



The Mountain GAZETTE

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An Official Publication of the Train Mountain Institute and TM Railroad—Issue Vol. #4 Issue #25 **September 2020**

September

Wow, what to write about this issue of your newsletter? I am struggling for the first time since I have been doing these. I want to be

very clear and very optimistic. Please read what I am writing and try to understand our current situation. Southern Oregon has been fraught with a lot of wildfires. One of these is called the 242 Fire. It's called that because it started on Hwy 97 at MP 242, near Collier State Park. It burned the 6.1 miles distance to Train Mountain in just a little over 5 hours. When it got to Hwy 422 (north boundary of TM) it quickly jumped the road and went right up Steiger Butte (think TM cell towers). It burned approximately 650 acres of our Northside. The extremely hard work done by Richard and Dustin, assisted later on by forestry crews, saved our park. You as members made the saving of the railroad part of our park possible by doing a great job of raking and picking up the forest debris. Where we raked, no damage, where there were needles left – damage.

As this is written, they (the fire crews) have not released the north side of our property back to use. We are still in a KEEP OUT status. Staff member Richard took Tom, Park Manager, on a cruise to do a very preliminary assessment of the area. If you have Youtube access Tom has posted some videos of the area. This is not a complete assessment.

Richard and Dustin early on buried several of the grade crossings with dirt to help protect them from the tractors crossing them fighting the fire. The guys will have them partially dug out by the meet but there will still be a lot of hand work to finish cleaning up the crossings. Shovels and Gators will probably be the order of the day to do the work.

We have a couple of weeks until the Fall Colors Meet. So here is MY dilemma, I love the volunteer attitude at the Park with all of you looking for ways to help. The dilemma is we currently (TODAY) don't really know what needs to be done. So PLEASE continue to make plans to come for the meet, BUT don't keep asking what is there is to do! PLEASE! If you are here for the meet we should have an organized plan listing the repairs, and the order in which we want them done.

Thank you for your patience while we work though this horrific situation.



21 AND COUNTING

Join Train Mountain Now!

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

From the Desk of Train Mountain Railroad President September 2020

By Jeff Mills, TMRR Board President

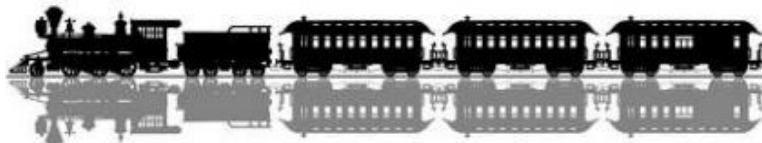
The last few weeks have seen a lot happen at Train Mountain. Firstly, the Big Build Work Week was a success. The **Track Crew** led by the Idaho Mafia replaced the track from log Camp at the junction of Aspen Grove Loop past the junction of Dam #3. **Dale and Gil** have replaced track from the North Portal to Wood Pecker siding. These efforts put us closer to our Goal of having all the wooden ties with Aluminum Rail replaced on the North Side before the 2022 Triennial. A “mini” **Big Build** (no comments on oxymoron's, please) is being planned for the 2021 Narrow Gauge Meet. The plan is to complete the track upgrade for the north side with the 2021 Big Build. This is quite an accomplishment and all who worked on this effort need to be thanked.

Duane Kaasa has put in a great deal of effort to get the **Pullman Sleeper car** refinished and painted. He led a group of skilled and motivated volunteers in this project but had to leave due to a health issue before the end of the work week. However, those volunteers were on task and got quite a bit done by the end of the work week. There is some painting needed on the ends and the East side to be completed. Then the graphics need to be painted to make this project complete. This is an **important piece in our full-size rolling stock** at Train Mountain. This is one of the first things seen by visitors and should leave a lasting impression. Our thanks are deserved by Duane and those volunteers.

