



The Mountain GAZETTE

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An Official Publication of the Train Mountain Institute and TM Railroad—Issue Vol. #4 Issue #35 July 2021

July

So you say your hobby is the live steam hobby and that you really enjoy telling folks about the hobby and this place we call Train Mountain! Well why don't you come up and talk to Russ, Dave, Dale, Pam, Marcia, or Barbara about those pent up feelings of yours. We just might have an outlet for you to express yourself. Oh you already guessed where I was going didn't you? We love giving the Rail Tours and sure could use some more enthusiastic members to assist us. On the smokey days it is hard on Dave and Barbara and with no others to call on we have had to curtail some of the Rail Tours. We really can use your help. We need help with manning the Tour Office from 9 to 3 and once you're qualified, for running the Tour Trains themselves. It really is a lot of fun and the smiles are very contagious!

Speaking of help there are three BOD seats available on the TMRR BOD. If you are interested in running for one of these seats please contact John Cooper as he is the VP and is in charge of those kinds of things.

Also falling into the 'need help here' category is the 2022 Triennial. That big number at the bottom of the page is getting smaller so we are getting really close now. We need your help to pull off this great event. We need committee chairs right now and later we will need committee volunteers. If you are interested please contact the president Jeff Mills or Dave Waterstreet to volunteer.

Well folks you 'should have been there'! Once again the OPS Meet folks did one bang up job and put on one heck of a fun meet. Some 125 members took part and the use of the members rail cars really made the whole thing look and feel just right. We started with a yard full of rail cars and then loaded up the railroad and we were off to the races! Great fun. There is an accompanying article in this issue but I just want to add how happy and smiley everyone looked at the end and I don't think it was because of the great meal Dana and crew had Saturday night!

Next up is the August Meet and associated work week. We can use some help in the Track Shop getting ready for Big Build in September. Dale and crew have been installing panels almost as fast as Dennis and Charlie can build them. Come on up for the work week I'm confident we can find something constructive for you to do during your visit. Until we meet again!

11
And
Counting



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July 2021

From The Desk of the TMRR President July 2021

By Jeff Mills

July gave us some **hotter** than normal **temperatures for the OPS Meet**. This did not impact the attendance nor the participation. It was a great meet and allowed us the opportunity to have our **first group meal** in the form of an **outdoor barbeque**. It was great to be able to get together and socialize once again. As usual, the **OPS Committee put together a great meet** and deserve thanks for their dedication to this meet. As promised, there were new features introduced. One of the most exciting was the **Android APP John Cooper wrote which allows your train to be tracked on your smart phone**. This app can take the place of a GPS transponder. If you want to know more about this, please contact John.

The OPS Work Week saw lots of prep for it but other tasks were completed as well. **Dale Furseth**, with a few select volunteers, got **replacement track laid from Schubert Junction to Witcombe**. There is still work to be done on the sidings on this route, but a complete circuit can now be made. A new project is close to being finished. A **path from the TM Fuel Yard to K&W Station**. This was accomplished by Kirk Devine, Nancy Devine and Jim Voss on the loader. Gravel was hauled in from an old pile, spread out for the path to be bordered by logs. **This is an important step for 2022 Triennial foot traffic between K&W and TM**. This new clear route with signage will increase convenience and **safety** of those who need to travel that direction.

John Caldwell has created a **pocketbook of Train Mountain Sidings**. He has been working on this since the end of last year and during work week for 2021 Narrow Gauge Meet. He travelled to each siding and recorded statics on them. This book **contains schematics** of the sidings as well. It was well received by the participants of the Ops Meet. It is a **great help navigating the railroad**. It is patterned after similar publications he used in his career as a conductor. The **first edition is available at the TM office** while the supply lasts.

Another accomplishment was the delivery of a hotel structure at Rio Grande Loop. This was constructed by **John Croll**. This structure is a welcome addition to the Rio Grande Station nearby. See Photos by Kirk Devine.

