



The Mountain GAZETTE

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An Official Publication of the Train Mountain Institute and TM Railroad—Issue Vol. #4 Issue #39 **November 2021**

November

As your Gazette editor for a decade or so I am seldom at a lack of things to write about. I sometimes have writer's block on where to start but with this wonderful gang here there is so much going on it's easy to find great things to write about. This month however I have a slightly different kind of problem. Have you ever been in a situation where the saying of "thanks" just doesn't seem to be enough? In the history of the park there have been some pretty neat milestones. Another one was reached on 11/21/21. The "last" mainline aluminum on wooden tie track panel was replaced. WOW! A major milestone indeed. How do you say thanks to all those involved. Some of the 3 plus miles of track was replaced with a gang during Big Builds, but the majority was done by a few individuals in between meets and with very little fanfare. Over 1600 track panels, 48,000 ties, 2,750,000 tie plates, a few track screws, and many, many hours of labor is all it takes to accomplish such an enormous task. If you have been to the park in the last couple of years you were not restricted by construction as most of the replacement was accomplished with little or no disruption to the day to day operation of the park including rail tours, meets, and members just having fun! Quite a feat! Dennis and Charlie kept up with Dale and his gang as part of the supply chain. TMI tried to stay one tie or rail order ahead of these tireless workers and believe me when I say that in itself was a feat! The Idaho Mafia was a major part of this long term goal of Train Mountain, with their skill set and large crews. So once again I repeat, just saying "thanks" just doesn't seem to fill the bill, but here goes,



THANK YOU TO ALL THAT CONTRIBUTED TO THIS MONUMENTAL TASK!

There is still a lot of wooden tied track in the park so the track replacement will continue for the foreseeable future and with the Triennial just 8 months away there won't be any idle time around here so please feel free to join in the fun and volunteer some expertise, some hours, and above all come and enjoy **YOUR** park. *BTW* if you are looking for tasks, just stick your head in the door at the Front Office, say "Howdy", and we will get you going. Lots of little projects and some not so little, and all of them help the park and therefore help you too!

**Train Mountain Triennial
Work June 11-19 2022
Meet June 20-26 2022**

**8
And
Counting**

Please Volunteer at a Train Mountain Meet!

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

From the Desk of Train Mountain Railroad President

By Jeff Mills

The Holiday Season is rapidly approaching. This is the time to start preparing for the upcoming 2022 Meet year. It will also be a Triennial year and lots of planning is in the works. It will become particularly intense as the Spring meets begin. We will need our best volunteers (and LOTS of them!) at these Spring meets to get the tracks raked and prepped for the Triennial. If you are planning to attend Kitsap, Spring Awakening and Narrow Gauge, be prepared for busy Work Weeks and Meets.

Now is a good time to renew your membership. Membership is required for you to bring and operate equipment at Train Mountain. You can come to the Triennial and register as a non-member but you will not be able to unload and operate equipment. The Triennial Fees will be increased on January 1st so there is a diminishing window to take advantage of the lower introductory price schedule. This may be a good Christmas or Birthday present for the train enthusiast on your list.

Thanksgiving is time for reflection. The Train Mountain Family has a lot to be thankful for this year. There were quite a few milestones reached. We were allowed to have a nearly "normal" year of operation. Our main project, completion of track replacement of the wooden ties, being foremost. Other vital projects were completed including the repair of flood damaged track on the North End and the painting of the NY Central Sleeper Car. We were also able to have our group banquets although they were outdoors. We had missed that sort of socializing which is vital to the human spirit. I'd like to remind everyone that a trip to Train Mountain, for many people, is a once in a lifetime event. The impression we make visually and the personal contact we have with visitors and members who are first timers is of vital importance. The impression they take with them will last their lifetime. We want that experience transmitted by word of mouth only to be about how impressive and fun Train Mountain was to them.

Please be safe over the Holiday's and spend quality time with friends and family.

Happy Thanksgiving!

Another Funding Source for Train Mountain

by Dale Furseth

How can going to the grocery store help Train Mountain? If you shop at Fred Meyers, it is easy, and painless! The Kroeger stores, of which Fred Meyers is one, has a community rewards program. By connecting your Fred Meyers account to Train Mountain, a percentage of your purchases get paid to Train Mountain. There is no impact to your account – your coupons and gas rewards and everything else stay the same – just a percentage now goes to Train Mountain. This is a great program. If you shop at Fred Meyers, please consider linking your account. It will really help Train Mountain.

