



# The Mountain GAZETTE

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**It seems** like only a couple of issues back I was urging you to come and enjoy the wonders of Train Mountain and here we are already at the end of our regular season. What a great season it has been and should make us all proud to be a member of this group. So many of you have come this season and toiled in the hot sun to make this place look and run great. Thanks to all of you we are heading into the 2006 Triennial season in great shape. We are only a few months away from hosting the 'Big One', the Train Mountain 2006 Triennial. With what was accomplished this summer and the smiles and camaraderie shown by the worker bees this year, next year is shaping up to be the very best show yet. If you haven't been here in awhile you are in for a few surprises. The track from Ellingson Bridge to South Portal is laid, ballasted, and runs great. The tree branch removal along the right of way is giving increased visibility along with the easing of the fire danger. The weed eating and general cleanup has made a great looking place look even better. The special volunteers like Jeff, Art, Charlie Bill, Jerry and Frank did an amazing amount of work again this year. The Kitsap gang and the Idaho Mafia made their presence felt as well. Many thanks to all of them and also to all of you who came this summer and gave of your time, your talents, and your friendship. Thanks for a very special summer season.

**At this** past meet we had a first timer come up to Linda and asked 'are all these folks related?'. Seems she noticed a lot of huggin' and stuff. Not the usual tepid handshake you might get when you visit some other places but real 'welcome back home' kinds of greetings for all the summer visitors. She was impressed and left at weeks' end a believer, a member, and a 'I'll be back'r'.

**I started** this issue off stating that we have seen the end of our 'regular' season but not our complete 2005 season. Please read the article from Joel Slagg, our master of ceremonies for the Big Op 2005 meet coming up October 7<sup>th</sup> through the 10<sup>th</sup>. He has prepared an excellent menu of entrees to be served up to whet your appetites for way freight switching, timetable passenger operations, and much more. He has developed a very comprehensive 'Operators Guide' to be published for the meet. At this past meet Joel had several members write down their times as they followed his preliminary time tables on the many train trips taken. Armed with this information, Joel is now making the final adjustments to the timetables. He has designed several different routes that are fun, interesting, and offer a great way to see 'all' of the railroad over several different rides. What I like about his routes is that after the meet we will be

able to taste the fruits of his labor at any meet. People are always asking about only wanting to take a 1 hour ride or 1 ½ hour ride. Take a look at the timetables and pick out the route and timetable to match your time available. Again, there will be many benefits to all of us from these special meets, whether we participate in them or not. This should rank right up there with the best of the special meets. I can't wait, this should be a very fun meet.

**Just as** a little side bar of information, if we don't count the sidings or yards, only the dead end spurs, guess what the car capacity of all those little spurs amount to? Give up? Well folks if you add up all those spurs you can spot an amazing 199 pieces of standard size rolling stock. WOW! Of course we don't have near that many cars, nor do we have buildings or industries to even suggest that many car spots. It does show however, how well Quentin has planned for the future to allow that kind of expansion capability. Bottom line is, please plan on coming and having a great time. Remember to bring your rolling stock and please drop Joel an email ahead of time so he can prepare the paperwork to accompany the cars on their journey around Train Mountain. Remember to send in your Ops Meet Registration forms right away as time is getting short.

**Triennial Registration** is already taking place so please send Carol your completed registration form, and of course, please remember to include your payment. Remember also that the registration fee goes up the longer you wait to send it in. Send it in soon and save yourself some bucks.