Monday, September 7th about 6:00 pm, a windstorm hit Train Mountain and the Klamath Basin. At about **9:00 pm**, members still in Blue Caboose were warned that there was **fire north of Highway #422**. Highway #422 forms the North-East Border of Train Mountain. I prepared to evacuate by packing my truck and parking it near my RV headed outward for a quick exit. At 12:30 am, a knock on the door of my RV from a Sheriff Deputy told me to evacuate immediately. I dressed and went to the Travel Center for gas. There I spoke to Mort and Denny, also to Rocky and decided to drive home via Medford. It was a long night but I arrived home in Puyallup, WA at 10:15 AM Tuesday. While my experience only caused me a loss of sleep. Many **others in the Western States have sustained great losses**.

Thanks to the hard work and risk taken by Richard Cox and Dustin Barnes operating the two Train Mountain Bull Dozers; the spread of the fire southward was held at the South Slope of Steiger Butte, Schubert Wye and along the new track to Bill Dobbs House. **Train Mountain is fortunate** as so far only minor damage to track, picnic tables and 1 Sani-can have been discovered. This damage can be repaired or replaced. The track damage happened in the Hope Circle area which is some of the less used track and did not receive a thorough raking. In most cases the track that had been raked suffered little or no damage. **Kudos go to all who rake and haul the forest debris**. At this time, it is hard to say how much timber was lost. Many areas in the north have suffered total devastation to the forest. This Fire will serve as grim reminder of the potential devastation we live with. Always, we must all use caution and care.

There are several **new videos on the Train Mountain Website**. These can be found by going to the Train Mountain Railroad landing page and scrolling all the way to the bottom of the page. Selecting the **YouTube** icon third to the right, which will bring up videos by Tom Watson. I encourage everyone to take the time to view these videos as Tom puts a lot of effort into them and needs our encouragement to continue the production of these informative films.



From the Desk of Train Mountain Railroad President (cont)

The **Fall Colors. Oct 9-12, is the last meet of the year** while there is not a planned work week, work on replacing fire damaged track will be ongoing. Please consider volunteering to help with this work.

Due to the postponement of the 2021 Triennial, some dates of upcoming events needed to be changed. The 2021 schedule will be posted in the Gazette in October.

Dates for 2021 and 2022 approved by the TMRR Board:

2021 OPS Meet Work Week Saturday June 19th thru Wednesday June 23

2021 OPS Meet Operations Thursday June 24th thru Sunday June 27th

2022 Triennial Work Week Saturday June 11th thru Sunday June 19th

2022 Triennial Meet Week Monday June 20th thru Thursday June 30th

2022 OPS Meet Work Week Saturday July 23rd thru Wednesday July 27th

2022 OPS Meet Operations Thursday July 28th thru Sunday August 1st

For local Lodging please go to our web site and click on Local Lodging. We think it's accurate as of last summer so if you call one of these folks, and they have changed or are no longer available **PLEASE let us know.**

Volunteer Hours Reporting

Dale Furseth has worked his techie magic on the member's part of our website again. You can now report your monthly volunteer hours online. From the Train Mountain Railroad home page, click on "Online Member Resources: Join Train Mountain: "Register for Meets", then on "Enter Volunteer Hours" or go there directly with this link:

https://trainmtn.org/tmrrmembers/Member_VolunteerHours.aspx

Choose your name from the drop down menu, enter your total hours in the box that matches the month you are reporting your hours for and click on "Update Information" to submit them. So-o-o simple! We hope you enjoy using this feature.

