



The Mountain GAZETTE

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An Official Publication of the Train Mountain Institute and TM Railroad—Issue Vol. #4 Issue #46 **June 2022**

June

It all sounds so simple, we have this train park that has some track on it, why don't we invite some folks to come and play with us! So some 800 plus folks brought some 300 plus trains to assist in the play part! Sounds simple right?

As the folks were coming in we needed some assistance for little things like parking, camping hosts, unloading, trash pickup, etc. Let's see, the how many do we need question? That was answered by Danny, seems to me to be about 350 folks were needed to volunteer each day to keep things flowing!

I am very proud of the way the club came together to put on this event as I saw lot's of smiling faces, lot's of trains, and of course lot's of families enjoying our great hobby. The kudo's for the volunteers should be long and loud! Some worked throughout the entire work week and meet almost non-stop! Danny, Pam and Melissa kept the paperwork in order throughout, starting early in the AM and going until late in the PM. Jim-N-Sue never stopped once from doing the thankless task of trash pickup! They completely filled **FOUR 30 yard dumpsters** and I think a couple of 10 **yarders** to boot! There were many others but I think these folks sort of stand out from the rest.

The initial planning started last July so we could be ready to go when we started taking registration in October. Your Co-Chairs of Jeff, David, and Jordan worked throughout the winter outlining and defining all that is required to put on this event. Contracts and bids for things like 54 porta potties were all signed before January. The vendors had to have their ads in by March for the printing of the handout brochure. The registrations packets done by Pam were all set and ready to go before the first member rolled through the gates!

So to all of the volunteers that helped to make our simple little gathering so much fun and almost stress free, we thank you, thank you, thank you! Well done all. If I wasn't so tired I'd pat ya' on the back say well done all (wait I just said that) I need a nap! Russ, Editor The Mountain Gazette.



2022 Train Mountain Train Meet Schedule

	Polar Bear Train Meet	Spring Awakening Train Meet	Narrow Gauge Train Meet	Triennial Train Meet	Operations Train Meet	Big Build Train Meet	Fall Colors Train Meet
Work Week	none	4 /30 to 5 /5	5 /21 to 5 /26	6 /11 to 6 /19	7 /23 to 7 /27	9 /3 to 9 /8	none
Meet	1 /14 to 1 /16	5 /6 to 5 /8	5 /27 to 5 /29	6 /20 to 6 /26	7 /28 to 7 /31	9 /9 to 9 /11	10 /7 to 10 /10

Join Train Mountain Now!

Register or Join - https://trainmtn.org/tmrrmembers/Member_Portal.aspx
The Mountain Gazette

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June 2022

From The President of Train Mountain - Jeff Mills

All the members of Train Mountain Railroad and visitors to the Triennial owe a **Big Thank You** to the **army of volunteers who made the Triennial a success**. Without their dedication and hard work, the event would not have been possible. A small number of volunteers stayed and worked between the Narrow Gauge meet in late May and the work week of the Triennial. The contribution of this group allowed the **Triennial Work Week to progress at Warp Speed**. The Steering Committee had predicted that work would have to continue through the weekend prior to the start of the meet week. The work week was winding down by Friday leaving little to accomplish by the weekend.

The Triennial progressed with minor problems as committees managed the event, covering their tasks with **the support of volunteers**. The preliminary count of registered participants was 834, divided by **683 adults and 151 children**. In addition, there were 36 vendors and their representatives in attendance. Accompanying these people were **319 trains**. While this was not the largest Triennial by numbers, it is still **quite an accomplishment** considering normal hardships along with the extra expense of travel in today's world.

We will need **TMRR Board Candidates** for the **upcoming election**. There are two positions will be open. Please contact John Cooper if you are interested in becoming a candidate. The election will be in August and your participation is requested.

We purchased 10 **UHF radios** for the Triennial that did not get used. We **will be selling these at the upcoming OPS Meet**. These radios will become the primary radio used at Train Mountain so this is an excellent opportunity to purchase one. Details will be available at the OPS Meet Work Week.

Speaking of the **OPS Meet**, the OPS Committee is in the last stages of planning for the 2022 OPS Meet. We expect a smaller turn out because of the Triennial so recently. In non-Triennial Years, this meet has the highest attendance of all our meets.

So, if you did not make the Triennial, join us for more Fun On the Rails, **July 23rd to 31st**.