To contact The Mountain Gazette:

Gazette@trainmountain.org or

The Mountain Gazette, P.O. 927, Chiloquin, OR 97624

Russ Wood, Editor

Contributors:

Ross Perrin - General Manager Train Mountain

Joel Slagg - Ops Meet 05

Carol and Peggy - The Gazette

Photos - Carol, Sheri Beauchamp, Bill Dwyer, Doug Auburg



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**FROM THE MANAGER**  
**The latest information**

Like I always say, another great meet has gone by! This was the largest event in some time with around 250 folks in attendance. We even had the pleasure of hosting the Pacific Northwest Chapter of the National Railroad Historical Society. We completed numerous projects, including the relaying of the Outside Loop which is very nice to have back in use and is a great piece of railroad to run on. Numerous maintenance jobs were done in preparation for the upcoming year including the Triennial, also for the upcoming Operations Meet. Thanks to all those who worked so hard all during the meet, your accomplishments are great and much appreciated. And thanks to all those in attendance for making this September Meet a great one.

There is lots of buzz in the air about the Operations Meet; you don't want to miss this one! I am confident Joel and his gang will provide many interesting experiences for us all, whether you're running a train or managing a part of the operations infrastructure or even as an observer, you're sure to have a great time. Don't forget this is all operations, Quentin won't let me make you work! I hope to see you there.

After a long run of events I did get a day off, prompted by a case of the 24 hour flu like so many of us have had in the last week. It always makes me sad to see something like this interfere with your time at TM but I guess there is little we can do when that old flu bug strikes. I hope everyone is well again and back to his or her normal routines.

At the last banquet our Master of Ceremonies Mark Flitton (thank you Mark) mentioned our Group Tour Program at TM. I would like to explain this further to help answer some of the questions I have been asked. The Group Tour Program was instituted to help generate revenue for operating TM and to create a vehicle to present what we are all about to interested groups. Thanks to input from members and tours involving our members and organizations they belong to, we have learned what is well received for the tour and have had many successful tours. We prefer small groups under 50 and offer train rides, lunch in the woods, walking tours, gift shop access and shop tours. As many of you know watching the Train Mountain DVD/Video media is nice, but you can't imagine how it really is till you see it, and this program creates that opportunity for other organizations. As time goes on, I'm sure this type of program will expand. We try to organize an itinerary that will fit the group's time schedule and, of course, good weather is a must. You can contact Carol for a special tour form and more information if you find this might be of interest to an organization you belong to.

A few words on safety. This time let's talk train safety. As we know, it does not take much to cause a serious incident that can cause harm to others and equipment. We do not

inspect trains formally during regular events like we do during a Triennial, but we should all help police each other for safety issues all the time. With the few rules we have it is a simple task to run your train in a safe manner. Safety items such as safety cables or chains connected between cars will prevent runaways and eliminate the danger of a completely uncontrolled collision (proper following distance will help also). Having conductors is also very important, but the conductors must be at the back of the train do their job, which is to protect the rear of trains stopped on the main line or fouling a switch plus they are responsible for the train during operation. The engineers will many times be involved in locomotive operation and safe train handling which will not afford them the time to monitor cars and passengers. Learn the whistle signals and use them, without them the trains and people around the trains don't know what your intentions are. Do not fire up your steamer if you do not have the proper boiler inspection. If you need an inspection, please contact us for an appointment prior to your arrival; we require proper training and experience for inspectors and this requires scheduling their time. Remember Safety First!

As always, I have many Thanks to give for all the wonderful support you as members bring to Train Mountain. You accomplish so much and have created a first class railroad. I don't have room left to list all of you, but you know who you are. Locals and out-of-towners as well, your help is most appreciated.

A personal observation on volunteers: As a manager I have learned that the most productive people are the ones that do not need to be managed. This is true with you as well when you come to work at Train Mountain. Sure, you have to learn the ropes and pecking order, but you are wonderful at being able to go do the job on your own which is the most productive way. I appreciate all the benefits from your life experiences including the railroad skills you bring with you. Thanks again for your efforts.

See you at the Operations Meet.

Talk to you soon

Ross Perrin, (GM)- [tmrrgm@trainmountain.org](mailto:tmrrgm@trainmountain.org)

**2005 OPS MEET REPORT**  
**Current status of the planning and preparation!**

Wanna be a railroader for a few days?