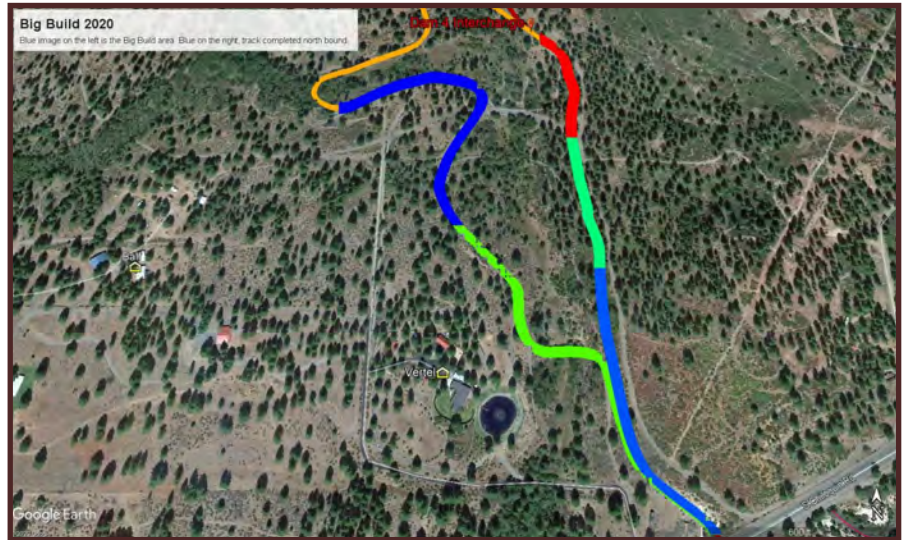


Register or Join - https://trainmtn.org/tmrrmembers/Member_Portal.aspx

Big Build 2020 - Upgrading Timberlake Track (part 2)

an article by Dennis Ward—Track Superintendent

So, Big Build 2020 was very successful. A lot of track (1388') was installed, ballasted, and tuned. The track crew also installed two switches. Bad news, the track crew used a large portion of our inventory. The Track Shop crew was unable to keep up. Good news, the Track Shop crew has enough inventory ahead to keep the crew busy on the north bound track leading to Dam 4. More bad news, our inventory of track building materials is very low. Plastic tie material is almost all gone. We are down to three bundles of steel rail, Our source of track screws is in doubt. Good news, we have plenty of tie plates and rail joiners.



By now most of you have heard of another event here in south central Oregon that has had an effect on track crews at Train Mountain. Of course I refer to the 242 Fire which has created a need to reevaluate the disposition of the track inventory. About 3.69 miles of track needs to be surveyed for damage. The Schubert Loop [Witcombe Wye to Witcombe Wye via Schubert Wye] 9,285 feet. Hope Circle Loop [Shubert Wye to Shubert Wye via Hope Circle] 10,205 feet.

As this is being typed we have not yet been able to get into the burned area to evaluate how much track will need replacing or how many switches need repaired or replaced. Boots on the ground reports indicate the damage is not near as bad as first thought. The removal of forest debris from the right-of-way was a huge factor in mitigating the fire damage. In a few areas where the track is seldom or never used and the pine needles were allowed to accumulate the rail is warped and the ties are not reusable. This was learned from the videos provided by Tom Watson,

<<https://www.youtube.com/watch?v=h7C7wgPqeTM> >

<<https://www.youtube.com/watch?v=fjEvGjZubIA> >

<<https://www.youtube.com/watch?v=Muzp8AfFTxk&t=1766s>>

ODF Fire Crews Using Steiger Butte as observation post



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

The Art of Flag Protection By John Lovely

Train Mountain safety rules state: "5. CONDUCTOR TO FLAG TWO MILEPOST LENGTHS (210') BEHIND ANY STOPPED TRAIN." The question is what, who, when, why, and where. To understand this rule we need also to look into prototype railroad practice over the years. Before signals, radios, and PTC, a man with a red flag was about the only way to stop another train before it plowed into yours.

I first learned about flag protection when I visited Train Mountain for my first Operations meet many years ago. I had been in model railroading for years but was not familiar with the concept. The more I thought about it, the more I realized the importance of it for safety. When I became a real railroader at Grand Canyon Railway I learned even more and was impressed with the importance of the rule. Even though I had been involved with heavy road vehicles all my working years (over a million miles in a bus and truck) I did not understand the momentum of a train. Even our small trains contain a lot of momentum when we are moving up and down the hills at Train Mountain.

