



The Mountain GAZETTE

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An Official Publication of the Train Mountain Railroad - Issue: Vol. #3 Issue #53

December 2017

Year's End

As 2017 comes to an end, everyone is expecting a summary of the year. However, that will need to wait as it will take some time to put all that together. Joyce has been very busy working on mail-in Triennial Registrations, and taking care of all her other duties. In fact, she is so far behind we need to get her some additional office help.

Anytime your are at TM and feel like volunteering to help in the office, please come to the Office and talk to Joyce.



In the mean time, Joyce has been receiving a lot of help from her Office Assistant "Char," but she is still getting further and further behind.



Char reached out to her friend "Jack," who willingly agreed to help with filing and counter top re arrangement. They just finished "the pile" by Joyce's computer. Char will also train Jack in the typing on a computer keyboard using four paws techniques. Char has become a very creative typist.



Next comes a counter top re arrangement training session.

On this day, the only item they deemed worthy of remaining on the counter was the red Christmas dinner announcement.

A good number of people that came to the office were able to sign up and attend the wonderful meal sponsored by the Dobbs and Ward families.

Below you can see the wonderful meal being dished up and some of the dining area in Central Station where everyone enjoyed the delicious Christmas Dinner.



After dinner there was a *White Elephant Gift Exchange* where Jennifer picked a specially wrapped package that took her about 20 minutes to unwrap. She had to get through the many layers that used things like more boxes, Shrink Wrap, Duct Tape, Banding, and more to get to the inside treasure - a socket set. Dana helped, while reminding Jennifer that she had given her (Dana) a similarly wrapped present the night before, and that Karma was a b@\$%&! It was great fun for all.



Central Station Yard Upgrade

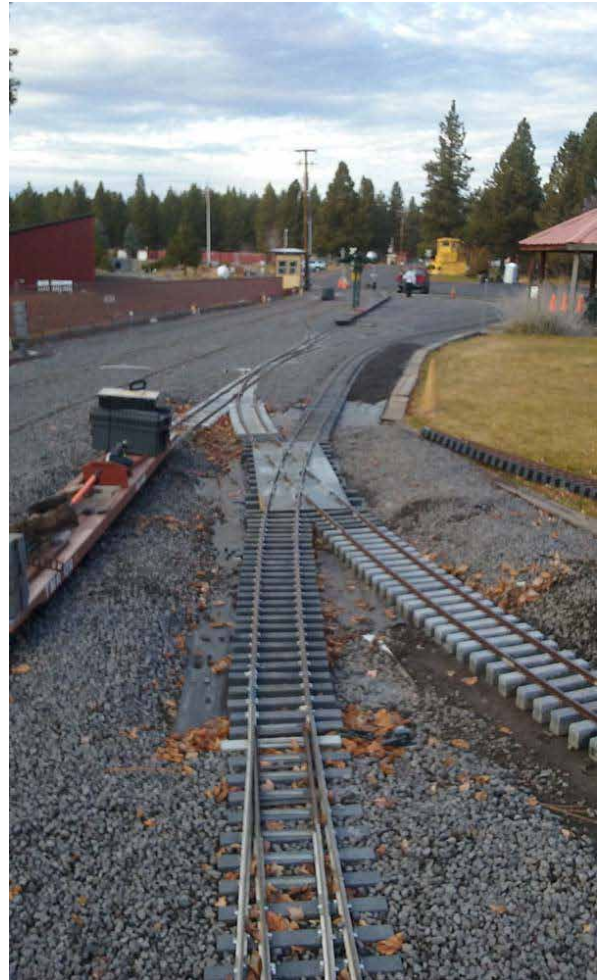
by John Cooper

Over the Thanksgiving weekend, my son Daniel and I completed the installation of the diamond at the south end of Central Station. This diamond is the crossing between the departure track closest to the porch and the lead to the turntable. The geometry of the location required that both tracks through the diamond had to be curved, making the fabrication a bit tricky. The turntable lead required some adjustment in its approach alignment, but otherwise the diamond fit quite nicely.