The upcoming meet is the **August meet** This year it will be the **last week of July ending on August 1st**. We will hold a **Progressive dinner and Poker Run**. This may become an annual event for the August Meet. **Marcia Furseth** has taken on the task of organizing this dinner. Marcia took on this task for 2019 and is experienced in its production. The fun will start at Central Station at **4:30 PM Saturday the 31st of July**. The buy-in is **\$5.00** for the Poker Run and we encourage you to **travel by train to each of the stops** where you will get **an additional poker card and one course of the meal**. This has been fun in the past so it should be again if we can get a good turnout and **help with the progressive dinner**. This event will be **by donation** so please **be generous**, so we avoid putting a fixed price on it in the future.

At the last TM Board Meeting we received 3 candidates for the upcoming **TM Board election**. There are **3 openings** and so far, we have **three candidates**. They are **Richard Croll, Pete Robins and Jeff Mills**. **We can accept more candidates** but need to have them submit their interest **as soon as possible**. The **election will be held in August**. If no other candidates come forward, the TMMR Board will confirm the three candidates without an election.

Come join everyone who has been able to **come to Train Mountain now** that we are OPEN!

Join Train Mountain Now!

Register or Join - https://trainmtn.org/tmrrmembers/Member_Portal.aspx
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July 2021

On Vacation!
an article by Dennis Ward—Track Superintendent

So after many hard working months working with Charlie in the Track Shop Dennis finally escaped from here to join his two brothers in Florida for a much needed vacation. I did send him an email and asked if he had an article for this issue and here is his reply:

“Sorry, We are having too much fun.”



The new hotel is on the move. After a perilous journey it arrived safely at it's new home



The new path leading from the Fuel Depot area over to K&W yard and other facilities. This is a much requested and needed improvement looking forward towards the upcoming 2022 Triennial.

Greetings from Joyce at the front office:

It has been mostly in the 90's throughout the past few weeks. The sky was nice and blue until smoke from distant wildfires filled the air. The air quality has been fluctuating as smoke moves in and out of the area.

The many phone calls to make sure that Train Mountain is okay and not in danger of the Bootleg fire are much appreciated. The massive Bootleg fire is approximately 25 miles east of Chiloquin and has been burning east toward the Lakeview and Paisley areas. Thankfully is not moving in this direction.

The well attended Operations meet was a flurry of lively activity. Once again the radios in the office came to life with all of the dispatching going on. The Armstongs, the Lovelys, Richard Croll and Bill Dwyer did another spectacular job of organizing and putting on the meet again this year and all of the volunteers and participants made it quite stellar.

The high outdoor temperatures and the smoky air have slowed some of our visitor and Harvest Host traffic, but they continue to come in. Members continue to come in as well. It seems like there is not much of anything that will stop a train enthusiast!

Once again lost and found has acquired a collection of odds and ends including small parts to trains, sunglasses, a beverage container, a folding chair cover and some other things.

Please let other TM members know they can access the monthly Gazettes by clicking on the link to the Gazette which is on the TMRR home page. <https://trainmtn.org/tmrr/index.shtml>

The August work week and meet are just around the corner. We look forward to seeing you here!



2021 Train Mountain Train Meet Schedule

	Polar Bear Train Meet	Spring Awakening Train Meet	Narrow Gauge Train Meet	Operations Train Meet	August Train Meet	Big Build Train Meet	Fall Colors Train Meet
Work Week	none	5/1 to 5/6	5/22 to 5/27	6/19 to 6/23	7/24 to 7/29	9/4 to 9/9	none
Meet	1/15 to 1/18	5/7 to 5/9	5/28 to 5/30	6/24 to 6/27	7/30 to 8/1	9/10 to 9/12	10/8 to 10/12

Pullman Car Repaint Status Duane Kaasa

This is Duane Kaasa and this is an update on the status of the painting of the Pullman car.

I have attached a before and an after picture of what it had deteriorated to and where it has been brought back to so far. The new paint is about 80% complete. Except for the lettering the front face is complete. The back side is about 60% and the ends are only primed.

Now for the financial part. I originally asked for and received \$3500. Thank you. The paint was a bit more expensive and we went through lots more abrasives than anticipated. It required 2.5 gallons of bondo to fill all the low spots caused by sanding out the rust. When the dust settled I had invested \$ 1800 additional and there will be another \$200 required to finish. Steve Eddy has agreed to help finish this major project this summer.

