



# The Mountain GAZETTE

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An Official Publication of the Train Mountain Institute and TM Railroad—Issue Vol. #5 Issue #27 **October 2024**

## October

Hello everyone,

Lots of excitement this month. First and foremost, we made it to TM for the Fall Colors event, as did an unusually large group of other people. It was a splendid time with perfect weather; there is nothing finer in life than pattering around on your locomotive through the aspen trees in seventy degree weather. Of course, the vacation was all the sweeter for Xander because he missed a week of school.

People at TM with us included Dale Furseth building track; the Wonder Bread Crew rockin' out on their unofficial-but-productive work week prior to the event; Dave Waterstreet still notably glowing from the success of moving Weyerhaeuser 101 to 6 Acre and many others. It was a real thrill to meet many of the journalists who contribute to the Gazette in person; we appreciate each and every one of you, because you're the ones who make the Gazette the fine monthly publication we all know and enjoy.

We have the usual fine run of articles this month, with Dale's *On Track*, Theresa Shelby's *Splinter*, Joyce holding forth as usual; and a fine how-to guide on volunteering for the Triennial (you're all going to volunteer for the Triennial, right?) plus the certified, official, bona-fide write-up of the Weyerhaeuser 101 move. We also have an article on some major upcoming track work that we'll all benefit from and a story about building a flatcar that a lot of you can sympathize with. Sit back, pop open a cold drink, and pretend you're out on the rails.



Cheers,

Lucinda Gilman and Xander Geraghty

### 2024 Train Mountain Train Meet Schedule

	Polar Bear	Spring Awakening	Narrow Gauge	Ops Meet	Summer Meet	Big Build	Fall Colors
<b>Work week</b>		4/27-5/2	5/25-5/30	6/22-6/26	7/27-8/1	8/31-9/5	
<b>Meet</b>	1/13-1/15	5/3-5/5	5/31-6/2	6/27-6/30	8/2-8/4	9/6-9/8	10/4-10/7

**Join Train Mountain Now!**

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

# Train Mountain's WeyCo 101 – How Did We Get Here?

David L. Waterstreet

As many of you have now seen our new-old Baldwin DS4-4-750 Diesel-Electric Locomotive in 6-Acre Campground, or the posted pictures and some home videos, it is safe to say we have now rescued this former Weyerhaeuser Logging Engine from an uncertain future and given it a new forever home. We were very fortunate and timely to have been able to put together the plan to acquire, move and restore it in a short period of time. As it turns out, Oregon State Parks was in the process of pursuing the removal and possible scrapping of what they saw as a derelict, abandoned and eye-sore piece of equipment sitting on the OC&E Rails-to-Trail pathway in Klamath Falls. It had been there along with an old heavy-weight passenger car, used for logging and MOW crews, for roughly 30 years after Weyerhaeuser ceased operations and tore down the adjacent mills in the early 1990's. In the past several years it became a problematic target and residence for roaming homeless and destitute folks transiting the area. Most any and every piece of remotely valuable wiring, piping, and steel that could be sold was systematically scavenged and sold or discarded. It was in bad shape to say the least; which explains why the parks department was anxious to dispose of it.

I have had my eye on this locomotive for about 15 years and inquired about it many years ago to no avail, as no one seemed to know who owned it. I knew it would be a terrific addition to the consist in 6-Acre. Completely by chance, late in the fall of 2023, Frank Bartholomew had a conversation with the local state parks superintendent on other topics and discovered that they owned this locomotive, or so they thought, and were looking into removing it from the OC&E Trail. Frank subsequently mentioned this to me, and we started digging into it further. Over the course of the next couple of months or so, it came to light that the engine was actually part of the Kepner collection of RR equipment in Merrill, OR after having passed through several private hands. Its exact history is not clear. The OR Coast Scenic Railroad sent a notice to the Regional Parks Office in Bend around this same time. They were letting the Parks Dept know that they now owned the locomotive – they had acquired a substantial portion of the Kepner Collection following Mr. Kepner's death and had discovered it on the list of equipment in the collection. Also, in the transfer of the collection to OR



Coast RR was a condition that none of the collection could be scrapped for revenue. OR Coast had not determined what they were going to do with this equipment. And now OR Parks did not know what they were going to do either. Then, we called.

Over the next couple of months, I started negotiations between us, OR Parks, OR Coast RR, Klamath County, and several individuals over the possibility of transfer-



ring ownership and relocation to TM. OR Coast's biggest concern was its preservation and having it in an appropriate location given its operational history. We all knew it would never run again and the scrappers' torch was not an option. Eventually, with some good old fashioned horse trading in principles and a little cash of course, it was agreed that the 101 was a good fit with the other logging equipment in TM's 6-Acre given its connected history, its lifetime ties to Klamath County logging and the Weyerhaeuser presence, its relationship with the Collier Logging Museum collection just down the road, and our pledge to include and depict it historically in our museum and externally restore and maintain it going forward. So the stage was set; the TMI Board agreed to these conditions and accepted it with the provisos that it had to be as environmentally clean as possible prior to being placed on Train Mountain property and that no TM funds would be expended in the relocation and restoration efforts. Long time TM Member, LtCol. (USAF Ret.) Frank Bartholomew, as the project sponsor, took interim possession in Jan. 2024 and the movement and restoration planning began in earnest. Once restoration is complete, full and permanent ownership will transfer to TM RR Museum.