In the accompanying photos, a crossover is visible on the departure track just south of the diamond. This crossover imitates a useful feature that is

present in the K&W station. The K&W uses their facing point switch at the departure end of their loading area to pull empty trainsets forward into the clear, swap trainsets, or swap engines. Similar movements can be made in Central Station. The intention is that the normal departure route would be to stay to the left on the track closest to the turntable.



Outreach Success with the Oregon Field Guide Special

By Chris Donhost

Train Mountain Social Media outreach in the month of November hit an all-time record with the release of Oregon Field Guide's (OFG) special on Train Mountain. Initially the video was released and could only be streamed through the OFG website as a 3-part series alongside a segment documenting the barges on the Columbia River, and a logger that still uses a team of horses to selectively remove timber from a grove of trees in Oregon. Since that initial release, Oregon Public Broadcasting (OPB) separated the Train Mountain segment and created a stand-alone video they shared on OPB's Facebook. National Public Radio (NPR) then picked up the story and shared it on their Facebook. As of this writing, the video has been viewed over 1.1 million times! Additionally, it has been shared 13,000 times with 14,000 "likes" and well over 2,000 comments. Not only did NPR's share give the video a national audience, it went international, with people in Australia, New Zealand, and the UK checking in to express their enjoyment of watching the OFG special. These numbers only represent the views on social media- additional viewer-ship should also be considered through the live broadcast and streaming over the OFG & OPB websites. Well done to all those volunteers that braved the cold to help put on a good show for the filming crew, your efforts paid off! Thanks also to Oregon Field Guide for deciding to visit Train Mountain a second time to film another show!



Train Mountain on Oregon Public Broadcast Links

The new segment on Train Mountain and other Oregon destinations was aired in their Thursday, November 9th broadcast of Oregon Field Guide.

You can now view the entire segment directly on the opb.org website here:

<https://watch.opb.org/video/3006578129/>

OPB has made the Train Mountain part of the broadcast available on Facebook, and can be viewed without being a [Facebook member by clicking here.](#)

Emma Peel in Peril

By Jeff Mills

Recently one late night's TV viewing found me watching the British Spy series The Avengers. I remember watching this show as a teenager and had a boy crush on the star, Emma Peel played by Diana Rigg. What young man wouldn't take a liking to her? Attractive with red hair and a leather "cat" suit, the European Trifecta if there ever was one.

The episode I was viewing was season 4, episode 2, titled "Grave Diggers". While the plot was a little thin and the storyline was very eccentric, it ended up with Emma Peel (Diana Rigg) bound and tied to a scale railroad track. Of course, John Stead played by Patrick Mac Nee, comes to her rescue and frees Emma from the steamer coming at her at full speed. In the course of the rescue he does nothing that might wrinkle or soil his hand-tailored suit or cause the loss of his iconic derby hat.

This got me wondering where is this railroad and what gauge was it? Is it still operating today? The answer I discovered was Yes. It is the Stapleford Miniature Railway in Great Britain and still operating. It is constructed in 10.25" gauge (260mm) and there are a number of YouTube videos showing their equipment running. Being 10.25" gauge makes the Stapleford Railway equipment close to what we refer to as 2.5" to the foot scale. If anyone is interested in The Avengers episode I am referring to, the DVD can be rented from Netflix and is also available for purchase on various websites. Or maybe you might just stumble on it as I did.



Film location plate presented by ABC TV to the Stapleford Miniature Railway, which is still in use today