Let us start with WHERE flagging is required. Under prototype rules, flag protection is required on main track, outside yard limits, in dark territory when trains have overlapping limits. That is a lot to understand. At Train Mountain most of the track is un-signaled, thus dark territory. We have overlapping limits meaning we can go anywhere we want without a track warrant or other controls.

Main Track is what we run on as we enjoy our rides. **Other-Than-Main-Track** is everything else. Do not confuse Yard Limits with yards (other-than-main-track), just one example of RR jargon that seems contradictory.

WHEN. It all comes down to who is responsible for not running into a hazard, like another train. When I was driving my bus, I had control over two dimensions (speed and direction) to avoid a collision. Train drivers (engineers) can only control speed. In fact that is their main duty – to control the speed of their train. On Main Track outside Yard Limits, the Conductor is charged with preventing another train from running into your train. Wow, what a responsibility over something you have no direct means of controlling. On Other-Than-Main-Track the situation is reversed, more about that later. But what if you are the only train running? Are you sure? Are you communicating on the radio? Is anybody?

WHO is responsible? The Conductor is responsible for everything that happens on the train. One way to handle this is delegation of duties. You can appoint another member of your crew as Flagman. Whenever the train stops the Flagman should immediately think – "**Protect the rear of my train.**" Does it happen? No. We usually are concerned with why we stopped and what needs to be done to get going again. No sir – the flagman's only responsibility is flagging.

HOW is the easy part. Walk back two mileposts behind your train with your flag and wait for a following train or until recalled. Give the stop signal if another train approaches – flag waved down at arm's length across the tracks. (Not standing there staring at the camera as in the safety video.) The following train engineer should acknowledge the signal with two short toots. When they have stopped their flagman will begin providing flag protection for both trains and you can return to your train. The second Conductor/engineer may close the gap between the trains and will probably lend assistance in clearing the problem.

If you are making a planned stop, say to switch at Phillips, the engineer should whistle for flag protection, a long and three shorts, then stop to let the flagman off about halfway around the curve. The recall signal is four longs. Yes, it depends on direction, but for our purposes these simple signals will do. During a meet you should also announce your stop on the radio and call the dispatcher if there is one.

Flagging: (cont)

Two other points of prototype flagging are torpedoes and fusees. Obviously not used at TM since they involve explosives and open flames. Up until a decade ago some railroads still used torpedoes to alert a following train of something ahead. Torpedoes are small packs of TNT wrapped in red paper with lead strips to hold it to the rails. The flagman would hike back two miles, place four torpedoes staggered 50 feet apart, on opposite rails then return half the distance back to the train. When an engine hits torpedoes they exploded sounding like rifle shots. The engineer was to slow the train to restricted speed and proceed at the speed for two miles. Torpedoes were extremely dangerous and have been eliminated for use.

Fusees (similar to road flares) however are still used. Now when train speed drops to near half of track speed they may drop a lighted fusee in the center of the track. (Pretty hard to do without a caboose.) Below half of track speed dropping fusees is required. When stopped the flagman goes back two miles and flags down the following train. When recalled he/she will drop a lighted fusee and continues dropping them at 10 minute intervals until the train is back to above half of track speed. No, I am not advocating either of these practices at Train Mountain and I do not know how we would simulate them.

Now that we have covered Main Track, let us look at other settings. As stated, within Yard Limits on Main Track and on Other-Than-Main-Track, the protection situation is reversed because you are to run at Restricted Speed: A speed at which you can stop in half the distance of sight, short of a hazard, not more than 3 mph. In short: do not run into another train, object, derail, or mis-aligned switch. Remember we consider all of the hilltop; Six Acre, Main Yard, and Central Station; to be Yard Limits. You should also practice Restricted Speed at all junctions and diamond crossings. During the Operations Meet you should treat each station where a passenger train may be stopped as Yard Limits, since they are excused from flagging at station stops.

