



## Spring Awakening

The Spring Awakening Meet was a fun time for all. Approximately 30 people showed up for the entire event, work week through the meet, allowing many projects to progress or be completed.

Some crews built track panels for the Big Build, others worked on numerous small but important repair jobs, and almost everyone worked on the 4-Way project which was completed except for some signal work.

Double track now goes all the way to 4-Way, which should greatly reduce the congestion previously experienced when leaving the Turntable area and Crisp Yard.





Photo by Danny

The Phantom Napper was spotted on numerous occasions in the Hall of Flags.

He and Danny did a great job expanding the signal bridge to accommodate the extra track, and Danny always knew where to find his co-worker.



Richard (above) continues to work on repairing the retaining wall at Klamath & Western.

Jerry and crew are digging up the Crisp Yard main water valve. Everything had shifted down there, so the valve could not be turned on or off.

The valve was four feet down, and the size of the hole was not large, making a big problem. None of the crew were of insufficient girth to actually reach the valve to put the handle back on, or turn it. Dr. Larry came the closest, but you should have heard him scream as he was



being pulled back out of the hole. Even Danny tried, and that resulted in a Texas size story that grew even larger as the week progressed. In the end, the water was turned back on and Crisp Yard was used to steam-up Dick Petersons locomotive and give Art Crisp a ride.



Images are by Tom Watson unless otherwise identified.

More Spring Awakening news is on page 11

# Museum Train Tours

By: Jerry Crane

As part of our continuing effort to improve our fund raising efforts, we have decided to introduce museum train tours at Train Mountain. These tours will be led by train crews/docents that will allow visitors to see much more of our museum facilities than can be seen by just a walking tour.

The tours will be aimed at encouraging the public to visit our museum. The tours will stop at several locations where the docents will explain our museum exhibits.

These tours are not a train ride. Train rides will still be given at Klamath and Western on Saturdays.

The Museum Tours by Train will cover the southern part of Train Mountain. No fees will be charged for these tours but donations boxes will be readily available at the departure and arrival locations.

# Implementing the Museum Train Tours

By: Tom Watson

By Contract Agreement made in 2012 between Train Mountain Institute a 501c3 (TMInst) now the property owner and Train Mountain Railroad a 501c7 (TMRR), Train Mountain Railroad, (TMRR) administers the day-to-day operations of the property and facility known as Train Mountain.

The Train Mountain Railroad Museum tours will become an addition to the day-to-day operations at Train Mountain, and therefore will be administered by TMRR. The exact details are, and will continue to be, a work in progress. Most things are not yet finalized, but the following are some things we do know will be part of the overall program:

The Three Seater Train Mountain Riding Cars will NO LONGER be available for members to just grab and use. These cars will be used for the Museum Train Tours. Any other uses will need prior approval from the Train Mountain Office.

The Two Seater Train Mountain Riding Cars will remain available, as they were last year, for member use for providing non museum tours to visitors. The difference this year will be that borrowers of TM Riding Cars cannot leave them in their train all day, after each run they must be returned to a designated location so that others may also use them. Any other uses will need prior approval from the Train Mountain Office.

Hauling the public is a very serious business. Therefore, a certification program for both engineers and conductors will be developed and implemented. Initially, three people will administer the certification process: Tom Watson, Russ Wood, and Dennis Ward.

Paperwork will be part of the conductor's duties. A detailed conductor's report will be used for each and every tour. This will be the same as Klamath & Western now does, and will use a similar report form.

Although this has not yet been worked out, it appears that both the engineer and conductor should be versed in Docent duties, and be ready to present museum information during the tour stops.

Pam Williams is presently working on gathering the necessary information and preparing a Docent Guide Book.

When implemented, the initial museum tours will be scheduled tours, one at 10 am and the other at 2 pm, and advance reservations will be allowed. As more crews become certified, the availability may be expanded.

For the Train Mountain Museum project to be a success, we will need volunteers - Docents, Engineers and Conductors, and help in the office and in the Store. We have always been apprehensive that our infrastructure and volunteer base is insufficient should we open Train Mountain to the public. Now comes the test.

