



The Mountain GAZETTE

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FIRE SEASON IS HERE

There is not much one can do about when or where lightening will strike. However, we learned that if the brush has already been cleared in an area where lightening does strike, we then have a good chance of containing the resulting fire.



Around 8:30 pm on July 25th, lightening struck a tree across from the Train Mountain main gate on Louis Mooney's property. A couple years ago, Louis had hired the Brush to Parks guy to clear some of the brush on his property. When lightening struck Mooney's tree and started a fire, there was not much fuel in the immediate area because most of the brush had been cleared.



Chiloquin Fire had the first units on the scene, and were able to quickly knock the fire

down and contain it to approximately a 30 foot circle. When the Oregon Department of Forestry "(ODF)" arrived, they took over the mop-up and relieved Chiloquin.

Many thanks to our firefighters for their quick response and prevention of a potential disaster.

The next day, ODF returned several times to monitor the incident area, and during one of their visits discovered a “hot spot” that they extinguished.



For those attempting to visualize just where this is located, look at the image on the left. About half way down on the right hand side there are buildings visible in the background. Those are the K&W Caboose and the K&W loading area.

This rip-snortin’ electrical storm also caused other damage, like a tree down near South Portal.

John Cooper reported, “I removed all 6 circuit boards that run the Central Station area today. Central station is completely dark. 5 of the boards were fried. I do not have enough spare components to rebuild all of them immediately. I will have to order parts from digikey.

I will work next on the board at Bell (south of turntable near the prototype locomotive bell). The software is running quite happily and communicating over the radio just fine. However it isn’t interfacing with the outside world right and is drawing far too much current.

As for the tunnel I only got as far as the power supply. There was no 12v being supplied to the system. Further investigation revealed that the problem is not the supply but rather there is a direct short from power to ground. That’s not a good thing.

Grand Jct and Kw Junction I worked on today and I am cautiously optimistic about those.

In short, it is going to take some time to get everything back in order. A lot got damaged.”

Fire Equipment Gondolas

By Jeff Mills

The Fire Equipment Gondolas have been prepared and are ready for use. There are 11 of these fully equipped gondolas containing; 1 Indian Back Pack Pump, 2 round point shoves, 1 Pulaski and 5 one gallon jugs of water. They are staged as follows: 3 in Crisp Yard on the last steaming bay and 8 in Central Station Yard. These have been provided so members can add them to their trains while traveling around Train Mountain thus providing TMRR with a roving FIRE PATROL. These cars exceed the ODF



and USFS standards for carrying fire tools in the forest during FIRE SEASON. It is highly recommended members either carry the required tools on their trains or attach one of these gondolas to their consist. These cars are available on a first come, first-serve basis.

We have also equipped the Gators with a shovel, Pulaski, Fire Extinguisher and Indian Back Pack Pump, making these vehicles in compliance with the regulations.



All Train Mountain fire hand tools have a red stripe painted on the handles indicating they are for emergency fire use only. They must be kept in "ready to use" condition; sharpened and rust free. Also make sure the water containers are full. If any tools are discovered in less than perfect condition, please correct the situation or report their condition to the Office. This would also apply to the equipment on the Gators. Any missing equipment should be reported immediately so a replacement can be obtained.

We have also deployed 25 trackside Fire Extinguishers. These are charged with air pressure and water. They are stored in the small red and white structures along the tracks. If any are used, they must be refilled and pressurized. Do NOT leave a discharged Fire Extinguisher trackside. There are none of these Extinguishers beyond M&M corner.

I will be providing a fire equipment Demonstration during the work week of each meet. Please take time to attend and be instructed in the basic fire safety procedures as well as proper use of this equipment.

Train Mountain 2017 Operations Meet report

By Richard Croll, Trainmaster

The 2017 Operations Meet was held June 29th thru July 2. By all accounts it was a very successful meet, with over 100 in attendance.

The Operations Meet is one time of the year that Train Mountain truly operates like a real railroad. The trains operate under the authority of a Dispatcher, and a Tower controls routes, signals and turnouts to get trains where they need to go. Bill Dwyer was once again in charge of dispatching, and was assisted by much needed volunteers. John Cooper oversaw the tower and had numerous helpers.