There are other uses of flags even with today's reliance on radio and satellite communication, mostly relating to maintenance of way. Flags are placed beside the track to warn of danger ahead. A yellow flag signifies track conditions for which you need to slow down. A yellow and red flag indicates a red flag is placed two mile posts ahead and you should be ready to stop. A red flag means stop. If the red flag is beside the track, the owner may give permission to proceed. Between the tracks – do not pass, only the owner can remove it. There should be a track bulletin posted about any of these conditions.

Blue signal or blue flag protection says people are working on or near railroad equipment and may be injured if it is moved. Do not couple to or move anything under blue signal protection. It is similar to an OSHA red tag on machinery.

Let us stay safe and enjoy our hobby.

ED: Added with permission. We still have a lot of blind corners where two mileposts are not visible, even with a little of natures help at trimming some up north. The flagging rule is for our safety and those of our friends, family and guests. Many of our members run on relatively flat track on their home layouts. They also don't run the size trains we run at TM. Add all of these factors together, and John's article is right to the point. Thanks John.

Greetings from Joyce at the front office:

Daytime temperatures have cooled down some to the 80's. It looks like we may get some 60's over the weekend of the 19th and 20th with a chance of rain. Boy, we could sure use some rain right now to clear the smoke out of the air and douse hot spots from the fire.

As of September 11th AM, it is looking like the big Chiloquin Two Four Two fire has remained contained primarily between Hwy 97, Hwy 62 and north of South Chiloquin Road. It has reached Loosely Road which is almost into or in the Fort Klamath area. Some of the evacuation orders have been lifted, while some still remain in effect. The fire started near Collier State Park on September 7th. Having received and passed on misinformation more than once already, I am hesitant to say much more. The fire did strike a large portion of the upper half of the north side of Train Mountain. The south side of Train Mountain—the part south of South Chiloquin Road—remains untouched by the fire. We will not know what the damages are until things cool off enough to actually go in and make a good assessment. On the plus side of things some of the brush clearing that was planned for Train Mountain has already been done for us by the fire. It is probably more clearing than we wanted, though.

The south side is presently open for you to run your trains and volunteer. The north side is presently closed until we are given clearance by the fire authorities.

Kitties, Charlie and Maggie are fine. They spent two and a half days at my house in case we had to evacuate quickly. Since evacuation orders were lifted, they are back at Train Mountain now.

We have lost five members this year. All are due to causes other than COVID-19. They are Allan Witcombe who passed in April, Gordon Felber, Fred Vertel and Scott Weatherford who both passed in August and Janet Dominguez who passed away this month. Our condolences go out to all of their family and friends.

On the brighter side of things, the Big Build work week and meet were great! Attendance was good. It looked like everyone had fun! See you at Fall Colors!

This is your newsletter!

Thank you to everyone that took the time to submit articles this month (by the 15th).

Please keep it up!

2020 Train Mountain Train Meet Schedule

	Polar Bear Train Meet	Spring Awakening Train Meet	Narrow Gauge Train Meet	Operations Train Meet	2020 Ops	Big Build Train Meet	Fall Colors Train Meet
Work Week	none	5/17 to 5/17	5/17 to 5/18	6/12 to 6/14	7/12 to 7/29	8/12 to 8/13	none
Meet	11/7 to 11/20	5/8 to 5/10	7/29 to 7/31	6/25 to 6/28	7/30 to 8/12	9/14 to 9/16	10/19 to 10/12