Here is how to sign up.

1. Sign in to your Fred Meyers account (either thru the app or thru the web site). If you don't have an account, sign up for one. It is free and easy.
2. On the menu bar on the left, find and click on Community Rewards
3. In the "Find an Organization", type Train Mountain
4. In the box labeled "Train Mountain Institute", click Enroll

That's it! You are enrolled and a percentage of all your purchases will be sent to help support Train Mountain.

Let the Office know if you are able to get signed up. This also might work with other Kroger stores, but I don't know if Train Mountain is listed in the others. It might just be Fred Meyers. Thank you.

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

November Report

an article by Dennis Ward—Track Superintendent

Congratulations to everyone involved, especially Dale Furseth. Congratulations? Yes—all of main track at Train Mountain now has plastic ties. Dale put in the last (Silver {Zinc plated}) screw Saturday, November 13, 2021. I know, the placard says November 12. Essentially this is correct. The last tie was installed on the 12th—the last screw and the placard were installed on the 13th. A small ceremony attended by Dale, Charlie Bill Schubert and myself was held Saturday morning. See attached photos.

A lot of people helped with this multi-year project. Several Big Build work weeks were taken up as were other impromptu work events. There were a lot of friends from Australia involved before COVID restrictions prevented them from travelling to the United States. Our friends from the Idaho Mafia and the Wonder Bread Mafia were great contributors to the project as were countless others. I would name names if I could remember everybody. You all know who you are.

Main track is now complete with plastic ties. This does not mean that all of main track has steel rail or that all track at Train Mountain has plastic ties. A lot of main track still has aluminum rail. An couple of examples—the track around Blue Caboose campground and the majority of Dogwalk. My goal is to eventually replace all the aluminum rail on main track. Another goal is to eventually replace all the wooden ties in yards and sidings. So—there will be lots of opportunities to get involved in track replacement at Train Mountain. Bring your screw guns and knee pads every time you visit the mountain. We will strive to find something that needs upgrading. If that doesn't work, Robert Stevens can use help disassembling the used track that has been and will be taken up.

With regard to disassembly, there is a lot of used aluminum rail available for purchase (\$0.50 cents per foot). There are also a lot of used wooden ties, tie plates, track screws, and rail joiners available. We need to get rid of the Port Orford Cedar ties to free up the track panel cars they are currently being stored on.



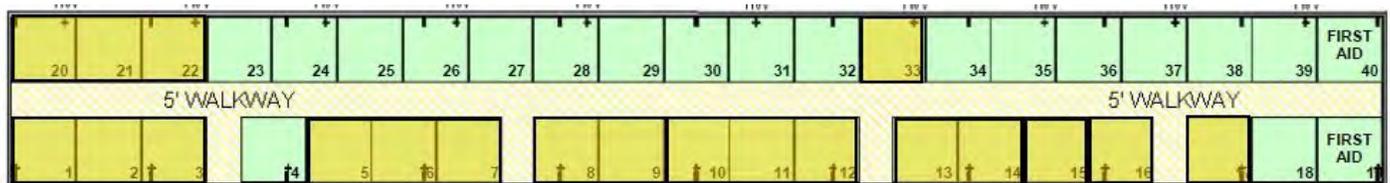
Why I Want/Need to be a Triennial Vendor

Russ Wood

This is an important repeat article. My hope is that you as members that are planning to come to the Triennial will pass this information on to your favorite vendors.

So make sure that you remind your vendors that they need to bring lots of handouts, price sheets, signup sheets for those reservations for future deliveries, etc. Anyhow you get the picture. This is *their* opportunity to meet *their* customers face to face and spend some quality time with them. We already have a few vendors that are anxious to come and show you all of their really cool goodies .

The Vendor Barn



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

2022 Triennial Committee Chairs and Volunteer Update: November

We have had a great response to our call for Committee Chairpersons. However, we still have 5 chair positions yet to fill.

These are:

**Arrival/Check-in,
Campground Host South Meadow,
First Aid,
Parking,
Security
Post Triennial Clean Up.**

These committees are vital to the smooth operation of the Triennial. The only position that requires special background experience is First Aid. We would prefer a RN, Nurse Practitioner or EMT to provide the best service when someone needs Aid at this event.