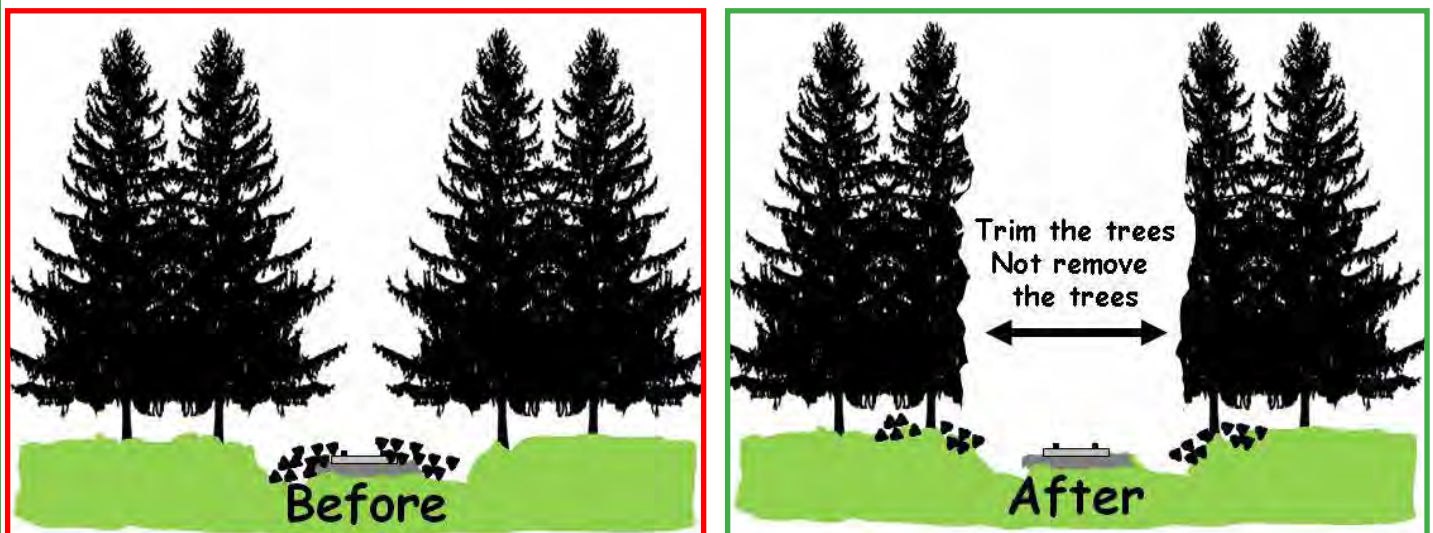


Forestry Issues at Train Mountain

When Quentin acquired the property now known as Train Mountain, he had it logged and brush cleared. You used to be able to stand at the edge of the turntable area and watch trains run in South Meadow. Our two mile post rule for seeing the train ahead of you is almost impossible now. What has happened in the 30 years since that initial thinning of the trees and clearing of the brush is **IT GREW BACK!**

The acquisition of the Peco Brush Blazer is a first step in regaining the cleared landscape we need. The issues are really simple, we need to remove the ladder fuel branches in the trees and we need the brush around the trees to be gone. This will help in our long term goal of fire prevention.

Secondarily to those main issues we need to clear / daylight the area directly over our track so that we don't spend three of our four Work Weeks, annually, **RAKING!** If you're keeping score that's 4 times 30 years or 120 Work Weeks or **TWO** plus **YEARS** of **RAKING!** Imagine what Train Mountain would be like right now if we had those two years of manpower devoted to the track and infrastructure and not the **BURN PITS!** We are not talking about clear cutting the forest; we are talking about just clearing directly over the track. Some of our track now has blind corners because of the undergrowth; the Brush Blazer is helping to remove some of those issues. It all contributes to a safer railroad, and a healthier forest!



We still have several miles of wood tied track. We have regular ongoing maintenance issues being an *OUTDOOR* model railroad. We still have plans to expand beyond Hope Circle and run all the way to the New England Circle on Hwy 422. We would love to engineer a good way to get up to Caboose Ridge and take a train ride to that summit. All of these projects could become a reality if we gain back our Work Weeks and focus that energy away from **RAKING!**

Our forestry management goals should be first and foremost to reduce the fire danger and secondarily to remove some of the forestry *maintenance* issues regarding pine needles, pine cones, **RAKING**, and hauling to the burn pits. **See it's simple!**

2018 Triennial Committees and Needed Volunteers

The Triennial Steering Committee has formed 33 committees for the 2018 Triennial. Now we need the volunteers to man them during the work week and run days of the meet. Some of these committees will require just a few volunteers and others will require quite a few working in shifts to make sure all runs smoothly. We will ask for 2 hour shifts which allow volunteers to have much of their day left for other activities. Many of these committees will be in contact with members, their trains and/or day pass visitors.

Each morning there will be a volunteer meeting. Committees with open time slots will request volunteers then. There will also be sign-up sheets for all committees. Sign-up sheets will require your name, time slot to fill and your cell number. This information allows the chairperson to contact volunteers in case of changes or problems. These sign-up sheets will be at Triennial Office after the morning meeting. There will also be a white board with requests for needed volunteers at the Triennial Office.