Frank, along with Steve Panzik, had previously tried unsuccessfully on several occasions to acquire a steam locomotive or a Shay for the TM collection. So, this final project was a fulfillment of their efforts to complete one of Quentin's dreams: to include a locomotive in the prototype TM collection. I was named as the Project Manager to organize the whole effort, find and coordinate all the players and schedule the myriad tasks to clean, prep, move, paint and restore the WeyCo 101. Believe me when I say there were lots of details, known and unknown, when I started this. But we got-er-done.

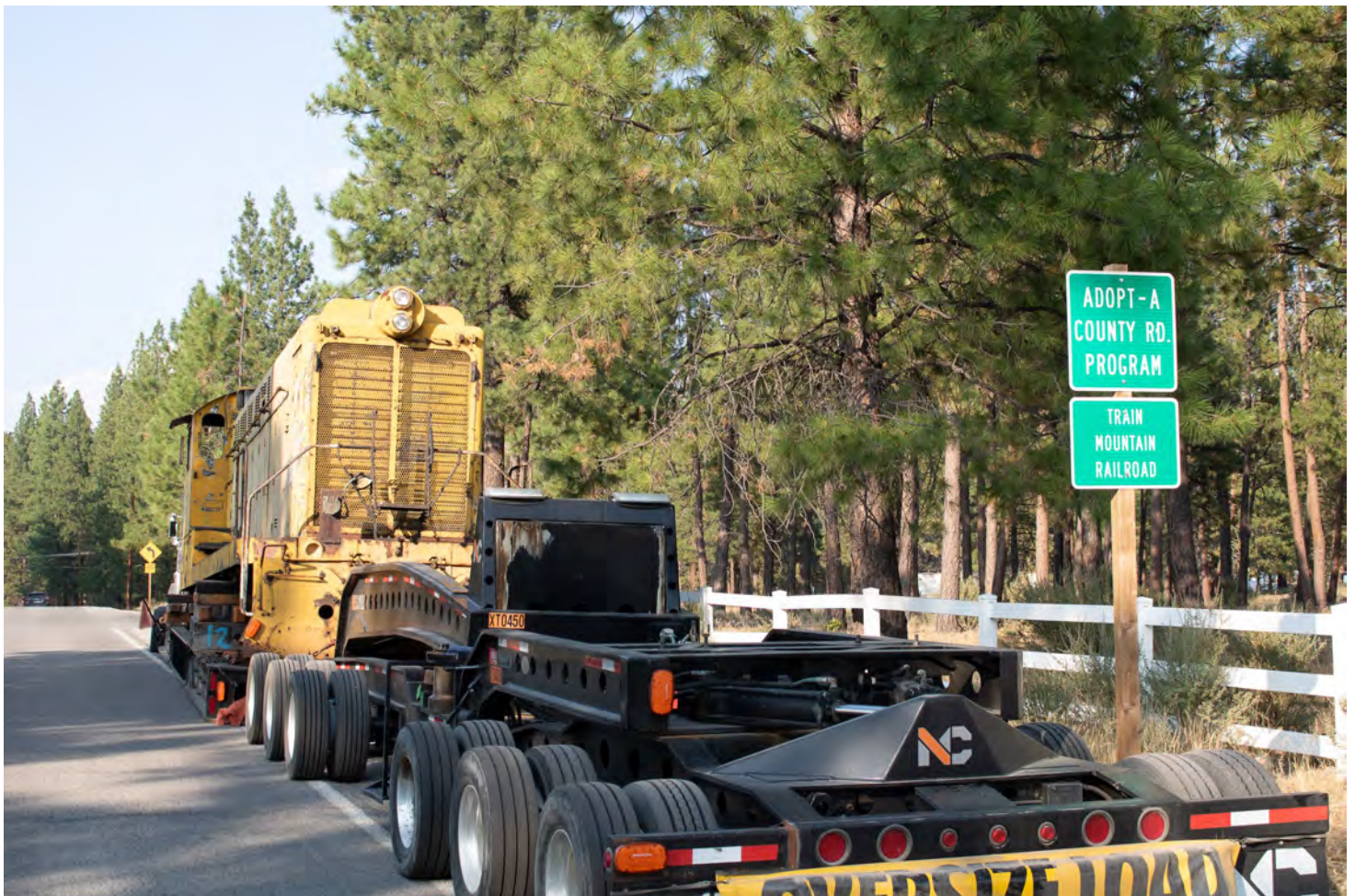
Train Mountain Museum now has her locomotive. The first major addition to our collection in 20+ years. And it fits nicely into our purpose of preserving significant parts of RR history, education about railroads and their place in American history, particularly of the vital logging industry in Ore-

gon and Klamath County. The restoration will stretch into next year with exterior painting and lettering. Under Steve Panzik's remarkable scrounging expertise and resources he has or is in the process of adding a real bell, horn, engineer and conductor seats, windows, signage, cab parts, builder plates and other missing external parts. Finally, over the next couple of years, the restoration will include the cleaning and repainting of the tank car and caboose. TM is extremely fortunate to have a unique, if not the only, collection of a single industrial company owned, non-major RR Corp, prototype railroad equipment set.

We are also in the process of collecting as many photos of the WeyCo 101 relocation as we can. The purpose is to both document the move and put together a coffee table type of album of the whole event for TM members to use as a reference and to add to the TM library. We ask you to contribute and share your personal photos to this effort. To do so please contact myself at [dlh2ost@gmail.com](mailto:dlh2ost@gmail.com) for instructions of where to send or upload your photographic contributions. Thank you.

On behalf of Frank Bartholomew, Steve Panzik, and myself, it has been a fun project for us and a real pleasure to bring WeyCo 101 to Train Mountain. We thank everyone for your ideas and assistance in making this a reality regardless of how minute your part may have been.