I would like to ask for additional contributions in the amount of. \$2000. This contribution is to Train Mountain for accounting purposes. Any excess funds not used will be used for track and fire damage replacement from the 242 Fire. I will fund the rest of the project to finish.



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2021 Train Mountain Operations Meet Report

By Richard Croll, Trainmaster

The 2021 Train Mountain Operations meet recently concluded, and from all reports, it was a roaring success. I saw lots of happy faces on the many trains running at Train Mountain during that week.

For those of you who are into statistics:

- 178 cars spotted for the meet
- 133 of those cars moved during the meet
- 36 Freight Train Numbers were issued
- 33 Freight Trains moved cars
- 47 Motive Power units were registered
- 35 Passenger Trains ran
- 1034 paper people rode the trains

The action started on Sunday of the work week with gathering up of Train Mountain and members cars. The cars that had not been weighed in the past were run over the scale in the back shop and the weights were recorded. These are the weights that appear on the switch lists.



On Monday, as soon as the morning meeting was concluded, the cars started moving through the back shop for inspection. As was done last year, we brought the cars in from the rear, inspected them and sent them out the front. They were then tagged with Extreme Post-its with their sorting destination and sent back through the shop on another open track to the rear. At that point, the cars staying in the main yard were diverted to tracks 72 to 75 and the rest were taken to the yard lead for sorting. Thanks to the work done on the yard earlier this year, we were able to use the first yard on the south side for the sorting.



On Tuesday, thanks to an excellent suggestion from someone, we started sorting at 7AM with the intention of beating the heat later in the day. The cars were sorted into major destinations. Russ Wood made signs that were put next to the switch throws for the tracks being sorted onto, and with several switchmen working, the cars were sent down the ladder by hand and put onto the appropriate tracks. The next step was to put the cars together according to locations and track ID numbers. By early afternoon, the first cars were sent out for spotting.



Wednesday was spent sending the remaining freight cars out to their starting locations, and this was complete by late afternoon.

While all the activities with the freight cars were happening, others were setting up the Dispatch and Tower, and placing the "depots" out on the railroad for the passenger trains.

Wednesday evening the Operations Meet briefings were done using a power point presentation. We did get a lot of comments that it was too long, and the Operations Committee is already at work to make it much shorter next year.

Thursday morning, the operations began. The dispatcher and tower were active from Thursday morning on. Most of the crews had filled out the required paperwork by Wednesday evening and were able to pick up their switch lists first thing. Things were busy for the Dispatcher at this point. While the actual operations only went as far as Shubert Junction, thanks to the hard work of the track crew, trains were able to venture out to Hope to see the damage from the fire last year.

Friday and Saturday saw a continuation of freight and passenger operations. There were record numbers of both this meet.



The formal operations ended at 5PM on Saturday, followed by a barbeque dinner in South Meadow put on by Dana Ward and crew. After an excellent meal, the winners for the most productive Freight and Passenger crews were announced.

The bragging rights for the next year go to the following:

Passenger-both crews completed all 4 routes

- 1ST. Place-Sheryl and Pete Robbins with 233 passengers
- 2nd. Place-Nancy and Jim Voss with 145 passengers

Freight

Steam and Human Powered

- 1st place Train # 386
Ed & Mike Wishart-steam- 15 cars for 46 points
- 2nd.place Train 372
Ken & Scott Olsen & crew-steam-8 cars for 21 points
- 3rd.place Train 369
Samuel Cooper-human- 3 cars for 11 points

Gas, diesel & electric

- 1st.place Train #350-electric
Mark Flitton & crew 15 cars for 59 points
- 2nd. Place Tied Train #362 & Train 374-electric
Tim Hingst & crew 18 cars for 58 points
Warren Peterson & crew 15 cars for 58 points
- 3rd. Place Tied Train # 376 and Train # 390
Kirk Devine & crew 16 cars for 57 points
Dick Miller & crew 15 cars for 57 points