If you do not know what is required or feel that you do not know what to do, the committee chairs and Volunteer Coordinators are here to help and answer any questions you have about the volunteer assignments.

List of Triennial Committees and Chairpersons

Arrival/Check In	Bill Shepard
Back Shop Repairs	Lloyd Dannenberg
Boiler Testing	Bill Dobbs
Camp Ground Host 6 Acre	Peter Wood/Beverly Hills
Camp Ground Host Blue Caboose	Pam Williams
Camp Ground Host South Meadow	Mike & Wendy Mulder
Communications	Dave Waterstreet
Equipment Maintenance	Dustin Barnes/Richard Cox
Equipment Rental	
Engine Shuttle	Frank Bartholomew
First Aid	Diane Barr
Garden Railroad	Dennis & Mort Ediger
Infrastructure Repair	Jerry Crane

Fuel Yard	Ed Ackerman
Post Triennial Clean Up	Dave Savage
Packet Preparation	Pam Williams
Parking South Meadow	David Herzog
Program	Russ Wood
Safety Video Viewing	Dick Peterson
Security	Carolyn Steuer
Shuttle Vehicles	Larry Da Broi
Signal Maintenance	John Cooper/ Dave Waterstreet
Track Repair Mobile North Side	Joe Simon
Track Repair Mobile South Side	Mark Flinton/Richard Ledyard
Track Assignment	Dean Willoughby
Train Tours	Russ Wood
Train Inspections	Woody Lewis
Trash Pick Up	Bob & Pat Wolf
Unloading/ Loading	Louis Reid
Vendors	Russ Wood
Website	Tom Watson
Yard Master Main Yard	John Cooper
Yard Master Central Station	John Cooper

This list is also on the trainmtn.org website under the tile Triennial, then Triennial Committees. If you are interested in volunteering for a committee now, please contact us at Info@TMRR.ORG. In the subject field, enter *Want to Volunteer*. Please provide your name, cell number and where you would like to volunteer. We will pass your information on to the appropriate committee chairperson.

THIS YOUR RAILROAD and our Volunteers make the meets work! So volunteer early and often.

Thursday Yard Part II

Well, Dennis and Charlie are making great progress on all sorts of projects. While waiting for the tie material to arrive they are working on those little safety cables we sell in the Company Store. They are cutting the straps, drilling and countersinking the holes and adding the cables and quick-links.

Safety Cables



So does this have to do with Thursday Yard Part II? Nothing really other than attached to this article is a sample of what they have accomplished so far (before they ran out of track supplies). This includes some additional TM Frogs from Dustin's workshop. Also Richard is clearing brush so we might have some additional places to do some stuff!



**Thursday Yard
KIT!**

Remember Thursday Yards are temporary yards used for the Triennial events.. Once the event is over the goodies become inventory once again for the Big Build type projects.



Inventory

So why are we discussing "ThursdayYards?"
Read the CRITICAL MASS message from
the Track Assignment Guy "Dean" on page 10

Greetings from the Track Assignment Guy

It has been two and one-half months since registration for the big party started with over 215 trains registered of the 400 trains that will be allowed at the meet. As has been stated in the Gazette, the growth in electric locomotives has been overwhelming. Not only in number of locomotives but in the length of train consists. Again, if you have generator capability please let me know for track assignment in the main yard.

The first e-mail went out on December 6th with track assignments. You will note that many electric locomotives and their consists are split, especially the longer trains. Most have been assigned to the Klamath and Western yards this way you will not be far from your train. Again you may have to share charging tracks. Track assignments are determined by fuel type and then by length of train. I match up the length of your train with length of sidings. For you steam folks, less than 40 foot trains will be on the turntable and over 40 foot in Crisp yard until filled. Then consist will be found in the main yard on the T tracks behind the back shop.

Track assignments will remain fluid until late April. Next e-mail date for track assignment will be late January or early February. Again any comments or request please send to 2018tmtrack@att.net. All for now Dean.

New message received December 22, 2017

CRITICAL MASS REACHED for Electric Locomotives

I have been working diligently on track assignments this week. As of today I have hit critical mass for the electric locomotives. All spots have been assigned to include double bunking and I have 15 locomotives and their respective trains to be assigned a parking location.