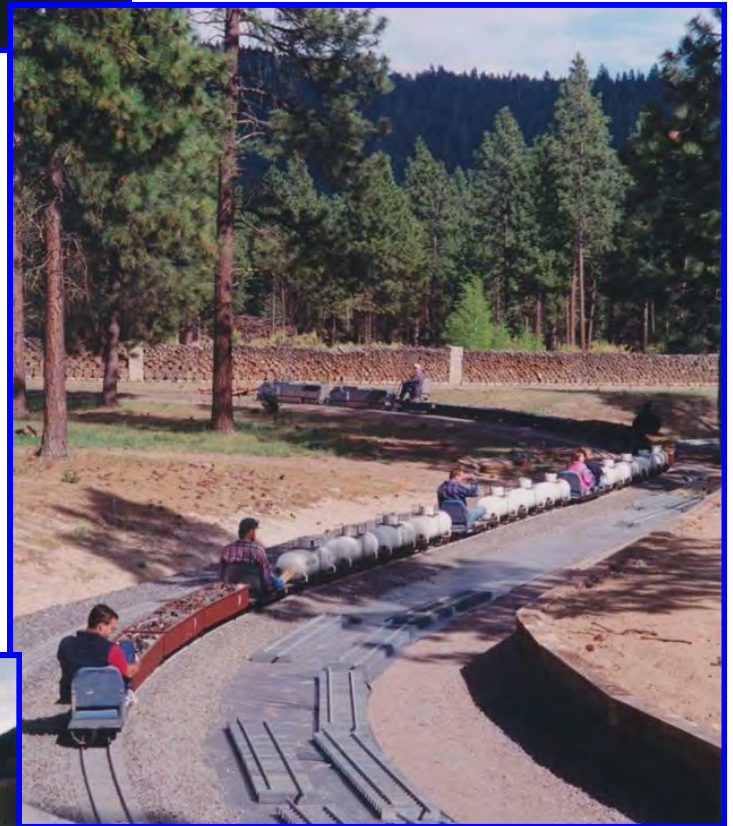
Register or Join - https://trainmtn.org/tmrrmembers/Member_Portal.aspx

HISTORICAL



OK, old timers, remember this route? Hint: The track now goes the other way!

The proper way to have Social Distancing as was practiced in 1997!



That is NOT a sink hole, the rest of the yard was added much later!