I have not seen a single member that doesn't enjoy showing-off Train Mountain to others. Now we get to do that. No train park anywhere, at any time, has ever had a long term viable business plan that did not involve the public. We must move beyond the member/club mentality and operate Train Mountain according to business principles. Train Mountain is far too large to survive on funds derived solely from members. With museum tours, we now have the opportunity to let the general public help support Train Mountain through Store sales and donations.

This project also opens the door to potential grant funds that simply are not available to entities that do not cater to the public. It also helps fulfill the basic 501c3 mission of TMInst to provide railroad education.

# LET US KNOW YOU ARE COMING

It is extremely difficult to have sufficient resources at an event when we do not know if anyone is coming until the last minute. This is particularly true when it comes to planning for a banquet. Please pre-register or at least call and tell us you are coming. Those with All Meet Passes also need to let us know you are coming.

## BANQUETS

We are no longer holding Pot Luck meals for the Saturday night Banquets. We have burned-out several of the locals that were providing most of the food for these dinners.

This year we are having the Saturday Banquets catered. **THIS MEANS WE MUST ORDER THE MEALS SEVERAL DAYS IN ADVANCE.** If you plan on attending the Banquet, you must purchase Banquet tickets early. We are not set up to do this online, but can take care of this over the telephone. Please call the Train Mountain Office at 541-783-3030 and Joyce will help you.



## Train Mountain Railroad Operations Meet, July 1 – 3, 2016

By John Lovely

The days are rapidly approaching when we will again join together to run our trains with a purpose: to create (pretend) revenue for the Railroad and reward our stake holders with a high return on investment. This year's meet promises to have all the fun we have had in the past and we will get to try some new adventures. Here is a quick summary:

1. We have some new track configurations
2. We are missing some track
3. We will have a new dispatching system = less radio confusion, maybe
4. New opportunities to learn other aspects of managing the meet

We really need lots of help to set up during the work week – June 25 – 30. Unfortunately, Jim Armstrong won't be present at TM, but he will be assisting activities remotely. That means those present will need to take on all the tasks of organizing the cars, checking cars, spotting them, and returning them to their homes when we are done. All these activities are just part of the fun.

We will meet Thursday evening at 7:00 PM in the Hall of Flags for our first Job Briefing to go over the Timetable and operating procedures. You will join train crews, request your first assignments, and get all your questions answered. We will have a short Job Briefing each morning at 08:00 so we can review any Track Bulletins and pick-up your switch lists and train orders. Dispatchers will be on duty from 08:30 to 17:00 (5:00 PM) daily. After hours you may continue working on your switch lists or just take a leisurely excursion.

Saturday evening will be our usual banquet where we will share how much fun we have had during the days.

Send in your registrations soon. See you there!

(Editor's note: For those that do not know what an Operations Meet is all about: An operations meet is the train enthusiast's version of dungeons and dragons. We use Train Mountain like a full-sized railroad and pretend we are making money.)

## Upcoming 2016 TM Ops Meet

I know that everyone's mind is currently focused on the Narrow Gauge Meet but I wanted to remind you that the annual Train Mountain Operations Work Week and Meet isn't that far off.

We will be running both passenger and freight trains again this year with some new sidings and depots. John Lovely is putting the finishing touches on the passenger train schedules and John Cooper is enhancing his electronic dispatch board.

If you have any rolling stock that you would like to be included in this year's meet and it has not been used in a prior year's Ops Meet, please send me an email ([armstrong.jandg@gmail.com](mailto:armstrong.jandg@gmail.com)) no later than Monday, June 20 with the following details regarding each car you would like included:

1. Road Name
2. Car ID Markings
3. Type of car
4. Does the car have a "load" in it?

All cars will have to be present in the Main Yard before noon on Tuesday, June 28 to be included in the 2016 Ops Meet Car Inventory

I'm hoping that those of you that allowed your cars to be used in prior meets will be willing to let us use them again this year.