Dean



VENDORS COMING TO THE TRIENNIAL



As soon as a vendor signs up and provides us with a LOGO, we will add it to this list.

PRECISION STEEL CAR

LARGE SCALE TRAIN CAR KITS, DETAILS, AND ACCESSORIES

The Pike River Northern

Your suppliers for 1.6" scale locomotives and parts



Live Steamer Parts, LLC

Recently, I had cause to consider what Train Mountain means to me and how it would affect me if it was to disappear. It seems that nothing nor no-one lasts forever, despite our best efforts. Organizations and families grow or dwindle commensurate with hard work and input; money, time, effort, enthusiasm, and love. All of these ingredients are necessary to have a viable organization. What this is leading up to, is what does TM mean to each one of us, and what are we willing to do to keep it growing. Where else do we get this value for so little cost? Take two grand kids to the movies, have some pop-corn or candy, drinks and what have you spent for two hours of entertainment? Even with the coupon and the matinee showing, it was almost \$100.00. so, I looked at other places where I spend money, and tried to equate the perceived value. Smart phone, \$75.50, per month; land line and Internet, \$109.25 (for dialup) per month; Direct television plan, \$117.05 per month; Starbucks coffee, \$2.25 plus one refill, .50 (my cup) per visit; one tank of gas, 35.00 (approx.450miles); a visit to my friendly hobby shop, \$.\$\$, (this MUST remain secret) but it is an amount that must be included; gedunks (snacks) cookies, \$3.49, chocolate candy bar, .89 each, bag of potato chips, \$3.79, at least one of each per week for a total of \$32.68 per month; fast food lunches, at least \$8.00 per trip, figure five times a month, \$40. So, lets compare; either \$311.23 (smart phone) or \$344.98 (land line and Internet access) disposable income per month; or family access to TM, \$80.00 per YEAR (minus meet days which cost extra)which if spread out over just 6months, works out to \$13.33permonth. So, if I really want to keep TM around, I should contribute more. This is my way of asking the rest of you to consider giving more to TM if it means as much to you as it does to me.

Thank you for taking the time to read this letter .

Joe Simon

Greetings from Joyce at the front office:



What can I say? It is just plain chilly outside! Most of the roads are dry, but there is still some snow and ice on others. It was a slightly slippery adventure driving downhill over an icy part of South Chiloquin Road last night.

Despite the icy cold, a tourist or two are still showing up now and then for Train Mountain Railroad Museum's self-guided walking tour.

2018 Memberships and Triennial Registrations continue to pour in. As of December 14th we are at 293 memberships, 540 members including family members and over 485 people are registered for the Triennial. 25 people have All Meets Passes and a few people have registered individually for various 2018 meets, mainly Narrow Gauge and Operations.

Chiloquin Visions in Progress (CVIP), the group which heads up a number of community based organizations through the Community Center in Chiloquin has hired a firm to give advice on changes needed for the city and on boosting tourism to the area. They have included local businesses as well as Train Mountain in their meetings and endeavors. It is still in the early planning stages, but the firm has a lot of great ideas, so there will most likely be more news to come.

I don't know all of the proper construction terms, but I'll do my best at trying to describe the progress the Klamath Tribes are making on their Inn. It looks like they have all of the framing in on its three floors, and the basic part of the roof is on. I can't see if anything is happening inside, but it looks like there is a lot of electrical, plumbing, and other interior and exterior work still needing to be done. It is looking good so far.

Having a firefighting husband, I have learned a lot about why wild land fires can be so dangerous and how they can wipe out even the best of neighborhoods. Sure, I grew up with campfires and in a house with a fireplace and my dad did controlled burns to get rid of weeds in our yard. Those were controlled fires and I was taught how to handle them, how to keep them safe and how to put them out. I have recently learned that wild fires are an entirely different beast and I have learned about how they can so easily and entirely take down a completely groomed neighborhood (you know, lots of short green grass, trimmed trees and shrubs, beautiful houses, concrete, pavement and so on). The fire beast has a life of its own and characteristics that I never would have dreamed existed until being told about them. It is too much to write about in a short article, but what I have learned reminds me of how important it is for us to take fire prevention measures and to practice safety here at Train Mountain. I really want to emphasize that importance to everyone.