Keep in mind, that we do not expect Chairpersons to spend the entire event chained to that "job". Rather, we expect them to recruit volunteers to fill open 2 hour shifts during the day and supervise their "training" if necessary. The Triennial Office helps fill slots for all the committees and assists Chairs with their needs.

If you are interested or know of anyone interested in any of these Chair positions, please contact Jeff Mills at oldcatd399@hotmail.com.

We have a growing number of eager volunteers asking to serve on our committees already. If you have not signed up, please contact Danny Chamrad at djc2jr@hotmail.com. Danny prepares the Volunteer Spreadsheet each day of the Triennial for each committee. These are printed out for the committee chairs and the Triennial Office to provide a daily record of volunteer openings. The Chairs and Tri-Office then fills vacant shifts as needed.

Volunteering is what makes the Triennial a success. It also makes it more fun! Many of those who helped in 2018 said they didn't realize how much fun it was to meet and greet other attendees. Each hour you can volunteer is greatly appreciated and affects the quality of the Triennial Experience for everyone. So please step up and give some of your time during this event.

You will find it a rewarding opportunity to meet fellow hobbyists.



Please Volunteer at a Train Mountain Meet!

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

Signing up to be a Triennial Volunteer

Jeff Mills President

I received feedback from some Chairs who are recruiting volunteers or being contacted by persons wishing to volunteer. This is great news however, there is a process we ask you to follow when you get people to commit to serve on your committee. We used it in 2018 and it worked very well for everyone.

Please direct these volunteers to contact Danny Chamrad at djc2jr@hotmail.com. OR you can contact Danny with your list of volunteers to date. Danny is maintaining signup sheets until the work week starts. Once the work week starts, all volunteers need to sign up for shifts at the Triennial Office. These signup sheets are collected daily and put into an Excel Spread sheet for the next day. These spread sheets are distributed to the Committee Chairs so they have a record of who to expect for each of the daily shifts and where there are shortages.

These sheets also go to the Triennial Office because volunteers go there after each morning briefing, and throughout the day, to sign up for shifts on various committees. Each Chair will work with the Triennial Office staff to share any new volunteer shifts filled and tell them which shifts you want to prioritize. That Staff wants to support your needs and assist as much as possible.

Why do we need to do this? We need to give the attendees every chance to volunteer BUT prevent duplication on coverage of necessary shifts. One of the worst things that can happen to our volunteers is to have one that signed up for a shift show up and be told that they are not needed. This can discourage them from continuing to volunteer. Coordinating with Danny and the Triennial office is vital to get your job done effectively without discouraging anyone.

When volunteers or you contact Danny, they should give him their basic contact information (Name, cellphone number, e-mail address) as well as the dates they plan to be available and what committees they are interested in helping. Danny may request additional information if needed at that time.

We cannot stress enough that working in a Triennial Committee is a positive experience. Most volunteers from the 2018 Triennial reported very rewarding experiences. We expect to see "repeat" volunteers and hope to encourage many new ones. It is a great way to get more out of attending a Train Mountain Triennial.

Best Regards

Jeff Mills

Train Mountain Railroad President

Triennial Steering Committee



Please Volunteer at a Train Mountain Meet!

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

Proper Water Sight Glass Usage

By Ken Olsen

The boiler water level sight glass is a vital piece of equipment on steam locomotives of all scales. The following practice applies to steam locomotives which run at Train Mountain and other Live Steam clubs.

A water level sight glass is a vertically mounted glass tube, frequently surrounded by a shield to protect the crew in case of breakage. It is connected to the back-head of the boiler so that the bottom of the glass is **a minimum of ½ inches** or more **above the highest point** of the crown sheet in the firebox.

The recommended water glass connection to the top of the boiler should be several inches long, in either brass or copper. This is so that steam entering the glass from the top of the boiler will be partially cooled on its way to the glass, resulting in a constant flow of condensate to the glass. This cleans the glass, prevents corrosion of the glass by dry steam, and shows that the glass is functioning properly.

Every crew member in the cab should train themselves to glance at the water glass every 15 seconds or less. What to check for are:

Is the water level observable, and in the safe range for operation?

Is the water moving in the glass? Motion of the engine and agitation of the circulating water will cause the water level in the glass to be constantly bouncing, at least slightly, if the glass is functioning properly.