Yes, I know some of you already are railroaders, but there are a lot of us who never hired out, but still find railroad jobs fascinating. For four days in October, we're going to have the world's largest model railroad operating session at Train Mountain.

For this meet, October 7-10, we're going to try to run Train Mountain more or less like a real railroad. We'll have freight train operations that will require switching moves to pick up and drop off cars at industry tracks all around the railroad. Your switching skills and knowledge of the track layout will be tested as you try to figure out the most efficient way to

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get the work done. Oh, and by the way, you'll have to stay out of the way of the passenger trains.

We'll be operating up to nine passenger trains a day on five pre-defined routes. The passenger trains will be running according to published timetables – we may even give an award to the passenger crew that does the best job of sticking to the schedule. The shortest route is about one hour, and the longest will take about two and a half hours to complete. Passenger trains don't really need to have seats for a lot of passengers – they just need to accommodate an engineer and conductor. They are a good way for people to participate who have small engines not suited to hauling heavy freight trains.

To make this all work, we're going to need some people in addition to the train crews. We'll need a Freight Agent to keep track of freight car movements, create waybills, and attach them to cars. We'll need a Trainmaster to organize and keep track of the trains to be operated. We'll need a Crew Dispatcher to keep track of available crews and assign them to trains. The Main Yard Yardmaster will work with a Main Yard Switch Crew to build outbound trains. Even if you don't have a train to operate, there are plenty of ways you can help. Of course, you don't have to do one job all the time – we're a non-union railroad so you can be in management in the morning and run a train in the afternoon if you want to.

To keep all the activity on the tracks coordinated, we'll have a Train Dispatcher. Yes, we're actually going to try to use radios to keep in contact with trains and maintain a visual display of where the trains are, using a large map of Train Mountain. The dispatcher will be able to warn train crews of other traffic in their vicinity.

If all this sounds like fun to you, plan on joining us October 7-10. This is a regular Train Mountain meet with a banquet on Saturday night, October 8. Advance registration is required. Registration forms are included with this issue.

Joel Slagg Meet Coordinator

*A side comment from your editor, you don't have to attend all four days to join in the fun. Come up (or down as the case may be) for as many days as you can, there will be plenty for all of us to do! ED.*

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### MEET ATTENDEES (Fourth Meet 05) Here's the folks that accomplished so much!

---

Last Name	First	City	St.
Ackerman	Ed & Sara	Hillsboro	OR
Adams	Floyd & Gladys	Richland Hills	TX
Anderson	Larry	Salem	OR
Auburg	Doug	Vancouver	WA
August	David & Geraldine	Monterey	CA
Baker	Bob	PNWC NRHS	
Balf	Jerry & Louise	Chiloquin	OR
Barter	John	Fullerton	CA
Beauchamp	Jim & Sheri	Sun City	AZ
Benedict	Bill	Turlock	CA