According to Assistant Train Master John Lovely, who oversaw the Passenger part of the meet, 11 conductors turned in reports in the contest for most passengers picked up. Nancy Devine took first place with 188 passengers picked up. She did this on a rail bike. Second place went to Sheryl Robbins and engineer Mike with 176 passengers. For those who have never attended the Ops meet, these are paper passengers. Both winners got 2 vouchers for tickets to ride the Grand Canyon Railway.

On the freight side, we had 111 freight cars available for switching. Freight Agent, Jim Armstrong, reported that a total of 146 cars were delivered by 19 freight trains. There were also 4 excursion trains running. Winner of the most freight cars delivered was conductor George Hoke and engineer Cameron Devine with 20 cars. Second place was conductor Ruth Henderson and engineer Stephen Henderson with 18 cars. These winners also got ticket vouchers to the Grand Canyon Railway.

While all this was going on, we also had Train Tours operating, under the guidance of Jeff Mills. A total of 88 visitors were given tours.

I want to give a big thanks to all the people who helped in setting up for the meet. A lot of time and effort went into locating, inspecting and sorting cars. A lot of members helped with that as well as distributing the cars around the railroad. Lastly, all the cars had to be rounded up and put in their proper places at the end of the meet. I had a lot of help with that as well.

Thanks to all the participants as well. It makes it all worthwhile to see lots of happy folks out there operating on the railroad.

We are all looking forward to doing this again next year. Because it will be a Triennial year, the Operations Meet will be the last week of July 2018.

Train Mountain Rules Regarding use of a Conductor

1. ALL TRAINS MUST HAVE BOTH AN ENGINEER AND A CONDUCTOR, except for speeders and similar single-unit equipment that can be safely removed from the track by one person in the event of a breakdown. This specifically excludes radio-controlled Trains. The minimum age for a conductor is seven, the age of reason.

4. ALL CONDUCTORS TO BE EQUIPPED WITH A RED FLAG. Minimum flag size is 12" x 12".

5. CONDUCTOR TO FLAG TWO MILEPOST LENGTHS (210') BEHIND ANY STOPPED TRAIN. This rule probably prevents more accidents than all of the other rules combined.

Night Running

14. CONDUCTOR TO USE FLASHLIGHT TO FLAG TWO MILEPOSTS (210') BEHIND ANY STOPPED TRAIN.

There have been a lot of on-line conversations regarding the use of a conductor at Train Mountain. Those that run here frequently know that we have NO flat track; it's either uphill or downhill. The need to be able to get your train back on the track is important but equally important is to warn others that you are having a problem. The exception '*except for speeders and similar single-unit equipment*' is just as it states, you must be able to get your locomotive or speeder either re-railed or removed from the track by yourself in a timely manner. In theory if the other trains are maintaining the two-milepost rule you should be OK. Running by yourself with a longer train is not allowed except under yard limits but not on the main.

The Conductor is also the SAFETY officer on the train. In theory the train shouldn't move until the conductor says it is safe to do so. We usually do this with the use of horns or whistles. One of the issues that seem to be happening lately is that the conductor simply

sits on the train and puts out the flag instead of walking back the required spacing of two mileposts. With our current issues regarding the brush along the right of way the chances of a following train seeing you sitting on the train are pretty remote.



In addition, lately the conductor is not always the last person in the crew or on the last rail car in the train. Check the attached picture of a safety issue that the conductor would never see. The child on the back of a train behind the conductor is dragging a foot through a section of track with many frogs and switch points. Not a safe condition.

We all want to have fun at Train Mountain, but I think we should all want to do it safely and not get anyone hurt.

The Care and Feeding of Those Little Green Blocks

This is a subject that has been covered many times in the Gazette. This subject has also been covered many times during our morning meetings during meets and workweeks. The subject is all about how these wonderful tools should be used.