*Photos from Joe Lagerstrom; a custom and cool USB stick with his excellent movie about the move can be purchased from the TM Office for \$25 shipped/\$20 in person. I've got mine, it's extremely well done.*





# Major Track Work on North End

Jerry Crane

If you have been to Train Mountain lately, you may have noticed that you cannot travel north of Schubert Wye. More than 3,000 feet of track has been removed from Hope Circle to the road crossing just past Panzik Siding. This is the track that runs along the base of Steger Butte. This whole section of track will be re-laid this next spring.

When this section of track was first constructed through the forest, we laid it on an earth subbase with shallow drainage ditches on each side. We placed a plastic underlayment on the subbase, laid track on the plastic and covered it with clean ballast gravel. This allowed any rain or snow melt on the track to percolate down through the gravel and run off the side of the plastic into the ditches. This system keeps the ground under the track dry and eliminates frost heaves.

This section of track must be rebuilt because its base was completely, utterly destroyed. A few years ago, when the wild fire burned over this area, it destroyed all the vegetation in the area. Several sections of track were also destroyed. The fire did not affect the gravel base of the track; we quickly replaced the destroyed sections of track and put the track back in service. Unfortunately, one year later we had an unbelievable rain storm in this



area. Several inches of rain fell in less than one hour. The whole side of Steger Butte flooded; since it was no longer protected by vegetation, the track was completely covered with mud. The track was wiped out and the ballast, filled with silt, no longer provided drainage or protection from frost heaves. We replaced that track at that time but not the ballast.

The relaid track is still in good shape and has been removed and stored for reuse. This winter, we will dig new deeper ditches with improved drainage and a new earthen sub-base. As soon as the ground dries in the spring, we will install new plastic and re-lay the stored existing track with new, clean ballast. The track should be ready before the 2025 Triennial.



*Post-flood photos on previous page are from Dale Furseth, who remembers the event with pain; photos on this page from Matt Thomas of the Wonder Bread Crew, who organized the work*





## The Splinter

Theresa and John Shelby

[This Photo](#) by Un-

As the season comes to an end, so do all the big projects for the year.

We had such wonderful volunteers who accomplished a great deal of work. We are very thankful for all that you did this summer.

Before Tim and Debbie Willard and Mike and Angela Hoak left for the season, they brought in the last of the fire houses and some buildings in need of paint and repair. Thank you.

This winter Jeff and I will be working on revitalizing many more buildings, moving the sawdust collectors to the new sawdust collector room on the side of the woodshop, finishing the last of the fire houses, building a new Rail Car Repair model building, doing inventory of the woodshop, and replenishing paint and supplies for next year.

Jeff and I are seeking volunteers to adopt an area to bring back to life and maintain that area. Youngstown and Chiloquin Town are examples of two areas in need of adopting by a person, team, or group. We already have four teams who have adopted an area:

- Angela Hoak adopted the Train Mountain Historical Museum in the Hall of Flags. We will bring in display cases for her to fill with historical pictures, misc. items, models, etc. She will need help from all of our members to provide these things.
- Jim and Sue Moore have adopted Daffodill Hill. Jim and Sue have been cleaning up the grounds, painting and restoring the buildings, and fixing the lighting in the buildings.
- Jim Voss has adopted Cucamonga and building buildings at his home this winter.
- Jim Eakin has for many years been the person who adopted Lillyville.

If there is an area you are interested in adopting or if you want to build buildings for an industry, please email me, Theresa, at [trshelby@gmail.com](mailto:trshelby@gmail.com).

I would like to thank Mike and Angela Hoak for putting up the new flags and name tags for all the flags in the Hall of Flags and to Gil Dominguez for lending us his scaffolding. Thank you.

See you next year or maybe we will see you for the Polar Bear Run,

The Shelbys



# Kim Beard's Flatcar

Lucinda Gilman

Kim has a cool flatcar that he built himself and, like many of you, he cobbled it together – and the results came out great. I got to see it at the Fall Colors meet and asked him to tell me the story of how it came together.

“I’m kind of a narrow gauge guy and I had some bits and pieces sitting around – and I didn’t know what I wanted to build for sure. I bought the trucks in 2001 and they’ve just been sitting around. They were somewhat handmade and I rebuilt them. And I thought, Gee, a flatcar would be pretty easy, and I started looking at the way DG&RW did their flatcars – and they had 19 different classes of them, and they’re all different. Because they built them, but they didn’t last very long because of the weather, so they’d take the hardware and rebuild them but they’d be a little different.

“I live up in Shasta Valley and there was a lumber company that worked around there, the Weed Lumber Company, and had a friend do up the lettering for me. I fabricated my own brake kits. It’s held together with truss rods, and then the deck is nailed on. We made the deck out of old oak pallet boards.

“Now it rides nice, tracks nice, I’ve put a couple of loads on it – I got some rails and wood ties that were left over from Train Mountain projects and set those up as a load and I’ve run with that.

“Sometimes I pull it with my pedal-powered speeder and sometimes with a Sacramento Northern steeple-cab. I’m going to re-letter that the Shasta Valley Railway.”



## What's spinning on the turntable?

**Chuck Berry**

### Let it Rock

A catchy song about working on the railroad and almost getting run over by one of the early kings of rock'n'roll; recorded in 1960, it hit #64 on the Billboard Top 100. Thanks to Abby Thomas for the tip.