June Report

an article by Dennis Ward—Track Superintendent

Thanks to a great group of dedicated volunteers, all of the main track at Train Mountain is now on recycled plastic ties. The only exception is that track in tunnels. Because it is never exposed to UV rays the cedar ties there are still pristine.

Dale Furseth has managed to upgrade tracks to and through the Fuel Yard with aluminum rail on plastic ties. He also replaced track with wood ties with track with plastic ties at the west end of Containerville. Since my last report he also relaid the fire and flood damaged track around Hope Circle including, with the help of Luke Conner, the installation of a grade crossing. The grade crossing is to facilitate the work going on to install the new picnic shelter at Hope

While not doing track work and weather permitting he has managed to spray the entire main track right-of-way with herbicide to facilitate weed abatement.

Ron Green, with help from Larry DaBroi, Danny Chamrad, and Robert Stevens, finished disassembly of the used, wooden tied track. This group also transferred those wood ties which were originally stored on railcars to pallets. This was done to facilitate easier disposal of the used ties.

Used rail sales are going well. We have bundled the rail in groups of ten. This rail is available for \$100/bundle (fob Train Mountain). As I type this there are only forty eight bundles remaining. We also have a 55 gallon drum of used track screws and tie plates. No charge for the screws and tie plates.

Work in the Track Shop has stopped until after the Triennial except for assembly of switches by Charlie Bill Schubert. He continues switch assembly to replace the inventory that was consumed over the past few seasons of track replacement.

For the Big Build meet in September the current plan is to rebuild and fortify the grade in Panama Canal. This work calls for installing French drains along about 250' of right-of-way on either side of the grade. This will be followed by removing the track in that area then compacting and leveling the grade. Finally we will replace and ballast the track. Work will start immediately following the Operations meet.

But now, for the last week and a half I have enjoyed what was a very successful Triennial. I volunteered to operate a Shuttle Train between Central Station and South Meadow RV and guest parking. Every trip included a stop at the Klamath and Western diner where the Potbelly Café staff had set up operations and fed the gang, breakfast, lunch, and great dinners..



Greetings from Joyce at the front office:

Wow! We made it through another Triennial with months of preparation and lots of volunteers. The weather even cooperated for the work week and the week-long meet. It was great seeing a lot of people we hadn't seen in awhile and the meet was a lot of fun!

I am sending a huge thank you to all of the wonderful ladies who did a fantastic job of helping to prepare the store and who ran it throughout the Triennial. They did a fantastic job of folding shirts, pricing items, helping to keep the shelves stocked and tidy and bringing in booming sales. I cannot thank you all enough!

And to all of the other volunteers, while I may not have had direct contact with you or know everything you did, thank you, too! You have all helped bring about a successful event!

We are continuing to bring in new members and membership renewals.

The visitor and Harvest Hosts traffic is up.

I am plumb worn out, but am quickly regaining my stamina after the final round of the meet. All of the extra hours and hard work have all been worth it.

We are looking forward to seeing those of you who are coming to the next meet!

Happy Summer!



The Klamath and Western is off to a great start this summer season. Even though the first two Saturdays were cold and rainy, it didn't dampen the spirit of the many visitors. There has been a nice turnout of volunteers, but more could be used for running trains, greeting visitors, and the beanery. Consider volunteering for the K&W where kids and adults enjoy the model train experience. Besides the pleasure of meeting visitors, you'll be able to show off and talk about our hobby. So far we've had visitors from as far away as San Jose, Redmond, Grants Pass, and of course many from Klamath Falls.

From the Signal Maintainers: A Primer on PRR Position Light Signals

By John Cooper

In the late 1800's, semaphores were the most widely used signals in railroading. They consisted of a blade or arm that was moved at different angles to convey information to the engineer about the condition of the track ahead. Eventually a lamp was added behind colored roundels so that the engineer could see the arm by day and the light by night. Almost universally, a horizontal arm meant stop, but there were differences among railroads on permissive indications. Some railroads such as the Southern Pacific used a system where the blade would drop into the lower quadrant. There were only two positions; horizontal or diagonally down. Other railroads developed systems where the arm would move into the upper quadrant and could occupy three positions; horizontal, diagonal, and vertical.