Thanks for your support and we'll see you the last week of June.

Jim Armstrong



## Ops Meet 2016 Needs Your Help

This year's Ops Meet will need more of your help than we've had in past years. I will not be able to attend the meet in person but will be operating the Switch List System from Idaho this year. I'm asking those of you that will be attending the meet to please call (208/484-0073) or email (armstrong.jandg@gmail.com) me if you are willing to be responsible for one or more of the activities listed below.

These activities need volunteers to take on the responsibility for the task and solicit other volunteers to share in the actual work required. Once you have contacted me indicating your willingness to take on a particular activity or group of activities, I'll send you a more detailed list of the things that must be done for them. The list below will give you an idea of the work involved with each activity so you will know how to plan for both work and play time during the work week and actual meet. In addition to your detailed email outlining each task, I will be assisting each of you via telephone and/or on-line with questions and solving problems as they arise.

Thank you in advance for your willingness to jump in and help with this year's Ops Meet. Your assistance this year will establish an experienced group of people who can better handle the Ops Meet preparation and execution in future years.

If we are unable to find a supervisor or responsible party for each of these activities by June 10, then I think we should consider making this year's Ops Meet more like the other meets where Friday, Saturday, and Sunday are open run days. My fondest desire is that this alternative will not be necessary.

Thanks for your attention and interest in the 2016 Ops Meet.

Jim Armstrong

## Ops Meet Activities Needing Your Assistance:

- I. On Monday (June 27):
  - A. Recruit 1 or 2 train crews to move cars into and out of the BackShop for inspection.
  - B. Have at least 2 to 4 volunteers present in the BackShop to inspect and service each car.
  
- II. On any day of the Work Week BEFORE Thursday (June 30) have a train crew:
  - A. Staple temporary Track ID plates to the appropriate sidings.
  - B. Place temporary Siding Name posts near the appropriate sidings.
  - C. This will take several hours depending on the crew's familiarity with the railroad.
  
- III. On Sunday (July 3) need a supervisory volunteer to:
  - A. Recruit 2 or 3 on-the-ground volunteers to help with incoming wrangled cars entering the Main Yard.
  - B. Recruit 1 or 2 engine crews to assist with placing wrangled TMRR cars back to their original location.
  - C. The completion of this activity will take at least 5 hours depending on when wrangling begins and how many train crews participate.
  
- IV. Need a volunteer to take on the responsibility of supervising the Passenger and Freight Agent Office for Friday and Saturday (July 1 and 2) this person will need to:
  - A. Find volunteers to staff the Agency Office during Operations Hours on Friday and Saturday.
  - B. Brief those volunteers on how to do the tasks of the job
  - C. Check that volunteers show up for their shifts.
  - D. Agent Office supervisor and staff will not be operating the Switch List System computer at TM. They will only need to get the printed Switch Lists from a nearby printer and call me when completed Switch Lists are turned in.
  
- V. Need a volunteer on Sunday (July 3) that will:
  - A. Collect the temporary Track ID # plates stapled at appropriate sidings.
  - B. Collect the temporary Siding Name posts near appropriate sidings.
  
- VI. Need a volunteer on Sunday afternoon (July 3) to:
  - A. Gather all remaining forms and items from the Passenger and Freight Agent Office.
  - B. Gather all remaining forms and items (including the hanging blue tarps) from the Dispatch area.
  - C. Receive temporary Track ID # plates and Siding Name posts from Task V. above.
  - D. Place all these gathered materials back into the Central Station storeroom.

## Greetings from Joyce at the front office:

Mother Nature is up to her normal spring season frolic. She has got it good and chilly in the morning, then nice, sunny and warm some afternoons and then rainy, cold or windy on others. Check the weather forecasts and make sure to bring appropriate warm and cool clothing when you visit! And remember to bring bottled water and mosquito repellent.

The 2016 member count is now close to 400 and still rising.