Last Name	First	City	St.
Bowlus	Chuck & Donna	Nampa	ID
Bowman	Robert N.	Selah	WA
Brand	Russell	Rancho Cordova	CA
Breen	Sharon	Chiloquin	OR
Brew	Chris & Vickie	Vancouver	WA
Brew	Elizabeth	Vancouver	WA
Brooks	Lee & Toni	Kennewick	WA
Brown	Bob & Alice	Pullman	WA
Buell	Nick	Federal Way	WA
Butler	Boyd & Twila	Kennewick	WA
Butler	Tom & Doris	Riggins	ID
Chase	Randy	Corona	CA
Collins	Marceille	Riggins	ID
Conner	David	Auburn	CA
Cooke	Ray	Nampa	ID
Cotton	Jeff	John Day	OR
Cotton	Greg, Avery, Trevor	Portland	OR
Crisp	Art & Genevieve	Chiloquin	OR
Crutcher	John	Medford	OR
Custer	Richard & Kyle	Vancouver	WA
DaBroi	Larry	Mt Shasta	CA
Davenport	Jim	Sammamish	WA
Deffley	Don & Louise	Auburn	WA
Dent	C. Leslie	Dublin	CA
Devlin	Jack	Sequim	WA
Dimit	Chuck	Roanoke	IN
Dixon	Marvin L.	Vancouver	WA
Dwyer	Bill & Carol	Alameda	CA
Dyche	Mel	Turlock	CA
Ediger	Dennis	Camas	WA
Ellis	Clive	Saanichton	BC
Ellis	Denny	Nampa	ID
Fanciullo	Stephen	Yakima	WA
Farinelli	Reno	Fiddletown	CA
Flitton	Mark & Debbie	Caldwell	ID
Flitton	Jeff	Caldwell	ID
Floyd	Bill & Butch	Sacramento	CA
Froid	Larry & Joan	San Francisco	CA
Garin	Paul & Marge	Fresno	CA
Gochnour	Ralph & Rosie	Salt Lake City	UT
Gray	Richard & Jackson	Milwaukie	OR
Gressang	Jim	Orange	CA
Grey	Bob		NM
Grey	Ralph	Cottage Grove	OR
Hall	Al, Judy & James	PNWC NRHS	
Hanson	Todd	Roseville	CA
Harmon	Tom	Medford	OR
Harper	Larry	Poulsbo	WA
Hawley	Eric & Roz	San Diego	CA
Hayes	Bob	Chiloquin	OR
Hjaltalin	Nellie	PNWC NRHS	
Hoke	George	Bellevue	WA
Hope	Ted & Sharon	Burnaby	BC
Hopkins	Frank & Chloe	Klamath Falls	OR
Hunter	Don	PNWC NRHS	
Hutchens	Kent	PNWC NRHS	
Jones	Al & Marty	Dexter	OR
Jones	Courtney & Amy	Hobart	WA
Jones	Loretta	Boise	ID
Kelso	John	Newberg	OR
Kesselring	Gerald	Eugene	OR

(Continued on page 4)

Last Name	First	City	St.
Kincaid	Jim & Wendy	Chiloquin	OR
Kincaid	Ken	Danville	CA
Knowles	Art	Seabeck	WA
Kohl	Philip	PNWC NRHS	
Lane	Jim	Las Vegas	NV
Ledyard	Rich	Boise	ID
Lee	Kevin	Greenview	CA
Lisonbee	Fred	Ashland	OR
Long	James	PNWC NRHS	
Mack	Darel & Diana	PNWC NRHS	
Madden	Mike	PNWC NRHS	
Mair	George & Louise	PNWC NRHS	
May	John & Shirley	Bonner Lake	WA
Mayer	Joe & Max	Portland	OR
McCoy	Ron & Carolyn	PNWC NRHS	
McGrath	Dick & Corli	PNWC NRHS	
McInnes	Ian & Cheryl	Puyallup	WA
McKinley	Kevin & Tammy	Redmond	OR
McMillan	Bob	Round Mtn	CA
Meinershagen	Charlie	Redding	CA
Meisser	Hugo & Jeanne	Sun City	AZ
Melton	Jack & Delores	PNWC NRHS	
Messerall	Jerry & Jeanie	Albuquerque	NM
Messmer	Mildred	PNWC NRHS	
Mews	Michael & James	Talent	OR
Monson	Matt,Paula,Emily	Turlock	CA
Moore	Rhyce & Connie	Park City	UT
Mulder	Mike & Wendy	Turlock	CA
Nealeigh	Bonnie	PNWC NRHS	
Nelson	Noel & Ellie	PNWC NRHS	
Newberry	Bert	Chiloquin	OR
Nierenberg	Ron,Dani & Joshua	PNWC NRHS	
Noe	Russell	Seattle	WA
Odelburg	Bruce	Fiddletown	CA
Ordway	Dick & Judy	PNWC NRHS	
Panzik	Steve & Pam	Chiloquin	OR
Partridge	Chuck	Corte Madera	CA
Paxton	Robert N.	Fernley	NV
Peters	Ken	PNWC NRHS	
Peterson	Dick	Seattle	WA
Peterson	Glenn	Kenmore	WA
Pickett	Joe & Evelyne	Riggins	ID
Pirtle	Lee	Chiloquin	OR
Platzer	Bruno & Trudy	Las Vegas	NV
Poole	Timothy & Don	Oregon City	OR
Poole	Jared & Jonah	Oregon City	OR
Poole	Ruth & Rachel	Oregon City	OR
Pruis	Brannon	Paradise	CA
Rehberg	Ed & Beverly	Boise	ID
Reiman	Margaret	PNWC NRHS	
Reiter	Art	Atascadero	CA
Reiter	Ken & Greg	San Jose	CA
Reynolds	Mark & Carolyn	PNWC NRHS	
Rickman	Jim & Sabra	Chiloquin	OR
Rittberg	David & Denise	Burnaby	BC
Roeh	Ken	Yakima	WA
Rosener	Harvey & Mary Sue	PNWC NRHS	
Sandretzky	Dale		
Scheel	Rosemary	Hillsboro	OR
Schubert	Charlie & Peg	Chiloquin	OR
Shepherd	Bill & Mary	Fort Bragg	CA
Shuler	Kevin & Bonnie	West Jordan	UT