By the early 1900's, the semaphore signal was technologically obsolete. Advances had been made in optics that allowed a low-power lamp be clearly visible during daylight at great distances. Movable colored roundels were integrated with the optics and these signals are what we've come to know as the searchlight signal. Around the same time, the Pennsylvania Railroad pursued a different approach to signaling that had no moving parts at all. Multiple lamps fixed in rows were used to represent the position of an upper quadrant semaphore blade. Initially, four lamps were used to imitate the blade, but soon it was found that three lamps had sufficient redundancy. Thus in the Pennsylvania's system, three lamps displayed vertically was the equivalent of a vertical semaphore blade – green. Three lamps diagonally was approach – yellow, and three horizontally was stop – red. All of the lamps were yellow in color as this was found to be best in inclement weather and absorbed the least amount of radiant energy from the bulb. Because multiple lamps were lit simultaneously, each individual lamp could be smaller, reducing the size and cost of the optics.

Because position light signals were not limited by the semaphore mechanics, they could represent blades in both upper quadrant and lower quadrant positions – ie both diagonals could be used. The lower quadrant diagonal was used for the restricting indication and is the equivalent of lunar white used in modern times. With the addition of this aspect, the PRR was able to display all needed indications with just two heads – there were never any three headed position light signals.

Another interesting feature of the position light signals involves the number plate. In most signal systems, the presence of a number plate attached to the mast has meaning. Absent a number plate, a red signal is absolute – a train may not pass. The presence of a number plate makes a red signal “stop and proceed” allowing a train to pass after having first stopped. The PRR used the center bulb of the lower head to represent the number plate. With the single center light lit in the lower arm, a stop signal became “stop and proceed”.

Though position light signals were developed by the Pennsylvania, they were not the only ones to use such signaling systems. The Norfolk and Western used the PRR's lamp design however they added colored lenses mixing both color and position to their system. Thus the vertical lamps were green, the diagonal lamps were yellow, etc. The center lamp was not used. The Baltimore and Ohio also developed a color position light system but the optics and general appearance of their signals is completely different from the PRR system.

PRR Position light signals survived through Penn Central, Conrail, and into the Norfolk Southern era, but are being eliminated in upgrades needed to comply with positive train control (PTC) requirements. Amtrak, on the other hand, has embraced the position light signals they inherited on the Northeast Corridor and continues to install them. The large targets and redundancy of lamps has proved easier for engineers to see amongst the catenary wires on the northeast corridor. In an odd twist however, one of Amtrak's presidents from the 1980's previously worked for the Norfolk & Western and was able to persuade the signaling department to adopt the N&W's color system. Thus today's Northeast Corridor contains colorized PRR position light signals.

From the Signal Maintainers: General Order: CP-ANTIS is in service.

By John Cooper and David Waterstreet

The signals team is excited to announce the newest control point added to the CTC signal system, named ANTIS. CP-ANTIS is the Pennsylvania position light signal located on the main track near the west end of the main yard. This is the culmination of a project to restore this prototype signal that was started several years ago.

This signal protects a crossover from the main track into the yard that allows trains a more direct route to parking tracks at the east end of the yard. The crossover is motorized and can be controlled remotely from the Central Station Tower. During operations, trains will contact the tower by radio at CP-ANTIS to request routing into the yard or routing straight toward Central Station. This signal utilizes the lower quadrant diagonal arm in the lower head for routes into the yard. (See the accompanying article about position light signals). This 135° diagonal arm is equivalent to lunar white that TM uses for entering yards.

Astute engineers may notice that this signal actually has red lenses in the horizontal arm and may wonder if this is prototypical. In 1954, the railroad adopted a policy of using red lenses, but only in controlled signals at interlockings and only west of Harrisburg, PA, where there was no electrification. Therefore, we can conclude that this particular signal was used somewhere between Chicago and Harrisburg. A date on the casting reads either 1976 or 1978 placing it in the early Conrail era. Tags on internal wires indicate that this signal faced eastbound trains. But other than this, we do not know exactly where this signal came from.

The name Antis was chosen after an actual location on the Pennsylvania Railroad. It was the eastern end of the large classification yard in Altoona Pennsylvania, where trains crossed over the multiple mainline tracks to enter the yard. Though the yard has been reduced in size and the mainline has been reduced from four tracks to two, it is still an active interlocking on Norfolk Southern's Pittsburgh mainline. Antis is about 10 miles east of the famous Horseshoe Curve.



2022 Train Mountain Operations Meet

By Richard Croll, Trainmaster



The 2022 Train Mountain Operations Meet is almost here. Make your arrangements to join us as soon as possible. If you have signed up for All Meets, please let the office know if you are coming to the Operations Meet. While not required, it does help us with our planning.