Though the Spring Awakening meet is typically one of our smaller meets, we had a nice crowd with more than 30 members and visitors. It was great to see all who were here. I especially enjoyed the fantastic enthusiasm displayed by some of our youngest members because it gives a promise of hope to the future of Train Mountain and to the hobby.



Volunteers put in lots of good hours and accomplished a lot during the Spring Awakening work week. Thank you to Mr. Mossop and Mr. Branin for helping me out in the office with packaging member packets and totaling volunteer hours. And thank you to Carol LaBerge for all she did with the banquet and the additional decorative touches she has given to the Hall of Flags and to the kitchen. Also, thank you to Alma Taylor for helping at the banquet and thank you, Roger Rude, for repairing the Hall of Flags clock.

Tourist season is picking up and more visitors are finding their way here. If you are here and see visitors on the property, or they approach you for discussion or with questions, please help them in a friendly manner and assist or answer them the best you can. If you do not know the answer to a question or if you only have speculation, but not actual or complete information, simply tell them you do not know and, if possible, guide them to someone who does know.

All visitors need to sign a Participant Release Form before touring the property. I almost always am here without a vehicle, so please direct visitors to the office first whether you see a vehicle in the parking lot or not. If the office is closed, there are blank forms in the sparkly black mailbox outside the office and often there is also a clipboard with the forms inside the kitchen.

Keep it simple and fun and let's make Train Mountain Railroad Museum a positive experience for all.

Next up is the Narrow Gauge Meet. If you are planning on attending, register now if you haven't already, and if you have an All Meets Pass, please let us know if you will be here.

To all who are coming, we'll see you then!

Joyce

(Spring Awakening continued)

Dale and Tom did a microwave signal survey to see if we could put a webcam on Steiger Butte. Great view!



A Corvette Club paid Train Mountain a visit and Les took them for a tour.



Track Shop crew photo by Ron Williams.

## IN MEMORY OF *Chuck Stuts* (? - 2016)

**A Memorial was held for Chuck on May 2, 2016. The VFW provided an Honor Guard and a 21 Gun Salute. We will miss Chuck who was a long time member of Train Mountain and Over the Hill Live Steamers.**



# NEWS FROM OTHER CLUBS

Cinder Sniffers is a model live steam club located in the greater Cincinnati area.

Our 60<sup>th</sup> anniversary celebration is scheduled for the weekend of September 9<sup>th</sup> thru the 11<sup>th</sup>. We will have a catered dinner with Non-Alcoholic beverages included in the cost for purchase on Saturday . NO ALCOHOLIC beverages will be permitted on the grounds. We may be able to schedule night runs depending on the interest of attendee's.

We will be able to accommodate up to 25 steam engines depending on size with coal provided at no cost. You \*\*\*\* MUST \*\*\*\* have a current boiler inspection as of the run date. Your home track boiler inspection will be valid for this event. If you need a boiler inspection that must be scheduled in advance. Other equipment is also welcomed as we have several tracks to store your equipment when not in use. SAFETY chains must be on all equipment. Our track has 1 ½ & ¾ scale thru out our facility with track length of about 3,000' thru the woods of Southern Indiana.

Please visit our website at [www.cindersniffers.org](http://www.cindersniffers.org) for lodging and other information to be posted shortly.

We look forward to seeing fellow railroad enthusiasts in September.

Best Regards,

William C. Mense

Vice-President

Cinder Sniffers

## Help Needed Now for 2016 Big Build

The September Big Build in 2016 will replace the existing track from Cox Bridge to Hill Top Crossing. This is the section on track that runs from Central Station to the Serpentine in front of the Colton Cement Plant. This section of aluminum on wood track will be replaced with steel on plastic track.

This is a section of double track 1,350 feet long. Therefore, the replacement work will require 2,700 feet of track or 270 pre-made track panels. We presently have about 70 track panels constructed, so we need to build 200 more before next September.