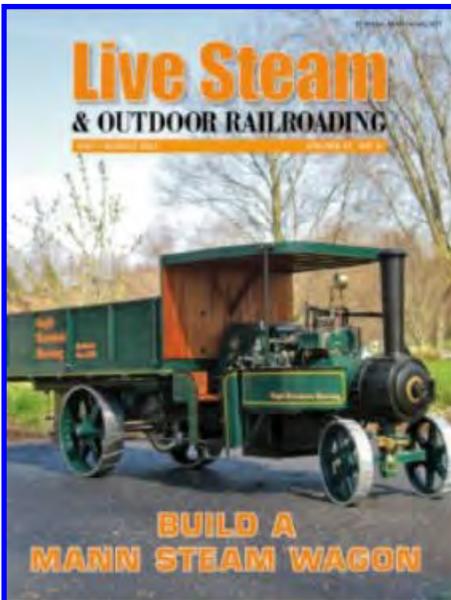
As can be seen, the results were very tight, and it is all based on the points earned.

As usual, there were many volunteers involved in the setting up and cleanup after the meet. This meet could not take place without the members who come for the work week, and others that stay through Sunday to assist with the sweep of cars and getting them sorted and back where they belong. Others assisted with the tower, dispatching and the freight and passenger office.

Next year's Operations Meet will be a few weeks after the Triennial. We hope to see many of you back for that meet.



Again, I want to thank all of you who helped make this meet the success it was. If anyone has any comments or suggestions, please email me at railroc66@yahoo.com.



Just in case you missed it, Jeff Mills is now a published author as his article about having an Operations Meet at Train Mountain was just in the latest issue of Live Steam Magazine.

Special Reports from The Signal Department

PRR Prototype Signal Project

By John Cooper and Dave Waterstreet

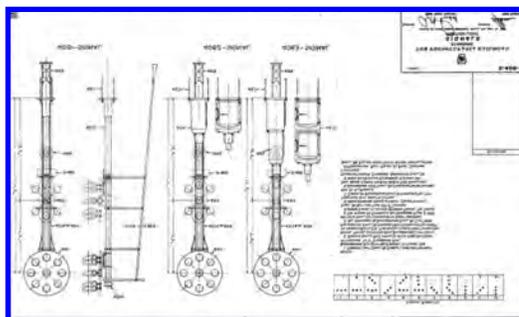
In a previous Gazette article, we mentioned that we were restoring prototype-sized signals from the Pennsylvania Railroad. These are the iconic position light signals that use rows of 3 lamps to imitate the position of the blade of a semaphore signal. The signals were donated to TMI by Hank Stiles and the Folsom, El Dorado, and Sacramento Historical Railroad Association. We now have some tangible progress to report on the project.

Earlier this summer, Richard Cox and Luke Connor set two concrete foundations along the track near the bunk cars at the Main Yard. One foundation is located right next to the Southern Pacific caboose. The other is about 300 feet west. These are foundations that Steve Panzik had acquired for the Museum and extend down into the ground at least three feet.

This past week, Richard and Luke helped with the backhoe to mount masts on the foundations. Luke welded a special bracket to the bucket of the backhoe to allow the mast to be manipulated easily. Erecting the mast near the caboose turned out to be trivial as the location was easily accessed by the backhoe. The other mast turned out to be more difficult as the backhoe had to straddle the Wedding Cake Track and was restricted in its movement. The mast was brought in on two flat cars, rather apropos I'd say. The masts are about 14 feet tall and are also items that Steve Panzik had procured for the Museum.

Next step is ongoing: to prepare the signal heads (faceplate, individual light fixtures, and octopus backbone and mounting structure) including cleaning and painting and converting the incandescent bulbs to LEDs. Once the heads are in place, we will finish lamp wiring and install the circuitry necessary to integrate their functioning into the TM signal system.

The accompanying photos show various stages of the project. Clay Smith and his dad Bob can be seen helping in the photos.



New Grade Crossing Flashers

By John Cooper and Dave Waterstreet

This past week, we made significant progress toward installing new grade crossing flashers at the east end of the Six-Acre Campground. This is the location where tracks from Grand Junction cross the road to head down Panama Canal and the back side of Six-Acre. This location sees considerable automobile traffic and has been needing an upgrade for some time. Until now, the crossing was protected only by crossbucks.