The Operations Meet has always been a great way to really learn the railroad and have a lot of fun. Please consider joining us. You can see old friends and make new ones. We always like to welcome new faces to our group.

We plan on doing all the usual activities, including having a dispatcher and manning the tower. Passenger trains will run according to a timetable, and freight trains will move cars by means of printed switch lists. Points will be awarded for both passenger and freight crews. And the top performing crews will be recognized at the Saturday evening banquet. We also have provision for those who only want to go out and "sight see" the railroad. You will get a train number and operate under the guidance of the dispatcher, tower, and timetable.

All crews will need a UHF radio. If you do not have one, we will have a limited number available for loan. Crews may use the FRS radios to talk among themselves.

We will be looking for volunteers to help with the setup for the meet and various jobs during the meet. The workweek officially starts Saturday, July 23rd.

The setup schedule is as follows:

- Sunday, July 24, round-up the Train Mountain cars
- Monday, July 25, car inspection and first sorting. Car inspection will be done in the Back shop. Sorting will occur in the Main Yard.
- Tuesday, July 26, final sorting in the Main Yard.
- Wednesday, July 27, cars will be spotted to the beginning locations.

- Wednesday evening-Operations Briefing 7PM location to be announced.
- Thursday and Friday, operations will take place. Dispatcher and Tower will be on duty from 9AM until 4:30PM.
- Saturday, operations will be the same, except starting at 1:00PM Saturday, all switch lists issued will only bring cars back to the main yard. Extra points will be awarded for this. Saturday evening will be our usual banquet, and the best performing train numbers will be recognized.
- Sunday, July 31st-pick up and put away cars

The success of the Operations Meet is very dependent on our volunteers. Please consider signing up for at least a shift as dispatcher, tower operator or help in the Freight/Passenger office. We also can use as much help as possible getting all the cars back up to the main yard by late morning on Sunday and getting them sorted and back to their owners or put away. As mentioned previously, we will bring cars back by switch list, with points awarded, starting at 1:00PM Saturday. The points will be awarded for switch lists turned in by 5:00PM. After that time, and through Sunday morning, all cars may be brought into the main yard.

If you plan to attend and have any freight cars not previously used that you want to add, please send a picture of the car, showing the reporting marks, to Jim Armstrong at arm-strong.jandg@gmail.com. Cars should be available to us on Monday or Tuesday of the work week and will be returned on Sunday.

If you have any questions about the Operations Meet, or would like to help in any way, please contact me at railroc66@yahoo.com.

Thank You.





HOPE SHELTER PROJECT - JUNE UPDATE

Well, much has been accomplished these past 30 days. Concrete was poured at the Hope Shelter site, and all timbers are up. It took three train trips to transport the timbers up to the site. About a half dozen volunteers put up the timbers, in one day. Thank you to those who came and helped out.

The six picnic tables are also complete, with two at Hope Shelter, and the other four tables still at Central Station. The wood preservative/oil finish still needs to be applied to all the tables.

The rafters and roof material still need to be ordered and purchased, which is being worked on.

At this current time, \$2,790.00 has come in, via donations, for this project. Thank you to those who have donated.

Interested in donating to the Hope Shelter Project? Please mail a check (made out to Train Mountain) to: 36941 S. Chiloquin Road, Chiloquin, OR. 97624. Please make sure you note on the check the donation is for the "Hope Shelter Project."

Volunteers for this project are still needed. If you are interested, please contact Gil Dominguez via email: gilnjanet@mac.com or via phone: (916) 616-3949.

Thank you!



Bigger than Most - Smaller than the Last

2022 Triennial is in the books. - Russ Wood

Regardless of the numbers for this year, this meet was still the largest gathering of 7.5 gauge trains and their associated humans. It was a ball. What a great collection of railroad equipment! Train Mountain is of a size that when we have smaller meets, we rarely get to sit and watch trains rolling by. Once they leave the Central Area, they just sort of disappear. But not during a Triennial! What great fun it was to sit in my favorite spot (Gazebo) and watch the smiling faces, and all of the great trains. So, here's the very preliminary stats:

Total railroad participants attending (not including day passes)	834
Adults	683
Kids	151

Total powered rail pieces	319
Battery	143
Gasoline	92
Railbike	9
Propane	75

I don't have a count of the out of staters or countries but it was right up there with past meets. Thanks to all that came to play but also took a little bit of their visitation time to volunteer. Without the volunteers a meet of this size just could not happen. So pat yourself on the back if you volun-

teered 😊 and for the rest of you that did not, well shame on ya! ☹️ Next up is the Operations Meet, not as many trains or folks, but still a lot of fun! See you there!