We are looking for volunteers that would like to help in the track shop. You don't need any special skills. Richard will show you what needs to be done and he will pre-bend the required rails. The work is mostly loading jigs and operating powered screw guns. You don't have to work all summer. Any amount of time that you could donate would be appreciated. If you could come and work for a few days, it would be a great help.

If you have any question or if you are willing to help, please call the office at 541-783-3030 or drop us a line at [info@tmrr.org](mailto:info@tmrr.org).

Thank you.

## Visitors to Train Mountain:

Train Mountain is very popular and is continually attracting visitors from throughout the world. We announce that our hours are from 10:00 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. Releases are available in the mailboxes near the office for those times 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 Monday through Friday. To arrange other hours visitors should call the office at 541-783-3030.

# Ten Standard Firefighting Orders

by Jeff Mills

The original ten Standard Firefighting Orders were developed in 1957 by a task force commissioned by the USDA-Forest Service Chief Richard E. McArdle. The task force reviewed the records of 16 tragedy fires that occurred from 1937 to 1956. The Standard Firefighting Orders were based in part on the successful "General Orders" used by the United States Armed Forces. The Standard Firefighting Orders are organized in a deliberate and sequential way to be implemented systematically and applied to all fire situations. They are as follows;

- 1) Keep informed on WEATHER conditions and forecasts in FIRE region.
- 2) Know WHAT your FIRE IS DOING at all times OBSERVE personally or use SCOUTS.
- 3) Base actions on current & expected BEHAVIOR OF FIRE.
- 4) Have ESCAPE ROUTES for everyone and DIRECT people to them.
- 5) Post a LOOKOUT when there is possible danger.
- 6) BE ALERT & CALM, THINK clearly ACT decisively.
- 7) Maintain prompt COMMUNICATION with your men, your bosses and adjoining forces.
- 8) Give clear INSTRUCTIONS and be sure they are understood.
- 9) Maintain CONTROL of your men at all times.
- 10) Fight fire aggressively but provide for SAFETY first.

Everyone should review these rules periodically and have an awareness of them. They are all common sense in nature. However during a critical event one or more can be overlooked. In the past 20 years, all fatal wild-fire fighter incidents could be traced to one or more of these orders **not** being followed.

Therefore, we need to be more observant of our surroundings; ensure our communications are in place and keep safety a priority in our operations. There is a pocket-sized card with these orders printed on them available at the office. Please feel free to pick up one, read it and share with others.

During the Narrow Gauge Work Week, I will need volunteers to help inspect service and deploy our firefighting equipment. Fire extinguishers need to be charged and placed in their shelters on the tracks. The fire tools on the gators need to be inspected and the fire pumps serviced and installed.

Also, we need to prep the Fire Gondolas for deployment. They provide a roving fire patrol on our tracks. The use of the Fire Gondolas last year allowed us to have an uninterrupted Triennial despite the High Fire Danger. Without them, the local fire authorities would not have permitted us to run!

Some of these jobs will require the use of our trains to complete them. Please contact me or the volunteer coordinator if you wish to assist with these important tasks.



## **From the Volunteer Coordinator - Russ Wood**

**Adopt: [uh-dopt]** - to choose or take as one's own; make one's own by selection or assent.

For many years Train Mountain has a process whereby members can 'adopt' sections of track or scenic areas and more or less take charge of the maintenance of those areas. We are now more in need of these folks than ever before. We have grown to the point where without these kinds of volunteers to help spruce up and maintain our park we may lose that magic we feel when we cruise around Youngstown, or the smile we get when we pass through Lillyville.

We have lost some of our old timers that used to do these chores and we need new blood to carry on in their stead. One can hardly make out the town of Little Falls anymore, it has become so overgrown.

So here is the deal, think of an area or section of track you would like to make your own task when you are here at the park. Check with me in the office or email [russ@hobby-tronics.com](mailto:russ@hobby-tronics.com) and we will get your name on the list.

If you adopt an area and there are things in that area such as track work, or the like, that you don't feel comfortable doing, let me know and we will add it to the task list for the next work week. We are not looking for everyone to become a track master, just an overseer of a small section of the park. Raking, weeding, brush thinning, in general making the park look like a park.