Notice I called them tools. That is how we should all think about their use. They were originally intended to assist in the overwhelming job of locating trouble areas in our 37 miles of track. They have become invaluable for this task but they just might serve a few other tasks.

So lets review how we should be using the blocks and see if we can come up with another use or two. First as you are making your way around the track you might occasionally have an issue and bang, you have a derailment. So what we are supposed to do is to place a SINGLE block to the RIGHT of your derailment (as you face your engine or head end of your train). Now this is a sticky point, it SHOULD be at the site of the derailment not where you finally got the train stopped. If you are not sure, re-rail your train and then clear the train and see if you can find what the issue was or at least the original point of derailment. That is where the block should be. Now here is a possible add on use of the blocks as a rail car diagnostic tool, make a mental note to your self about which rail car this was, what side of the car was the direction of the derailment, was it straight track or a curve, if a curve which direction. These are all important diagnostic details. Once done you can go on with your journey.

The block serves a simple purpose as a single block on the right of way at this point, it is like a flashing yellow signal, proceed with caution, someone had a problem here.

If you are cruising along and you have derailment at a location where there is already a single block, by all means place a second block. If there are already two blocks there it is not necessary to get into your Lego mode and build pyramids or castles or

If you are cruising along and derail with the same car under the same conditions as noted above (a railcar diagnostic tool), then don't place a block, see if you can figure out what might be happening with that particular car. Suspects areas are; not enough coupler swing, mismatched coupler heights, coupler bolt too tight, bolster bolt too loose / too tight, etc,. This also applies if you are making a second or subsequent trip through the same area where you derailed before and bang you drop to the ties again. It just might be the car and not the track.

We run trains here every day and cover almost all of the southern half a couple of times a day without issue. When and where we see the telltale two blocks we do investigate and attempt to develop a fix. As we start a new workweek the majority of the blocks have been investigated and possibly a fix applied, and then they are picked up and placed back into the crates by the inspection area adjacent to Crisp Yard. Also notice I only listed the South side as getting daily trains. The track up North may require a work train or two to make that trip early in each workweek to clean up any of these same kinds of issues.

One last item to cover regarding derailments is that as you are traveling along and see an accumulation of recently downed pine cones; please do not drop a block if you derail here! If it's a workweek try and organize a raking crew and go and correct the pine cone problem.

Greetings from Joyce at the front office:



On the night of July 24th, after a long dry spell, there was the most dramatic lightening, thunder and rain storm I've ever seen. I saw ball lightening for the first time. It looked like a little orange comet with a curled tail and moved a bit like a deflating balloon. The evening of the 25th brought more thunder and lightning, but not anywhere near as dramatic as Monday. The storms caused some damage. Electronic circuit boards that control the switches were fried and John Cooper is now out assessing the damage and working on repairs. A tree caught fire on the north side of South Chiloquin Road adjacent to Train Mountain Railroad Museum property. The fire was quickly extinguished by Chiloquin Fire and Rescue Department and Oregon Department of Forestry followed up finding a hot spot a day later. A tree fell across the tracks in the South Portal area. The tree removal work is now complete. Some damage was also caused to the front gate and the damaged part will soon be replaced. Following all the weather excitement, we are back to hot days and sunny skies.

I want to thank all of the volunteers who help and continue to help with the increasing numbers of tourists at Train Mountain Railroad Museum. Thank you Mike & Mary Duncan, Russ Wood, Dennis Ward, Leonard Houpt, Les Dent, Dennis & Mort Ediger, Bill & Joyce Kludt, Bob & Pat Wolf, Tom Watson and many others who make Train Mountain Railroad Museum such a special place.

Office volunteers to help particularly between 9:00 AM and 1:00 PM with getting all of the visitors signed in and indoctrinated (taught, instructed) would be greatly appreciated. Call 541-783-3030 if you like greeting and working with the public.

As a reminder to our members: ALWAYS follow our safety rules and Rules of the Road regardless of the time of year, and whether or not it is between meets or during meets. Running in between meets does not mean you can do whatever you want! You might have the park almost to yourself, but you must also still follow the rules! There may be other trains out on the tracks and there are often visitors walking the grounds. Also, when running through K&W RR on their Saturday run days, be respectful and contact them on Channel 6. Please be conscientious about safety and about following the rules at ALL times.