Last Name	First	City	St.
Simmonds	Rik	PNWC NRHS	
Slagg	Joel	Boise	ID
Smith	Gary & Carol	Danville	CA
Stamp	Thomas & James	Saanichton	BC
Stamp	Gareth & Carys	Saanichton	BC
Steuer	Frank & Carolyn	Sherwood	OR
Stevens	Charles & James	PNWC NRHS	
Stewart	Hugh III & Hugh IV	Oak Run	CA
Taylor & Weber	Al & Alma	Vancouver	WA
Towle	David	Los Gatos	CA
Vanderspek & Hope	Carl & Margaret	Burnaby	BC
Van Sickle	David	PNWC NRHS	
Vertel	Tom	Chiloquin	OR
Vertel	Fred	Chiloquin	OR
Wagner	Chris	Cottage Grove	OR
Walker	Tom & Carla	Burnaby	BC
Warschauer	Reinier	PNWC NRHS	
Warschauer	Alexander	PNWC NRHS	
Warschauer	Benjamin	PNWC NRHS	
Watne	Conrad	Seattle	WA
Weaver	Dennis & Marie	Retsil	WA
Webster	Jim	New Haven	IN
Wescott	Karl & Benjamin	PNWC NRHS	
Whelan	Jim	San Diego	CA
Whitson	Mark	PNWC NRHS	
Wilkinson	Douglas F.	Seattle	WA
Willoughby	Dean	Corona	CA
Wolf	Bob & Pat	Salem	OR
Wood	Russ & Linda	Chiloquin	OR
Wood	Robert "Pop"	Pleasanton	CA
Worsfold	Neil	Prince George	BC
Worsfold	Dan	Prince George	BC
Worsfold	Bernie	Prince George	BC
Yoder	Bill	Loomis	CA
Young	Ron & Caroline	Chiloquin	OR
Zimmerman	Charlie	Lucerne Valley	CA

Now I don't know about you but that sure seems like a pretty impressive line up to me! One of the most impressive things you should notice is that with such a large meet going on, Train Mountain was able to host the Historical Society, give them train rides, serve them lunch, and include them in the Saturday Banquet. Not many other facilities could do all that during a train meet. The topper was that Ross played host to these folks with Mark Flitton doing the honors at the banquet as Quentin was out of town on business. Now that's proof of what a great group we have here at Train Mountain.