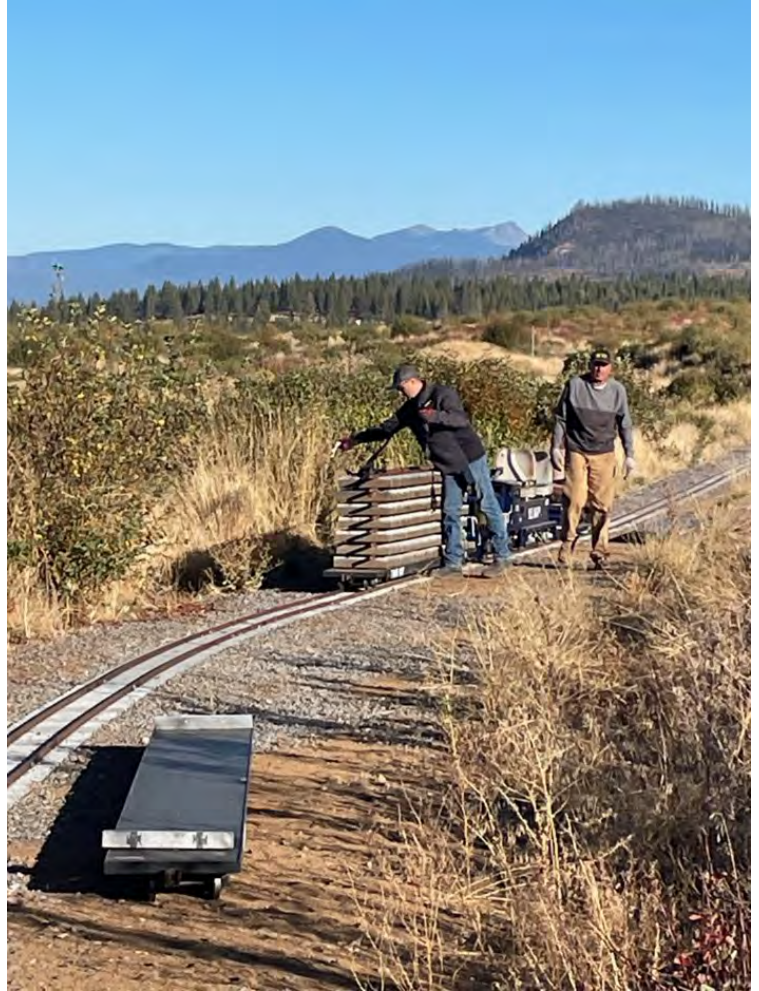
# On Track

Dale Furseth

The track crew has been busy this month. The first thing we did was to kick off the project to repair the right of way from Hope Circle to the road crossing past Panzik siding. This area of track was damaged in the fire of 2020, and the flood the following year. There's an article by Jerry Crane about this project elsewhere in the Gazette. The TMI board has undertaken the project to repair the right of way.

Myself and a group of member volunteers removed the track panels and stored them on flat cars at Hope Circle. Over 300 track panels are now on 48 flat cars awaiting reinstallation in the spring. Ron Domoe helped prepare and stage for the project, and then Ron Domoe, Andrew Sach, Kim Beard, Bill Shepherd and Matt Thomas helped remove over 2800 feet of track. Carolyn Steuer provided much-needed lunch for this hungry (and tired) crew every day.

Next, the crew moved to Aspen Grove to cut and stack the fallen Aspens, and do a general clean-up - another big job. I had the help of Matt Thomas, Abby Thomas, Ron Domoe, Kim Beard, Andrew Sach, Dennis Matzen, Phil Huntingdale (while wife Stephanie helped out in the TM Store) and Bill Shepherd. Carolyn Steuer and Mary Shepherd fed us lunch every



day - and we sure appreciated it. Of course after their big lunch every day, it sure was hard getting people back to work! We also learned that, while we consider him a super hero, Dennis was no match for a spider!

Then we moved to the track shop and helped out Lindsay Eddy, and made track panels (aluminum rail on plastic) and rebuilt a switch (75' radius on aluminum). Myself, Matt Thomas, Lucinda Gilman, her son Xander, Kim Beard, George and Chris Burns and Ron Domoe worked on this project.

We promptly used that track that we just built to replace the wood panels on the inside main around the turn



table on approach to Crisp Yard. This was a big project, replacing about 400' of track, with 2 switches. I, Matt Thomas, George and Chris Burns and Wesley Peterson worked on this project.

Last, Dennis and Michele Matzen came over for camera and router work. We went up to the top of Steiger Butte to move a camera and other technical stuff. Matt Thomas and I generally followed him around, and tried to help when we could, but were probably just in the way.

This was a busy month, and a lot of work got done. A big shout out to Matt Thomas who again organized (shamed, maybe badgered - I am not sure how he does it) and got a large group of people who were ready to dig in and work hard. I worked them till midday, and then sent them back to camp, where most spent the afternoons napping. Thanks to Matt and all the "Wonder Bread Crew". Your help makes my job easier and a lot more fun.

There is still a lot of work to do to get ready for the Triennial, but I feel we are "On Track!". I hope we have a mild winter so track work can continue for a while.



## Greetings from Joyce in the Front Office

October mornings are quite chilly, but the afternoons are still warm.

A commemorative USB Drive, shaped like the Weyco #101 locomotive that arrived in August, is available for \$20 in-house. If you mail order it, it is \$25 which includes the USB and shipping. The USB is also available in the online store. A few copies are also available in-house in DVD format.

The Fall Colors meet was highly attended. It was one of the highest attended, if not the most highly attended of the Fall Colors meets yet. The daily afternoon weather was perfect. 80 people bought banquet tickets. The BBQ meal was catered by a new caterer and the food was quite good.

