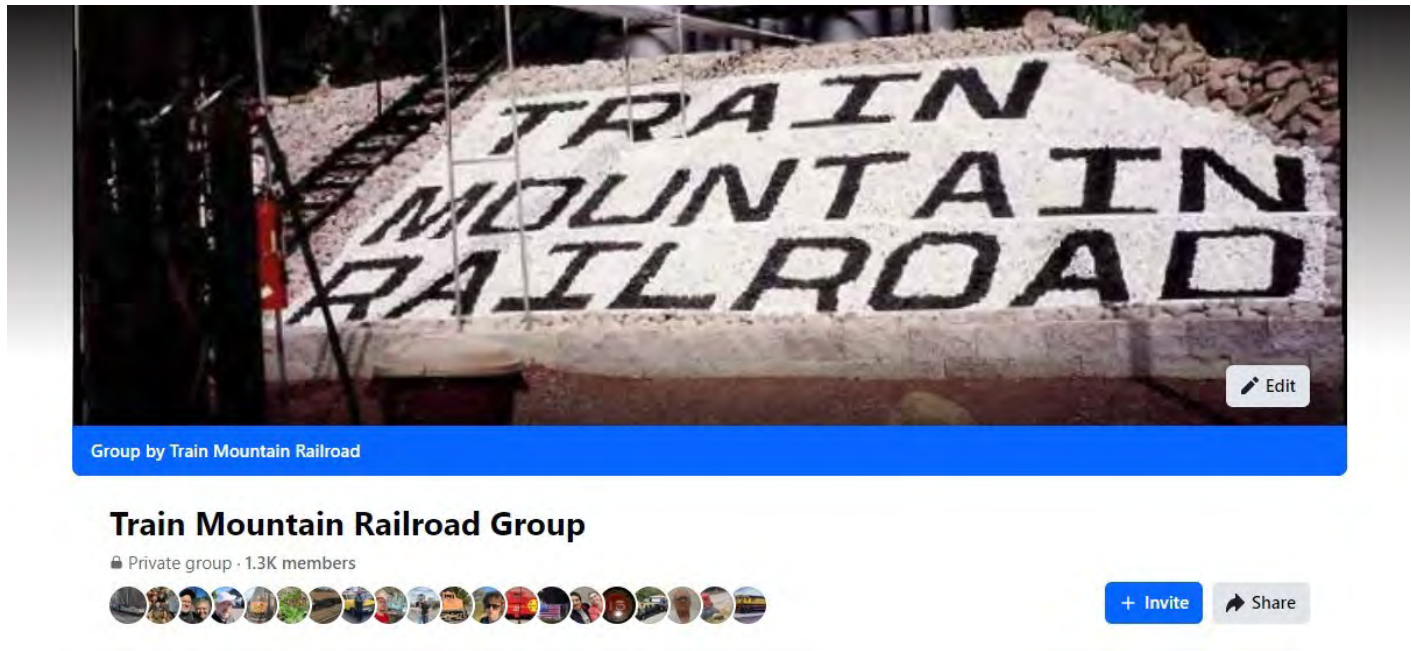
Our public Facebook page engages a diverse audience—ranging from people interested in destination vacations and field trips to those organizing car club meetups, Scouting jamborees, G-Scale, or Harvest Host camping stays. Many visitors have little or no connection to 7.5" gauge railroading, yet they are drawn to Train Mountain's charm. Even for local purposes, like when a towing service needed access inside our gates after a car accident, social media has been a valuable



communication tool. Through these online connections, we've made friends worldwide, often overcoming language barriers with the help of Google Translate. Today, our public page has grown to over 17,000 followers, with fans and supporters from around the globe.

Some members expressed a desire to contribute content directly, but managing a public page requires consistent oversight to ensure quality and appropriateness. With only limited volunteer hours available, we created an exclusive group where approved members and supporters can post directly and engage freely regarding Train Mountain related topics. Meanwhile, the public page re-

mains a curated space for sharing key updates and showcasing Train Mountain Railroad to a broader audience.



Today, the group has a dedicated, close-knit membership of around 1,300. We prioritize maintaining a community dedicated to Train Mountain Railroad by carefully reviewing each request to join our group. Applicants are required to answer several questions designed to help us ensure membership is limited to our target audience: current members and individuals genuinely committed to Train Mountain Railroad. As a result, we decline more requests than we accept to preserve the integrity and focus of our group. Once admitted, people can discuss everything related to Train Mountain: from current track conditions to finding a lost item, inquiring about track availability, learning about the productivity of the solar panels, or selling train equipment.

Social media rarely offers a “one-size-fits-all” solution. That’s why we’ve diversified across platforms, and why we maintain both a public Facebook page and a group. Train Mountain Railroad is a special place, and our public social media presence allows us to share its unique story with the world. Our social media team has doubled in size and we work tirelessly to capture Train Mountain’s essence, taking countless photos and hours of video to create engaging content. We’re also grateful to our members who share their own photos and stories, helping us highlight what makes Train Mountain Railroad unique. If you have a high-resolution picture that you took, or story to share on the public page, we invite you to email us at media@tmrr.org. If we’re able to use it, we’ll make sure to credit you. Feel free to reach out with any questions, too!

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).

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.

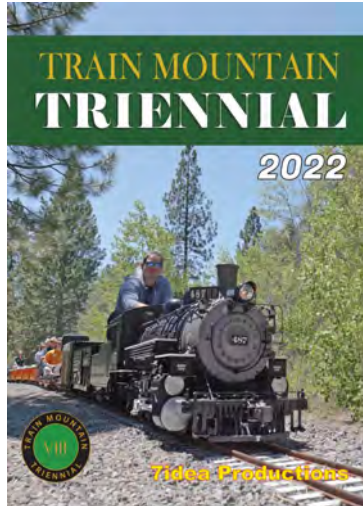
Reasonable offers will be considered.



CLASSIFIEDS

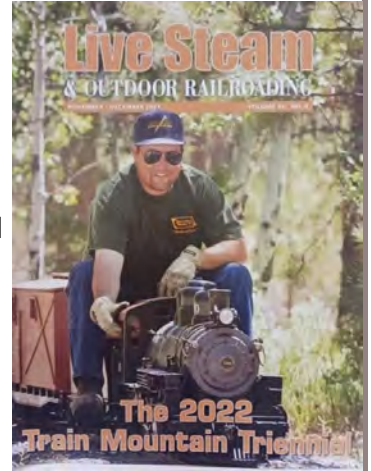
2022 Triennial Video Now Available

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

Did you see the great article and front cover story from the March / March 2025 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.



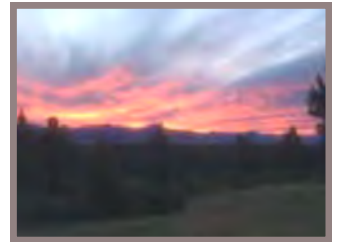
This comfortable house sits on 35 beautiful acres. 2 bedrooms and 2 bathrooms. Can sleep up to 6 people.

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

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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P.O. Box 438

Chiloquin, OR 97624

Email: info.at.tmr@gmail.com Phone: 541-783-3030

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.

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:



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]

Volunteers may report their hours using a print-out of this form, a form provided in the office or online at trainmountain.org. On paper reports, please use one form for each month and only one form per person. Please turn paper forms in to the office. If you are mailing your form, mail to: Train Mountain Institute, PO Box 438, Chiloquin, OR 97624, Thanks.