### **Known adoptions at this point:**

Carpentry Shop: Bill and Joyce Kludt (scenic building repair, painting, and new construction)

Ellingson Bridge to South Portal: Russ Wood

Midway Circle Garden Railway: Mort and Denny Ediger

Daffodil Hill: Larry Debroi

Saanich – Breen Steel: Larry Debroi

Gardening and Lawn Mowing: Larry Debroi

Lillyville: Steve Lilly

Crane Siding: Jerry Crane

South Meadow Loop: Kitsap Krew

Klamath and Western: Klamath and Western Railroad Inc.

Weed abatement: Boyd Butler

Noxious plant abatement: Toni Brooks and Sheri Beauchamp

Cameras: Dale Furseth

Signals: John Cooper

Crossing Signals: Bill Dwyer

Members: Char

### **Volunteers Needed**

Talking about being a museum and actually becoming one is a big change for the park and its members. Being a museum means you have docents that understand what is here, what we are presenting as a museum, basically walking the walk and talking the talk. In addition to all of our other chores of running the park we now must have DAILY help in the office / store, rail tour engineers and conductors, new literature, and lots more.

This means we need your help. We are attempting to start out with two rail tours daily, one at 10:00 and one at 2:00. We need to get those patrons into our very profitable store to buy some goodies. Joyce can't run the office and the store at the same time. Each rail tour will need at least two tour personnel. So here is where you come in. If you are in the area (not just a local) and can spare an extra two hours, call the office and let Joyce know what day and what time you are available (10 o'clock slot or 2 o'clock slot). Everyone wins if we share the load. Thanks.

### **What is a WORK WEEK?**

So every year we have five meets where the week preceding the meet is what we call a 'work week'. So what does that mean? Well first off Jerry gives me a list representing the land owners wishes, depending on the time of year, Mother Nature gives us a list, in between meets we go for train rides and our butts gives an additional list.

What's on these lists, well let's see, low hanging branches, fallen trees, track repairs, PINE CONES, raking, picking up debris and taking it to the respective burn pits, rocks in the grade crossings, leaky pipes, etc. And as you all know we have morning volunteer gatherings at 8-ish in the Central Station kitchen (coffee you know) to discuss what's on today's list.

I do not make assignments; I mainly present the list(s) as we know it at that moment. Those that have the skills and desires to take on one of these tasks do so. Usually one or more folks take on the added task of being in charge of that particular item to be done. They assemble their own crews from those present at the morning meetings. As tasks are completed they are taken off the list. The list at the beginning of the 'work week' and the meetings in the mornings are sometimes pretty lengthy and crowded. As the week progresses hopefully the list gets smaller and so does the meetings. Seems once a member knows what he or she is doing during that 'work week' the need to attend a morning meeting is greatly diminished. We do serve a good cup of coffee though!

## **Notice to all Members**

Due to security concerns, the Gate Code for the Train Mountain Main Gate was changed after the Triennial. Any Member planning to arrive at Train Mountain when the Office is closed will need to contact the Office prior to arrival to arrange to get the new Gate Code.

## **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.**

**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!**



# WEB-CAM GALLERY

Photos by: The Web-Cam



# WEB-CAM GALLERY

Photos by: The Web-Cam

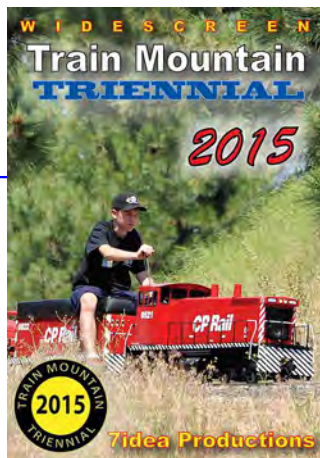


# CLASSIFIEDS



## 2015 Triennial Video is available now!

The 2015 Train Mountain Triennial video from Aaron Bentsen at 7Idea Productions is now available through the [Train Mountain on-line store](#) or the main office at Train Mountain. Give them a call at 541-783-3030 and get a copy on the way to your place. It's \$29.95 for the video and free shipping and handling lower 48, \$6 S&H for all others. A most enjoyable video shot by a true video artist and of course our favorite subject, Train Mountain!