Speaking of meets, the badges have been getting printed whether you register early or if you sign up when you arrive. Over the past three meets, several people have paid for the meet. Their meet badges were printed, yet a good number of the badges were not picked up. Now that the new website is active, the badges are no longer being printed automatically. For the Fall Colors meet Lindsay Eddy came in to manually run the badge printer. (Thank you, Lindsay!) Printing badges takes time and it takes materials. Please be sure to come back into the office to pick up your meet badges either when you arrive or after you pay. The meet badges let everyone else attending know who you are, that you paid for the meet, too, and there is also important information for you on the back of the badges. I know most of you get your badges, but for those who did not pick them up, please remember to pick them up while you are here for the meet.

The new Train Mountain Railroad website made its debut on October 1, 2024. You can visit it at [trainmountain.org](https://trainmountain.org). 2025 memberships, meets and triennial registrations are now available on the new site. Please note that you will need to create a brand-new account for this site. Your sign in information from the old site will not work on the new site. When a login window appears on the screen, click on Create Account near the bottom of that window to create your new account. You will need to sign up for your 2025 membership before you can register for the 2025 Triennial if you are bringing a train or trains to the Triennial.

The new website does not currently have 2024 membership information on it. It is written in a different computer language than the old website and the two cannot communicate with each other. There are plans to eventually make the 2024 and past membership information available, but it may be a while until that happens.

Klamath & Western Railroad did its fun and busy Pumpkin Runs on October 19 and October 26, 2024.

Our Visitor Center shut down for the winter season on October 15, 2024. Visitors will be coming through the Business Office for the winter season. They will be able to do the Walking Tour. On days when the weather is cooperative, they may also be able to go on a Rail Tour if volunteers are available.



The Visitor Center will open again next Spring.

Charlie Cat and Maggie are doing good.

Have a great holiday season! See you next year!

# Sign-Up for Volunteering at the Triennial

Roz Hawley

All aboard for **Triennial 2025**! The **Hosting for the Hobby** themed extravaganza is full steam ahead, and we're laying down the tracks for an unforgettable event. Ready to hop on the volunteer train? Without your help, this journey could come to a halt. Below, you'll find everything you need to get rolling. Let's keep that whistle blowing!

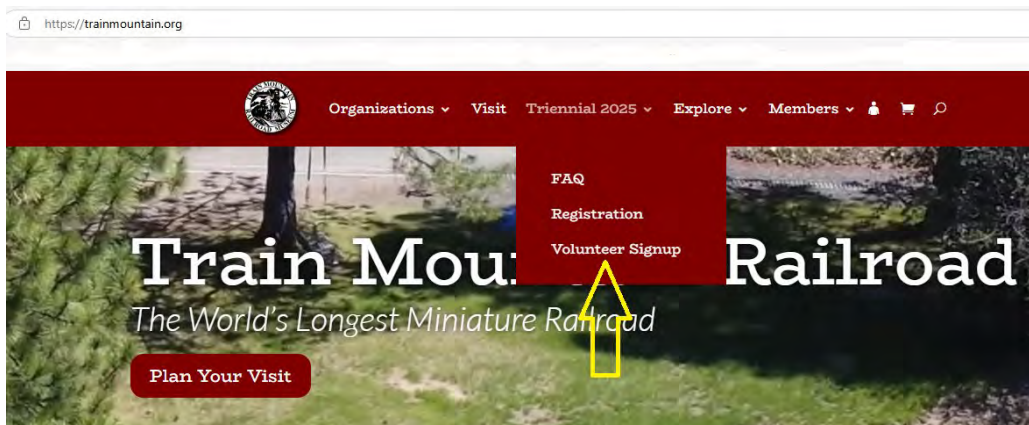
There are **FOUR** ticket-to-ride options for signing up as a volunteer! Pick your track and hop aboard!