Each year, the safety video must be seen and understood by any adult or child who will be engineering or conducting a train, speeder, or rail bike. It can be viewed in the office or online. Once viewed, you should sign the sheet in the office.

Another reminder: **THE GATE CODE IS ONLY FOR MEMBERS! NEVER GIVE THE GATE CODE TO ANY NON-MEMBER. Not your friends and not your guests – only members can have the code!** If you want to let tourists or guests in during non-business hours, you should open the gate for them yourself. Remember, you are responsible for them and you are also required to have them sign Participant Release Forms.

The August Meet is coming very soon. We hope to see you here!

Joyce

July 26, 2017

TMRR Track Committee Report

April 2017 - Dennis Ward, Chairman

The TM Track Committee held our pre-summer meeting on April 16, 2017 to review the planned work on the Train Mountain track infrastructure for the 2017 summer operating season. In general the focus continues to be this year on repair and replacement of all the rail that is aluminum rail on wooden ties with primary interest on the mainline that is in the worst shape. Of course first attention is to the entire system regarding any broken or damaged rails from this past winters' heavy snowfall, rains and freezing temperatures that always has a destructive impact on the whole system. We've got to keep trains running first and foremost. Secondly, our concentration will be on wood tied turnouts throughout the system that are sorely in need of repair/upgrade with focus on those that will impact next year's Triennial. Priority is on the mainlines where required, then the main yards. Work has already started on the main yard ladders A and B as we prepped the replacement turnouts for these over the winter months. Also planned with this project will be replacement of the mainlines around the main yard next to the Backshop, with steel rail on plastic ties. This work will continue throughout the summer work weeks. Additionally will be some realignment of the entrance and exit routes to ladders A and B to better facilitate the movement of trains during the Triennial Meet. This goes along with the ongoing effort for dual mainline movement of trains through the Central Station area and Grand Junction. Upgraded signaling is also part of this project and for the most part is complete. Possible additional electrification of some of these yard sidings for battery locomotive recharging is being assessed along with some additional trackage for this purpose as well.

The Big Build project for this year will be to replace all the mainline track and turnouts in The South Portal Circle, just before the tunnel under Chiloquin Highway, again with steel rail on plastic ties. This will include the approaches in and out of the circle as well for as far as we can reasonably go.

These are big projects and need you, our talented members for assistance and muscle to get them done. We trust we can count on our usual help and those new members whom are looking for projects, these are the ones to get your hands dirty – so to speak. This includes both pulling and laying the new track panel and turnouts, but also in building the panels to be laid. So come on down and lend us your talents and brawn.

As you can see this summer will be another in the effort to revitalize our infrastructure to maintain safe and quality running throughout Train Mountain trackage. We have not forgotten or abandoned our plans to continue to build new trackage north beyond Hope Circle as soon as it is practical and the budget supports. Additionally we are looking at potential new yard areas to support the growing number of attendees and trains each Triennial brings plus our new members. These meets are growing at a fast rate and we must keep up with new capacity as well, all the while maintaining a safe, fun and expanding operation and enjoyable park for all our members and event attendees. As always we welcome your ideas for enhanced operations and improved running. Please contact any committee members or the office with your ideas and recommendations.

Respect

RESPECT - a feeling or understanding that something is important, serious, etc., and should be treated in an appropriate way.

As members of Train Mountain you have the opportunity to come and use the park whenever you choose. You are given the gate code that lets you gain access to the park 24/7 365 days a year. You can come and camp or RV on a first come first served basis. You have full access to the facilities that include the kitchen in the Hall of Flags, rest rooms that are cleaned on a regular basis, porta-potties that are also cleaned on a regular basis, and OH Yeah, you have some 37 miles of track to play on.