For those that don't know what a good volunteer looks like, check this out:

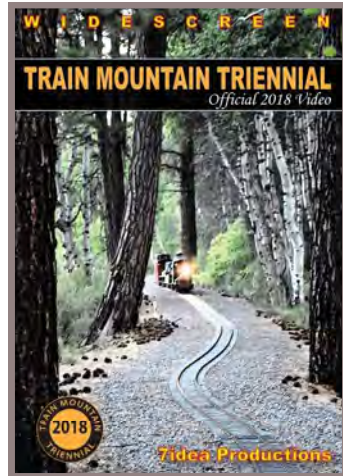
Alice_Bruner-Welch-18months-old



CLASSIFIEDS

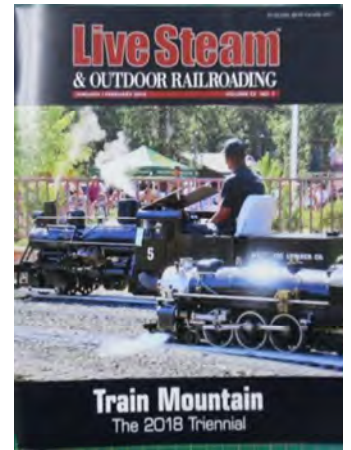
2018 Triennial Video Now Available

The 2018 Train Mountain Triennial video from Aaron Benson at 7Idea Productions is now available. You can order online at the link shown or you can 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!



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 January / February 2019 issue of Live Steam and Outdoor Railroading? It is a great article covering the 2018 Triennial, and the great gang of folks that hang around the place and put on terrific live steam trainmeets. As an added bonus there is a photo album by member Michelle Moore! How about that! 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.



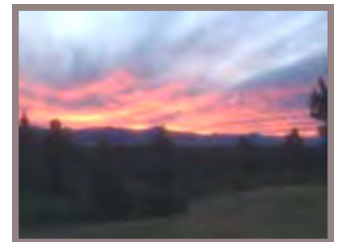
This comfortable house sits on 35 beautiful acres. 2 bedrooms and 2 bathrooms. Can sleep up to 6 people.

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!

I AM NOT A ROBOT!

There have been a few changes made to the member's site, specifically where payment information is entered. The most noticeable change is that we have added a question asking if you are a robot. You check the box and depending on a bunch of things, you may be asked to choose from a set of pictures. You may be asked to click the pictures that show street signs, or click on pictures that show store fronts. It seems silly, but the questions and challenges are carefully crafted and updated by Google, and have an amazing success rate at determining if the entity pressing the keys is a real person or a computer program ("robot") trying to gain access.

The technology is called "CAPTCHA", or in our case "reCAPTCHA" and is quickly becoming the standard for online protection against robots, which pose a real problem to web sites. This is replacing the (to me) very irritating practice of trying to figure out what letters and numbers they are showing in fuzzy text. If you have questions or problems getting around the new challenge (or if you are a robot!), feel free to give Joyce a call in the office.

Dale Furseth, "the computer guy"

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 a common open source FONT such as ARIAL that can be displayed in all Browsers, and is easy to read. Please do NOT use the Calibri 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.

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.

What is Amazon Smile?

In a nutshell, it is a way for Train Mountain to receive 501c3 donations from Amazon. According to Amazon: AmazonSmile is a simple and automatic way for you to support your favorite charitable organization every time you shop, at no cost to you. When you shop at smile.amazon.com, you'll find the exact same low prices, vast selection and convenient shopping experience as Amazon.com, with the added bonus that Amazon will donate a portion of the purchase price to your favorite charitable organization. You can choose from nearly one million organizations to support.

When you go to Amazon Smile, choose Train Mountain Institute as your charity. In order for this to work, you must always start from Amazon Smile. Then all else is the same, your account, wish lists, etc. Also available is a direct link: <http://smile.amazon.com/ch/27-4031025> for the TMI account.

The AmazonSmile Foundation will donate 0.5% of the purchase price from your eligible AmazonSmile purchases. I found that just about everything I purchased lately is eligible.

If we can get a large number of Train Mountain supporters to take advantage of the Amazon Smile program, this could result in sizable donations to Train Mountain.

[Click here for more information.](#)

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

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.