**EXAMPLE 1** - From TMRR *NEW* website (<https://trainmountain.org>):

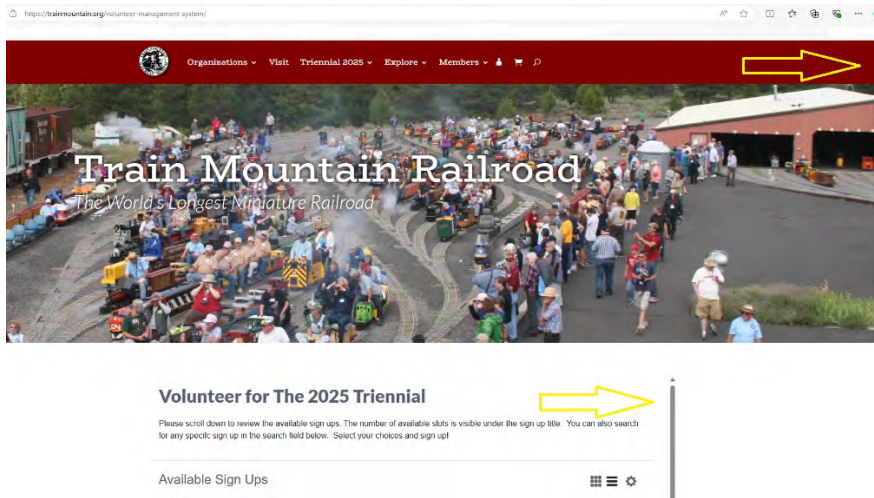
A - SELECT *Triennial 2025*



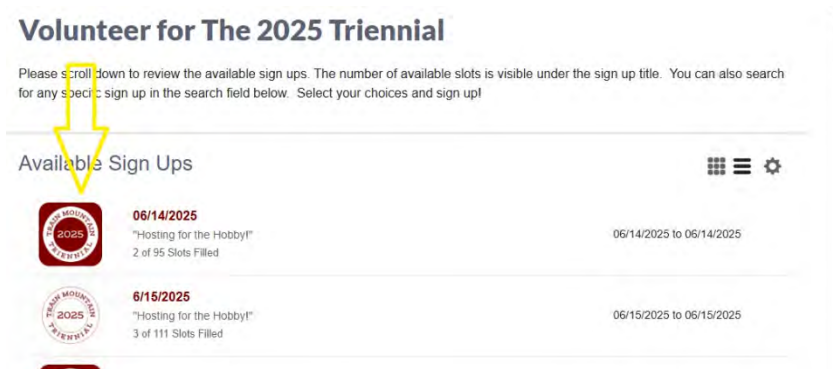
B - SELECT *Volunteer Signup*



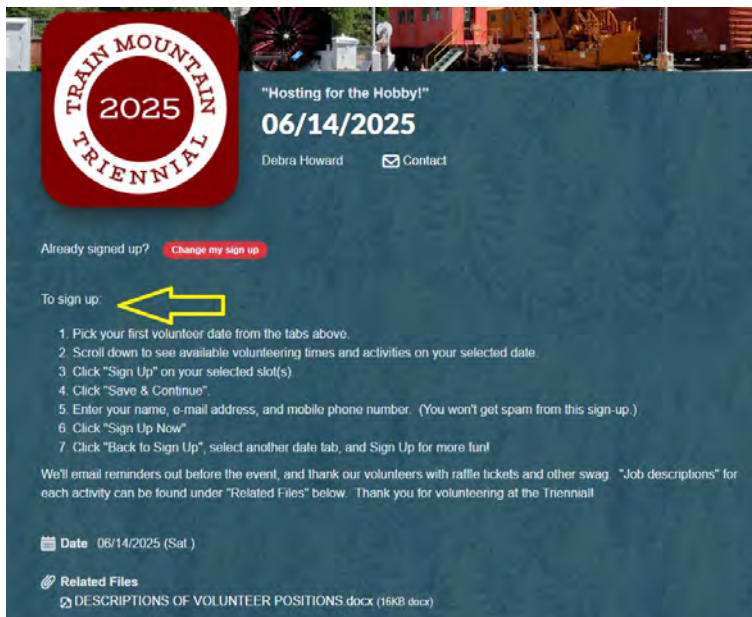
C - USE BOTH scroll bars to the RIGHT



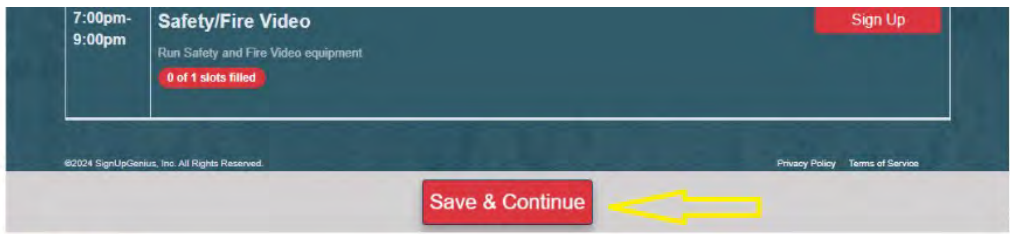
D - Pick the DAY/DATE you want to volunteer



E - Follow the instructions *To sign up:*



F - Using **BOTH** scroll bars to the **RIGHT**; go through the entire day and then select **Save & Continue** at the very bottom



[View at SignUpGenius.com](https://www.signupgenius.com)

The direct link to the volunteer signup page is <https://www.signupgenius.com/org/triennial/>

G - Please provide the requested information: *First & Last Name, Email address and Phone number*; then select **Sign Up Now**

Sign Me Up

Sign me up for:

Available Slot	Date (mm/dd/yyyy - PDT)	My Comment	Quantity
Triennial Office	Sat., 06/14/2025 7:00am - 9:00am	<input type="text"/>	1

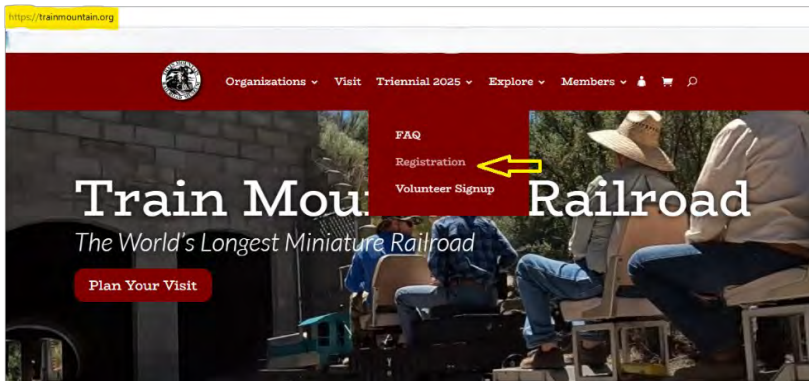
Name  First  Last

Email

Phone  Mobile

By signing up, you agree to the [Terms of Service](#) and [Privacy Policy](#).