I am drawing a blank on anything else to write about, but then, hey, it's almost Christmas!

Happy Holidays to everyone!

Joyce

December 2017:

Pictured here is a velocipede railroad handcar



donated to Train Mountain by the family of Ralph McNutt. This type of car was designed to be operated by a single "gandy dancer". It was light enough that it could be lifted on and off the track by one person when a train was approaching. There are not too many of these in existence

today. Train Mountain is fortunate to have one in such good condition, but it could use some restoration if anyone is interested. Photos and information provided by Train Mountain Library.



**The Library staff
wishes you all a
Merry Christmas
and a
Happy New Year.**

Sabra, Jim,
Pam and Steve

2018 Operations Meet

The 2018 Operations Meet will start on Thursday, July 26th, and run through Saturday, July 28th. This is a day earlier than past Operations Meets

Operations meets are the ultimate experience in our hobby. We run our trains with a purpose.

There are two main activities involved in the Train Mountain Operations. We operate passenger trains by timetable, and they have paper “passengers” to pick up and drop off. We also have freight trains operating which are delivering freight cars to the various industries on the railroad, and picking them up as well. While all of that is taking place, there are also the train tours running, giving visitors a chance to see Train Mountain.

All of this activity is being controlled by a dispatcher at Central Station. There is also the tower operating, controlling trains around Central Station and out through Grand Junction.

As you can imagine, there can be a lot of activity out on the railroad. It is a wonderful opportunity to really learn the Train Mountain railroad.

Watch for more details about the Operations Meet in following editions of the Gazette. If anyone has any questions about the meet, please email me at railroc66@yahoo.com, or phone me at 510-227-9174.

Richard Croll, Trainmaster

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

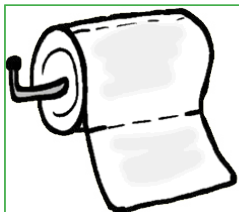
"the computer guy"

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/tmr-members/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 new feature.

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!

Train Mountain Volunteer Hours

Name: _____

Month & Year: _____

Date	Project(s) Worked On	Number of Hours
Total Hours		

WEB-CAM GALLERY

Photos by: The Web-Cam



NOTICES

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. Please give each article a distinct file name with your name a date. If everyone submits an article named "article for gazette" or something similar it could get overwritten by another article with the same name.

Please use a common open source FONT such as ARIAL that can be displayed in all Browsers, and is easy to read. Please do NOT use the Calibri font, as we must take the time to convert it to Arial.

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

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.

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, and **YOU** are liable for them until they sign a release. 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)(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.

Train Mountain EMAIL

Is presently out of service. Please contact Joyce via email at trnmtn.joyce@gmail.com

The Gazette EMAIL Notice IS PRESENTLY OUT OF SERVICE. Until the bulk email service is restored, the Gazette will be published on the Train Mountain website around the end of each month without email notice.

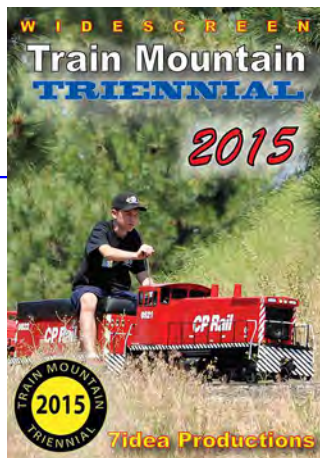
<http://trainmtn.org/tmrr/pages/gazette/gazette.shtml>

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

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://web:livesteam.net)



**Donations\$
Needed!**

HAVE SOMETHING YOU WANT TO SELL?

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

Published by Train Mountain Railroad
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Contributors: TMRR BOD, Friends, TMI
 Photos: Tom Watson





Located only 1.5 miles off Hwy 97 in Downtown Chiloquin in the same building as the Post Office
212 1st Avenue, Chiloquin, OREGON 97624 -- Phone: (541) 783-0988



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.](#)



Kla-Mo-Ya Casino

34333 Hwy 97 N
Chiloquin, OR 97624
541-783-7529 or 1-888-KLAMOYA
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.