Photos courtesy of Karl Klontz 1997

WEB-CAM GALLERY

Photos by: The Web-Cam



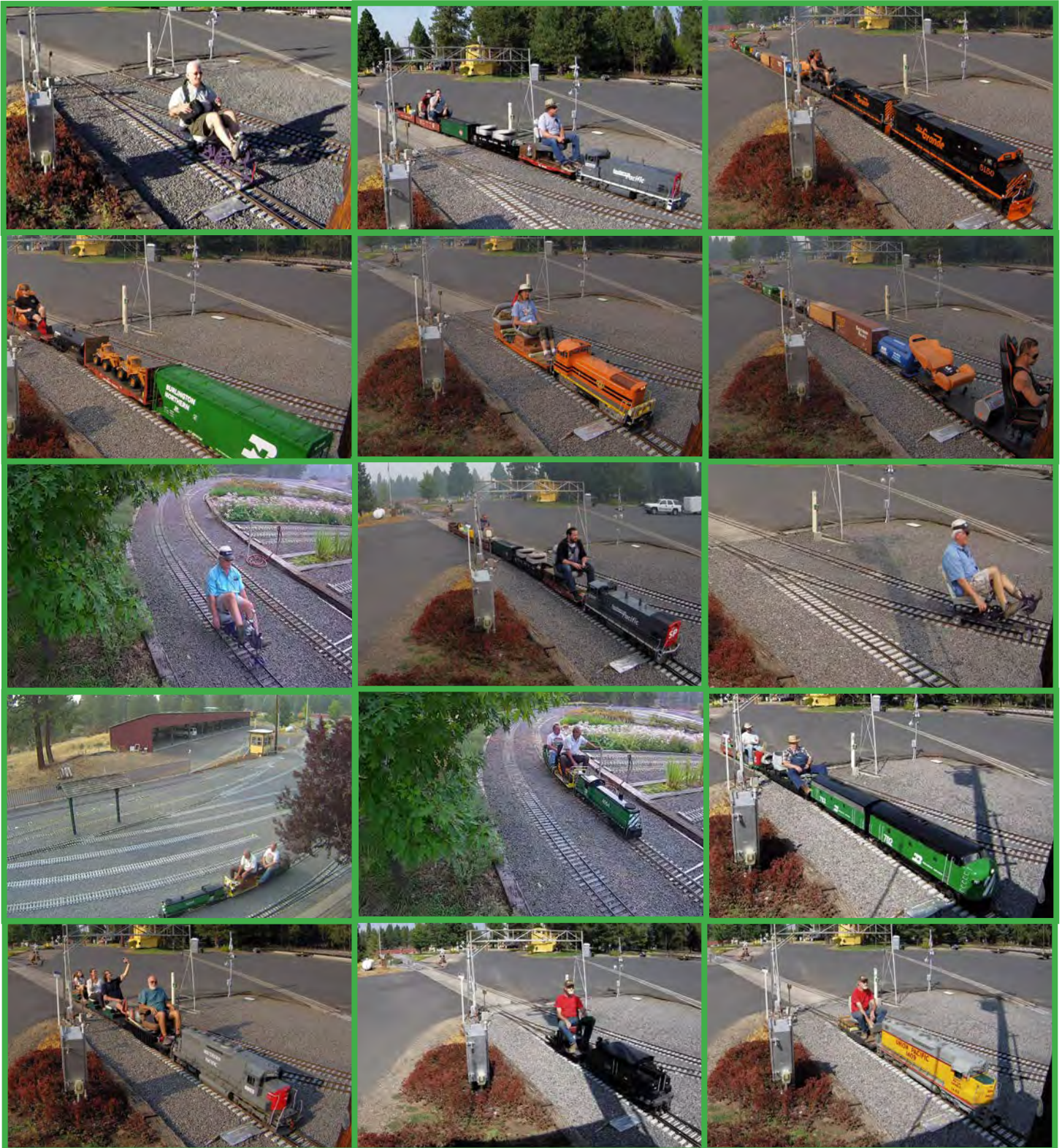
WEB-CAM GALLERY

Photos by: The Web-Cam



WEB-CAM GALLERY

Photos by: The Web-Cam



WEB-CAM GALLERY

Photos by: The Web-Cam



PHOTO GALLERY

Photos by: Tom Watson



PHOTO GALLERY

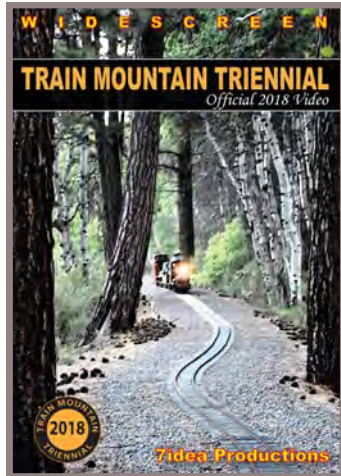
Photos by: Tom Watson



CLASSIFIEDS

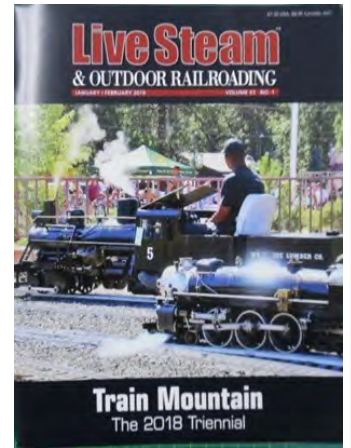
2018 Triennial Video Now Available

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

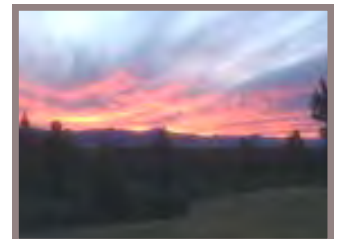


This ranch house is located on Hwy 62, and attaches to the west side of Train Mountain.

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

www.getawayvacationhome.com

CLASSIFIEDS

THE POTBELLY CAFE



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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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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,

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

Please Volunteer at a Train Mountain Meet!

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