**EXAMPLE 2 - From TMRR 2025 Triennial Registration:**

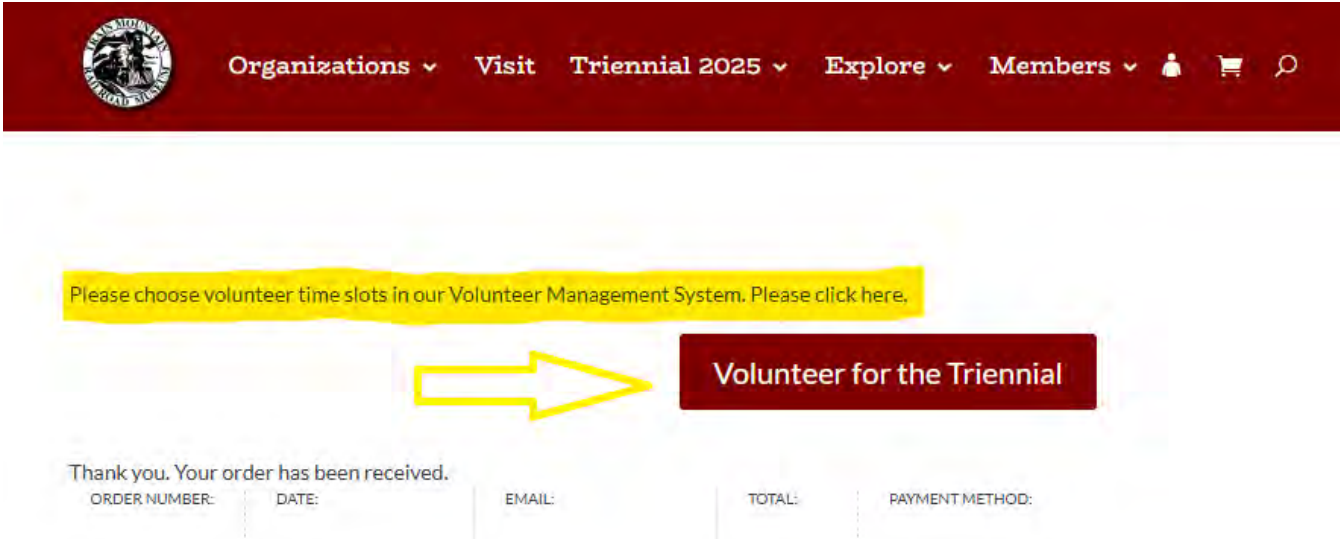






- Register for the Triennial
- Volunteer for the Triennial

Once you have completed registration for 2025 TMRR Membership and/or Triennial, the confirmation page below will appear. Please select **Volunteer for the Triennial**:



Then follow the instructions from **EXAMPLE 1, steps C through G.**

**EXAMPLE 3 - From TMRR 2025 Triennial Registration Page:**

https://trainmountain.org



## More trackwork!

After Xander and I left Train Mountain, the Wonder Bread Crew lingered on to do even more track work—this time replacing a bunch of old track with wood ties around the turntable. We helped build some track while we were there which the project promptly consumed.



## For Sale

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

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

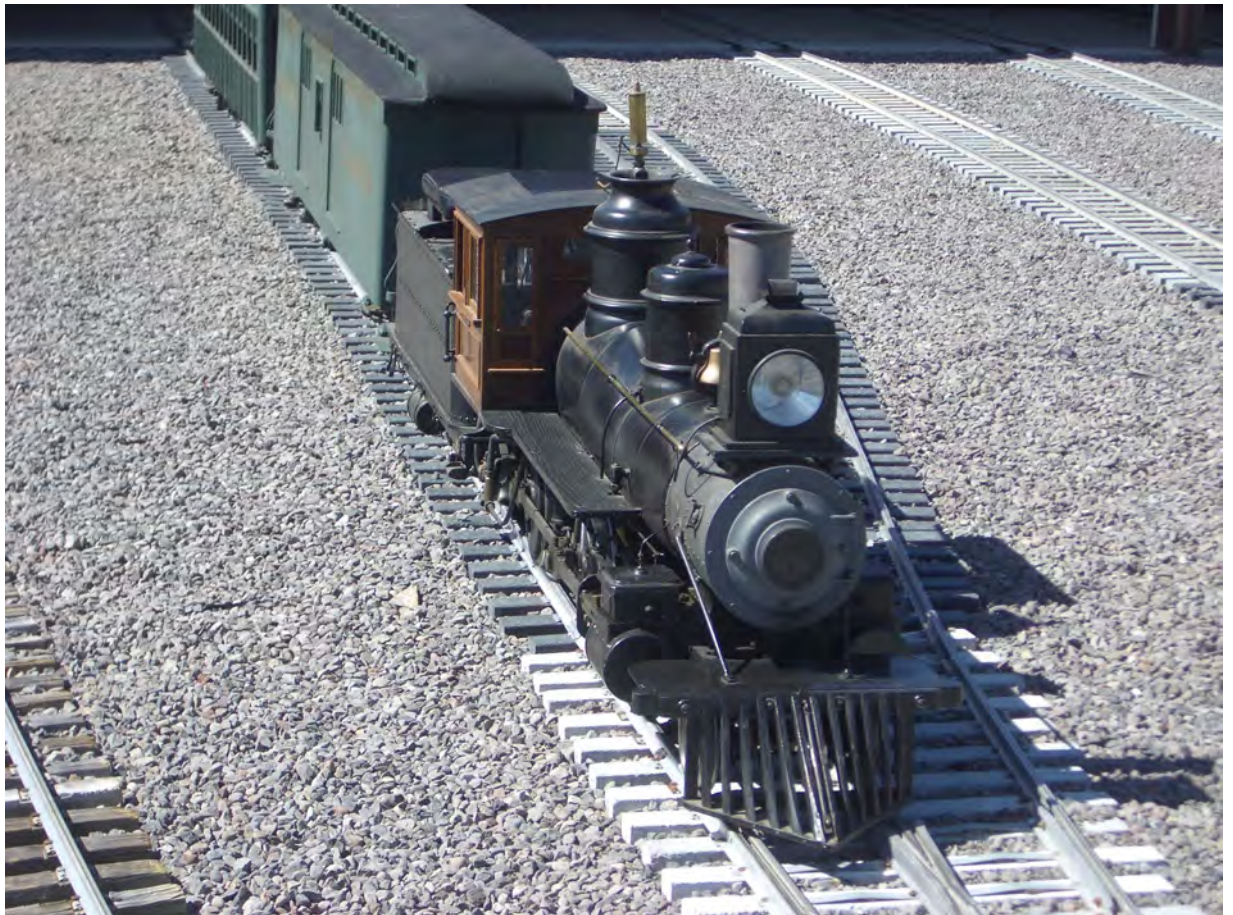
The engine is propane fired and runs very well. One car is a baggage car with provision for the propane tank, air compressor and battery. The other car is a passenger car with removable roof that allows passenger seating. In 2.5" to 1' scale 7.5" gauge.