Clay Smith and his dad, Bob, provided significant help in this project. First we attached lamps to the existing posts, and upgraded the incandescent bulbs to LEDs in the process. Next came an enormous amount of digging to bury electrical conduit. We had to trench under the lawn near the wine tank car to bring power from the gate house. Richard Cox helped us with the back hoe to dig up the road. The remainder of the digging involved routing the conduits and wiring under tracks, through track ballast, along the second road crossing track foundation and through some existing drainage pipes. Typical.

The flashers are not yet operational. A friend of David's in Portland is working on a new circuit board that will become the new standard for our LED crossing flashers. Six Acre will be the debut location of the new board, but we plan to eventually update all of the existing crossing flashers at TM with it. It is believed that the old flasher circuitry was developed by someone named Eric in 1994 and is not any longer supportable.

We continue to try and improve the operations and safety of Train Mountain train movements. Your comments, suggestion, and ideas as well as ditch digging help is always welcome.



I AM NOT A ROBOT!

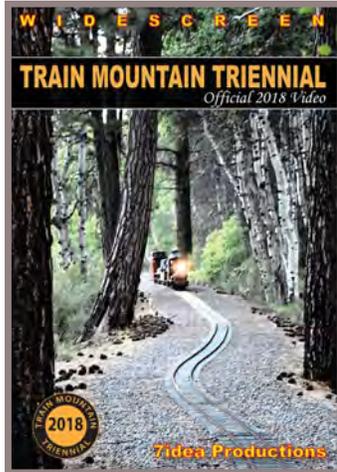
There have been a few changes made to the member's site, specifically where payment information is entered. The most noticeable change is that we have added a question asking if you are a robot. You check the box and depending on a bunch of things, you may be asked to choose from a set of pictures. You 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 being 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

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!



FOR SALE: 7.5 inch Little Engines Pacific locomotive and tender, Complete rebuild finished 2018. ASME certified boiler, low hours. Stainless tender tank. Many extras. Asking \$23,000.00 NOTE: Propane car not included but can be negotiated. Locomotive currently located at Kitsap Live Steamers.

Contact: David White, 360-874-1160 or dave_white37@yahoo.com



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.

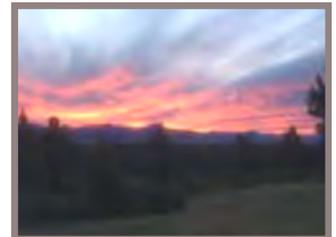
Panoramic View Ranch House / Crater Lake

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

Published by Train Mountain Railroad
P.O. Box 438
Chiloquin, OR 97624
Phone: 541-783-3030

Editor: Russ Wood
Contributors: TMRR BOD, Friends, TMI
Photos: Tom Watson



For Sale- Priced to Sell ~~\$50K~~ or OBO



2-8-2 Mikado, 1.6 scale, Great Northern
Completed in 1989 by Bernie Swenson from Little Engines design. New ASME steel boiler with copper tubes in 2003, steel clad drivers, Super scale fittings. Propane fired. Engine weighs 1260 lbs wet. Tender: 6 wheel equalizing trucks with stainless steel water tank and twin 5 gallon propane tanks, 650 lbs wet. Heavy duty stands and spare tanks included. Engine has effortlessly pulled 43 people around the KLS Track. Has been to TM many times.

Engine can be viewed at KLS track, in Washington by arrangement. Delivery to West Coast may be arranged. Details and photographs available to interested parties by contacting bearwolf222@gmail.com.

SHARE A RIDE

SF BAY AREA / SACRAMENTO

**HEADED TO TRAIN MOUNTAIN?
NEED AN EXTRA HAND?**

WILL HELP PAY FOR GAS
TRAVELS LIGHT
(not bringing trains or equipment)

TRAIN MOUNTAIN MEMBER
DESIRES TO JOIN OTHERS HEADED
TO TRAIN MOUNTAIN

SHORT NOTICE? CALL ANYWAY!

Mike Von der Porten

mikevdpca@aim.com (707) 525-1625

KEEP THIS AD – IT ONLY APPEARS ONCE THIS YEAR



**Please submit your volunteer hours. If you work
off site or
at home on Train Mountain projects - these hours count.**

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The Mountain Gazette

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