Another group that needs recognition for going above and beyond is the wonderful staff at Train Mountain. In addition to all of their other duties at a very busy meet, they took time out to feed us! That's right! They hosted a breakfast at Central Station for all the volunteers as their way of saying thanks to us. Can you imagine saying thanks to us when we owe them so much? Anyhow to the staff of Train Mountain you're welcome (and thanks too!).

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Ross, Sonya, Debra, Richard and Sarah, the breakfast crew. And they are still smiling, thanks gang!

**Triennial:**

Don't forget to contact Jerry Crane at jerald\_maydell\_crane@netzero.net if you're interested in helping out on one of the committees for the Triennial, or call Train Mountain at 541-783-3030 and we'll pass the information on to Jerry.

**Train Mountain on TV:**

The Train Mountain segment that was filmed by the Oregon Field Guide during the first meet of this year should be shown on Oregon Public Broadcasting in the late fall, probably November or December. We should have more information late in October.

**NEXT WORK WEEK (FIRST MEET 2006)**

**What do we do next!**

**This will be the LAST work week before the 2006 Triennial work week!**, We are now down to just one more work week until the 'Big One 2006' edition!. Take another look at this list and you can see that it can get done, but it's going to take your help! But please remember to plan enough time to have some **fun** while you are here!

Meet	Work Week	Train Meet
Big Ops 05	1st Annual Operations Meet	Fri Oct 7th- Mon Oct 10th
Polar 2006	2nd Annual Polar Bear Meet	Sat Jan 14- Sun Jan 15
First 2006	Sat May 27-Thurs June 1	Fri June 2- Sun June 4
<b>Triennial</b>	<b>Wed June 21-Sun June 25</b>	<b>Mon June 26- Sun July 2</b>
Third 2006	Sat, July 29-Thurs Aug 3	Fri Aug 4- Sun Aug 6
Fourth 2006	Sat Sept 2-Thurs Sept 7	Fri Sept 8- Sun Sept 10

**Possible May Work Week Projects**

**May 27th - June 1st, 2006**

**Main Line Tune up** - Several Crews, all work week

**Main Yard Tune up** - 2 people two weeks

**Six Acre Yard** - 2 people 1 week

Add switches, ballast.

**Grade Crossings Upgrade** - 2 to 4 people 2 days each

Replace any wooden tie sections within two track sections of all grade crossings with steel rail on plastic ties (this can be an ongoing project)

*And of course there is the always popular, rake pine needles and pine cones fun and games!*

*You do know that you are welcome anytime to come to Train Mountain and volunteer to help, you don't have to wait for a meet, just come on up and check in with Ross to see what needs to be done.*

**What They Accomplished at the Fourth 2005 Meet!**

**Outside Loop Project:** Track Laying & Ballasting Idaho Mafia and many others. All who helped ballast, and lift track panels on and off cars – organization of track yard afterwards

**Adopted Areas** – Thank you

**Track repairs;** Jeff Phillips, roving track repairs, Idaho Mafia, Kevin McKinley

**Siding Signs and verifications.** Jim & Sheri Beauchamp

**Grounds work:** Frank Steuer (weed eating, hauling, mowing etc.) Jim & Sheri Beauchamp chainsaw work and piling on Elizabeth River

**Weeding & general cleanup,** Toni Brooks, Alma Weber, Peg Schubert

**Trimming/Cutting Trees** – John Kelso and crew

**Painting buildings:** Hugo and Jeanne Meisser, Meisser Tower (adopted area),

**Yard Buildings,** Victorian house Jeanne Meisser

**Back shop work:** Jerry Balf (daily operations),

**Track Shuffle:** Hugo & Jeanne Meisser, Jim & Sheri Beauchamp, Bob & Pat Wolf, Rhyce Moore

**Carpenter shop:** Ron and Caroline and Pat -Vertel Chalet Building, Pat (Diner), Ron and Caroline Roof work on buildings

**Main Yard Track Repair:** Bill Yoder, Art & Ken Reiter & others

**Train Mountain Scrapbook:** Connie Moore

**BackShop Helpers:** Nick Buell/Don Deffley – return spring mechanism for switches

**Secretary for the Day:** Robert “Pop” Wood

**Roll Models:** Thanks for setting up booth

**Donations:** Nails from the ID Mafia (Chuck Bowlus), Quilt Made for Jack by his wife, Cheryl, from the Jack Pearson estate as shown on our masthead this issue.