Is the water clean? With a constant source of condensate into the top of the glass there should be only clear water in the glass, no matter how much dirt or scale the boiler water may have accumulated since its last boiler wash. Brown or milky water in the glass indicates not only that the glass is malfunctioning, but that the boiler has dirty water.

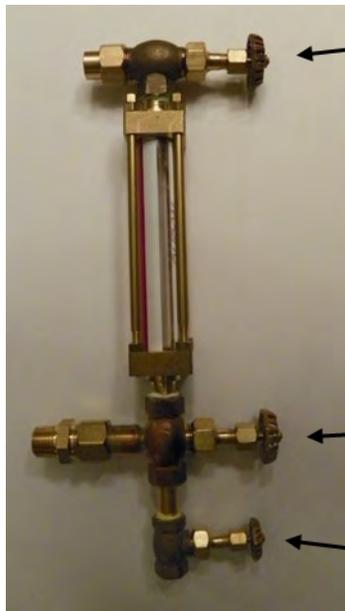
If the glass appears to be malfunctioning, it must receive immediate attention to determine the cause and find a remedy.

Do you see what is wrong with the image of a water safety device pictured to the left? Note the valve just below the water glass and compare this with the water glass's middle valve on the right.



The configuration on the left is incorrect because the Middle Valve will not allow proper blow-down of the Sight Glass. The configuration on the right allows closing the Middle valve, controlling Boiler Water, and opening the bottom valve to drain the Water Level Glass. Steam will exhaust out of the Drain (bottom) Valve.

During the steam engine safety-testing at Train Mountain, you will do the following in the presence of the TM authorized witness:



Top valve: also referred to as Valve #3 or Steam Valve

Middle valve or Water Valve: also referred to as the one connected to the boiler below the water line. Valve #2

Drain Valve: Valve #1

The above image is courtesy of LocoParts. They have three different variations of the safety sight glass available.

Directions to test the water sight glass (also known as “Blowing Down the Water Glass”):

First, the Top Valve known as the Water Valve and the Middle Valve will be open and the Drain Valve is closed to start. Also confirm that the bottom of the sight glass is $\frac{1}{2}$ ” above the crown sheet or that a mask is provided over the sight glass with its top $\frac{1}{2}$ ” above the crown sheet. Ascertain the water level in the glass and open the drain valve (bottom valve). The water should empty out of the glass.

Close the Water Valve (middle valve) to the glass. Now steam should be blowing through the glass and out the Drain Valve.

Close the Top Valve. Now nothing should be exiting the Drain Valve.

Fully open the Water Valve. The glass should fill with water and the water should be exiting the Drain Valve.

Fully open the Steam Valve. The steam should blow the water out of the glass.

Close the drain valve. The water should return quickly to the level it was before the glass was blown down.

Make sure that while operating that both the Steam Valve and Water Valve are full open. Otherwise, the water level in the glass will appear lower than what is in the boiler.

This procedure should be followed frequently during operation. Make sure that all engineers that run your engine understand how to do this test.

If you have any questions, contact Ken Olsen at kenolsen@kitsaplivesteamers.org, or phone, 206-718-9401.

Some tips from the Front Office for those registering for the Triennial online:

If the screen that opens after you enter your email address says “You are not a member...”, it is referring to the 2022 year. That is because you will need to be a 2022 member to bring any rail equipment to the 2022 Triennial. The notice on the beginning screen was not meant to invalidate or confuse any of our 2021 members. If you are a 2021 member and were confused or anything else by that, hopefully this clarifies it. All it means is that, while you might be a 2021 member, you haven’t renewed or joined for the 2022 year yet.

Renew your membership or join Train Mountain for 2022 first especially if you will be bringing a train or any rail equipment during the Triennial. You will not be able to add a train or any rail equipment to your registration until after you become a 2022 member. 2022 memberships are available now.

If you are not bringing any equipment to the Triennial, you do not have to be a member to attend the Triennial. You may want to join or renew anyway so that you can participate in other 2022 meets (with additional meet fees), run your train in between meets or so you can just come and volunteer and be active in other Train Mountain activities during the 2022 year.

Next, sign up and pay for the Triennial! Following that you should be receiving, about once a month, information about the Triennial that relates to the information you included in your registration.

Some tips if you are mailing a registration for the 2022 Triennial:

Renew your membership or join for 2022 first if you are bringing a train or any rail equipment to run on the tracks. If you are not bringing any rail equipment or trains, the membership is not necessary for attending the Triennial, but you might want the membership for other times in 2022. You can mail your membership form along with your Triennial registration form and your payment. Both amounts can be included in the same check.