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

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

Call the Train Mountain office for scheduling; ask for your inquiry to be sent to the Train Mountain Institute Board. Inquires during business hours only. This Train belongs to Train Mountain and proceeds will go to Train Mountain. Shipping and crating will be the responsibility of the buyer. FOB point would be Chiloquin, OR, 97624.

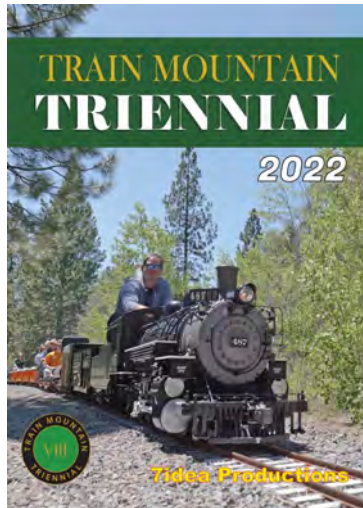
Reasonable offers will be considered.



# CLASSIFIEDS

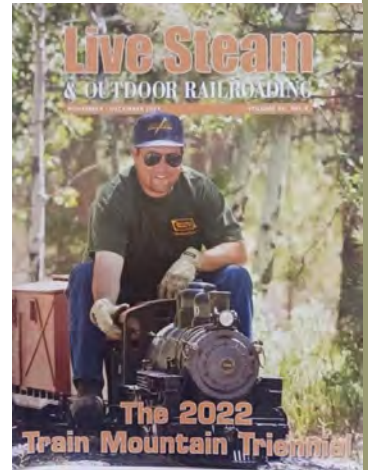
## 2022 Triennial Video Now Available

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



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

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



## Crater Lake/ Train Mountain Vacation Rentals

### Crater Lake Chalet

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



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

### Panoramic View Ranch House / Crater Lake

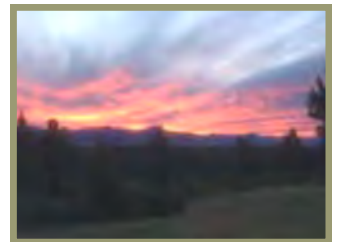
This ranch house is located on Hwy 62, and attaches to the west side of Train Mountain.

The 56 acres, panoramic views of Agency Lake and



the Cascades. Enjoy a peaceful and private experience. 4 bedrooms and 2 bathrooms.

Can sleep up to 8 people.



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

**10% off for train mountain members**

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

# CLASSIFIEDS

## The Potbelly cafe



Located only 1.5 miles off Hwy 97 in Downtown Chiloquin in the same building as the Post Office 212 1st Ave-



**Good Service**  
**Good Food**  
**Friendly Folks**



## Crater Lake Junction Travel Center

34005 Hwy 97 N, Chiloquin, OR 97624, 541-783-9800

The Crater Lake Junction Travel Center opened for business in 2010, and is owned by the Klamath, Modoc and Yahooskin Tribes. Open 24 hours a day and located just next door to Kla-Mo-Ya Casino as you enter, this travel center offers competitive fuel prices and many convenience items.

Travelers can fuel up with gas, diesel, or propane. Stop in for a snack or soda, or grab a quick meal featuring food to go or you can eat it there, Free Wi-Fi, a comfortable lounge with large screen TVs, laundry and shower facilities, and ATMs are all available.

**WE ARE ALL VOLUNTEERS**  
**DON'T YELL AT ME, I AM A VOLUNTEER!**

**HAVE SOMETHING YOU WANT TO SELL?**

Place an ad in the Gazette!  
1/8 Page: \$25/month or \$250/year  
1/4 Page: \$40/month or \$400/year  
1/2 Page: \$70/month or \$700/year  
Full Page: \$125/month or \$1250/year

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Contributors: TMRR BOD, Friends, TMI  
Photos: Tom Watson



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



**REMEMBER: No job is complete without the paperwork!**



# NOTICES

## **Gazette PUBLICATION DEADLINE:**

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

### **SUBMISSION CRITERIA**

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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



Facebook: [/trainmountainrailroad](https://www.facebook.com/trainmountainrailroad)  
Instagram: [trainmountainrailroad](https://www.instagram.com/trainmountainrailroad)  
Youtube: [trainmountainrailroad](https://www.youtube.com/trainmountainrailroad)

## **New Gate Code**

Due to security concerns, the Gate Code for the Train Mountain Main Gate may be changed at any time without notice. Any Member planning to arrive at Train Mountain when the Office is closed will need to contact the Office prior to arrival to ensure they have the current Gate Code.

**Get New Gate Code—Call Office 541-783-3030**