**PHOTO GALLERY Fourth Meet 05**



If you like steam engines (and who in this hobby doesn't) then this was the time to be Chiloquin. The mighty UP Challenger was making a very rare appearance. The huge classic engine passed through during the meet so most of the gang all headed downtown to take some pictures and get a chance to see, hear, and feel a real steamer charging down the mainline at speed!

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Crisp yard early in the morning is about the only time you can see how many steamers are present; the rest of the time they are out enjoying the day.

Art & Charlie's work on the left, the Idaho Mafia on the right, and all that ballast, and track prep, and woods clearing by a cast of thousands (OK, so it was only hundreds, or maybe, well you know - lots of folks). Great job gang, well done!



There was Mafia steam, and more steam, and more . . .



Steam! And by the way it was VERY COLD in the mornings!



If you look very close you can see that some of the containers have had their ends painted (every other one!). Now that's not strange but the next picture leaves me wondering about some of our members. You see the chap in the picture is Les Dent a retired fire chief. Hey Les that's a ladder next to ya!

The Historical Society went on a walking tour prior to their train ride and luncheon. A great bunch of folks.



The tower is doing just fine and look at the great modeling that was done on the new staircase. Nice job, quite an improvement.



Logs, logs, logs, now I know where all those logs in the log train went, WOW!



A little damp, but a train ride is a train ride. The Historical Society didn't care, they just wanted to go!

A great meet. Good friends, good fun, great trains!

# TRAIN MOUNTAIN RAILROAD MUSEUM 2005 OPERATIONS MEET REGISTRATION FORM

1. Name \_\_\_\_\_ Phone \_\_\_\_\_  
 Address \_\_\_\_\_ Fax \_\_\_\_\_  
 \_\_\_\_\_ E-Mail \_\_\_\_\_

Member  Yes  No

Names of family members and personal guests:

2. \_\_\_\_\_ <sup>Member</sup>  Y  N    3. \_\_\_\_\_ <sup>Member</sup>  Y  N  
 4. \_\_\_\_\_  Y  N    5. \_\_\_\_\_  Y  N

I wish to register for the Operations Train Meet (October 7-10)

I enclose my check payable to Train Mountain Railroad Museum for the following:

	No. People	Sub-total
Registration-Member @ \$10.00/person	_____	\$ _____
Registration-Non-member @ \$25.00/person	_____	\$ _____
Saturday Banquet (more than two weeks in advance) @ \$16/person*	_____	\$ _____
Saturday Banquet (less than two weeks in advance) @ \$21/person*	_____	\$ _____
Total Amount Enclosed		\$ _____

\*To reserve \$16 tickets for the Saturday evening banquet, we must have this Registration Form and your check payable to Train Mountain Railroad Museum in our office **NO LATER THAN TWO WEEKS PRIOR TO THE BANQUET. Because of the increased banquet costs for late registrants, banquet tickets for which payment is received later than two weeks before the banquet will cost \$21.**

I plan to arrive on \_\_\_\_\_.  
 I will be bringing the following engine(s) \_\_\_\_\_  
 I will be bringing the following rolling stock \_\_\_\_\_

**Mail to:** Train Mountain Railroad Museum  
 36941 South Chiloquin Road  
 Chiloquin, OR 97624-9728  
 541-783-3030 – info@TrainMountain.org

**For Train Mountain Office Use Only:**

Check # _____	Date _____	Megan's Law Check _____
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