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 November / December 2015 issue of Live Steam and Outdoor Railroading? It is a great article covering the 2015 Triennial. and the great gang of folks that hang around the place and put on terrific live steam train meets. Pretty cool! web: [livesteam.net](http://livesteam.net)



**Donations\$ Needed!**

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 1/2 Page: \$70/month or \$700/year  
 Full Page: \$125/month or \$1250/year

Published by Train Mountain Railroad  
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 Chiloquin, OR 97624  
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 Photos: Tom Watson





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## Kla-Mo-Ya Casino

34333 Hwy 97 N  
Chiloquin, OR 97624  
541-783-7529 or 1-888-KLAMOYA  
[www.klamoyacasino.com](http://www.klamoyacasino.com)

Kla-Mo-Ya Casino opened in 1997 and is owned and operated by the Klamath, Modoc and Yahooskin Tribes. Set in the beautiful pines of Southern Oregon, we are located on Highway 97 near the junction of Highway 62 (Crater Lake Highway).

We are open 24 hours a day, 365 days a year, and welcome travelers and groups from across the country year round.

Our Peak to Peak Restaurant is open 24 hours a day, with a full service lounge and beverage service available out on the gaming floor. Choose from great menu items like juicy steaks, classic salads and pastas, or try our beefy Triple 7 Burger if you are *really* hungry. Dine in or take out, we have a host of friendly staff to serve you. Check out our current menu from the Dining page of our website, and watch for monthly special features. The Peak to Peak restaurant welcomes groups, meetings or parties for special occasions.

Open from 7am to 9pm, the Espresso Bar serves a wide variety of espresso and coffee drinks, hot or cold, as well as fruit smoothies, frozen yogurt, desserts, and quick to-go lunches.

Our gaming floor has 344 slots with new games and themes being brought in all the time. Find out about our current slot promotions and check out recent jackpot winners on our website and Facebook page.

Try your hand at one of our four Blackjack tables. We offer double deck and six-deck blackjack with \$3 tables available every Monday. Keep up with promotions and tournaments available by checking our website.

Hours of operation:

Weds & Thurs: 12 noon – 8pm

Friday through Sunday: 12  
Noon – 12 Midnight

(closing times may vary depending on play)

Stop by the Bonus Club to sign up for a free membership card to earn rewards and qualify for our many promotions and giveaways. While you are there, browse through the unique selection of items in our Gift Shop.

RVers, Truckers and large vehicles are always welcome, with plenty of free overnight parking available. Stop by the Bonus Club to ask about discounts and perks.

Come enjoy the warmth and excitement of Kla-Mo-Ya casino.



## 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 Ya-hooskin 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 Mexi-Go or Mountain Fresh Pizza. Free Wi-Fi, a comfortable lounge with large screen TVs, laundry and shower facilities, and ATMs are all available.

Make sure to ask for a Crater Lake Junction Travel Center rewards membership card so that you can earn points for each purchase and visit. Your earned points can be applied toward future purchases.

Truckers, ask about trucker services and benefits for each visit. Convenience items and truck accessories are for sale, along with many useful daily provisions.

### Crater Lake National Park

Crater Lake National Park is located off Highway 62, just 34 miles from Kla-Mo-Ya Casino and the Crater Lake Junction Travel Center. After playing and fueling up, discover the world-famous beauty and amazing history of Crater Lake. Groups and parties, ask about casino shuttle service for your outing or adventure.

### Shuttle Service to and from Train Mountain

Kla-Mo-Ya Casino and the Crater Lake Junction Travel Center are also offering a free shuttle service for Train Mountain Members, Guests and Visitors.

Train Mountain people should see the TM Office for more details, schedules, and special events.