Be sure to fill out all of the information that is required on the form(s). Legible handwriting is most appreciated.

There are spaces for up to four trains on the Triennial form. Please complete only one section per train. Do not enter the same train in the second, third or fourth section! If you are bringing one train, leave the other 3 sections blank! If you are bringing two trains, then complete a separate section for each of the trains and leave the other two sections blank.

Make sure to read the Triennial Form thoroughly and carefully, and to include the correct amount in your check, money order or cashier’s check. We cannot accept foreign checks (the bank fees can be higher than the amount of the check!), but if you want to pay by phone, just call the office at 541-783-3030. You will still have to mail in your forms if you pay by phone.

By doing the above, your registration will go straight onto the database. If anything is not quite right your check may be returned to you, your train may not be accepted into the database and your registration will be delayed.

I hope all of the above helps with your Triennial registration experience.

Greetings from Joyce at the front office:

We have been getting quite a mix of all kinds of weather including rain, a light sprinkling of snow pellets (aka “snellets”), some hefty tree leveling winds, fog, clouds, blue sky and sunshine, frost and you name it. Mornings are mostly icy while the days are either just plain cold, not quite so cold or almost warm. I’ve considered the possibility that we could have a “White Thanksgiving” before we get a “White Christmas” this year!

Charlie Meinershagen spent some time over this past weekend running the north side track and clearing it of some fallen trees. From the photos Charlie sent me, it looks like the trees that fell were Aspens. If anything is going to go over in a good wind, it is most likely going to be an Aspen! Anyway, a thank you goes out to Charlie for clearing the route!

Visitors are continuing to come in despite the variableness of the weather.

Peg Schubert has been keeping the office crew happy and bursting with chocolate chip cowboy cookies over the past couple of weeks. Thanks, Peg!

Our bulk mailing system has been resuscitated and is now on the new computer. Once a test run is done, an email with the link to this issue of the Mountain Gazette will be sent out to everyone currently on the list. There is a lot of work to be done to bring the list totally up to date with all of our new members, so please be patient while it is being updated.

Now the answering machine is down and we are working on tracking down some issues having to do with the phone system. This means that the answering machine is not picking up before and after business hours calls or any calls that may be coming in while the phone is in use with another caller. If you have called and have not been able to leave a message, that is why.

There are presently over 100 registrations for the 2022 Triennial and 140 plus new and renewing memberships for 2022!

Thanksgiving is just around the corner. May you have much to be thankful for! Have a lovely holiday and a full, but not too full, tummy!



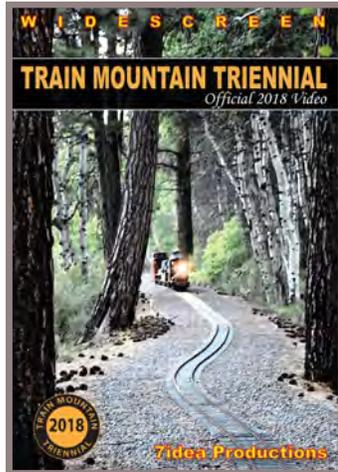
2022 Train Mountain Train Meet Schedule

	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

CLASSIFIEDS

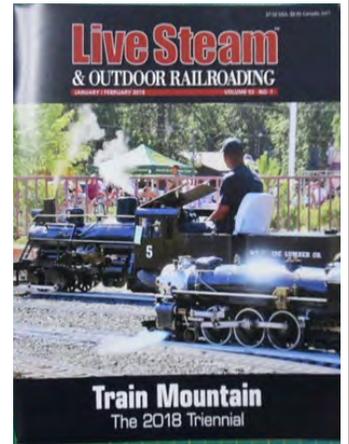
2018 Triennial Video Now Available

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.



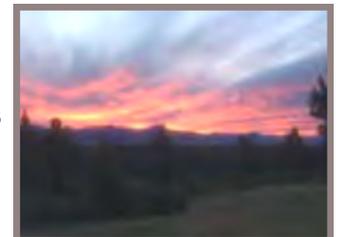
This comfortable house sits on 35 beautiful acres. 2 bedrooms and 2 bathrooms. Can sleep up to 6 people.

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

Please Volunteer at a Train Mountain Meet!

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
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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 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, "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