So why is this article titled **RESPECT**? It is hoped that when you do come here you **RESPECT** the park and the hard work put in by your fellow members. The **RESPECT** that we hope you all feel towards Train Mountain is that all of the equipment, all of the facilities, all of the track, need to be used carefully and again with **RESPECT!**

Not all of the rail cars in the yards are YOURS to play with. Many of them are Train Mountain specific cars that are NOT to be used without permission from either the Track Committee or at the very minimum someone in the Front Office. If you do get permission to use rail cars that are NOT YOURS, please remember where you got them from and RETURN them to that location when done. Your fellow workers are expecting that borrowed equipment to be there when they come in to do their volunteer time working on YOUR railroad. **RESPECT!**

When running at Train Mountain another area of **RESPECT** is knowing YOUR equipment and its capabilities. It is never a matter of how much you can PULL it is ALWAYS a matter of how much can you STOP! The only flat ground at Train Mountain is in the yards. Everything else is either up a hill or down a hill! You can never be sure how many other members might be running on the railroad at the same time as you. **RESPECT** their safety as well as yours.

The bottom line is if you don't like pages of rules and regulations, try and use some common sense and above all PLEASE have **RESPECT** for yourself, your equipment, your fellow members, and your Park. **After all is said and done, it's your club!**

Train Mountain Library News

Thanks to Art Crisp for donating more of his personal magazine collection, including several years of ModelTec. He also gave us many classic railroad calendars. Anyone who would like to help catalog and integrate them into our collection please contact us.

Jim Armstrong is helping us complete our collection of every Ops Meet timetable from the start.



We are working on a small children's area with table and chairs. We are looking for more children's train books, donations of children's train books or the funds to purchase the books would be greatly appreciated. Apparently there are a few Golden Books about trains which we could use. Anyone willing to donate children's train books or the funds to purchase them please contact the Rickmans at the library or the TM Office.



As you can see in the picture the library has been hosting displays on a variety of topics. This month we've gathered material in the library on cabooses and Operation Lifesaver.

Come see us. Happy to report with increased number of visitors to Train Mountain thanks to new highway signs we have had increased flow of interested folks visiting the library.

Containerville Report

The refurbished containers, complete with roll-up doors installed, have arrived. The container supplier did a really great job on the door installation.

There are still some storage containers for sale. They are \$5,000 each with roll up door. If purchased, you would own the container but would be required to pay an annual storage space fee. This fee for the full year in 2017 is \$375. The fee would be prorated from time of occupancy. The contracts and rental information are available from the office. You can make a down payment on a container for \$2,500. Full payment would be required when your container is ready for use.

Can work be fun?

by Chris Donhost

Sure!!! Especially when it doesn't feel like work! This hobby of ours has as many different facets as the interests and talents shared by those that love "Live Steam" railroading. Of course in this context, "Live Steam" is being used in a broad sense to include all aspects of 7.5" gauge model railroading. Just as is the case on a full-size railroad, there are Train Mountain members that help in the office, build in the shops, and maintain the railroad. We can do together what we can't do alone.

For a recent group that visited Train Mountain from California, they collectively took



on the rehabilitation of the Crisp Locomotive Barn, out in the turntable area. This project was fun for all ages, and helped to bring some much needed love to a structure in honor of a man who has done so much for Train Mountain, Mr. Art Crisp.

For those that don't live in South-eastern Oregon, it can be a challenge to make it to Train Mountain. In fact, it is a stretch for many to make it to the Triennial every three years. However, the work can't be done by the Chiloquin residents

alone. There is always something to do! Train Mountain is here for your enjoyment, so plan a visit when the time is right for you. It doesn't have to be during a meet, because members are always welcome to visit Train Mountain at anytime! Bring your friends and family, or come alone, whatever your pleasure.

You also might consider planning some type of service project during your visit, like this group from Sacramento. If painting isn't your thing, then consider helping with the Rail Tours program, in the track shop building panels, in the back shop fixing cars, or assisting Joyce in the office. Call ahead and speak with Tom, as he can help find something to your liking that will be enjoyable for you, and beneficial to maintaining our treasure in the woods. You will only regret NOT coming to Train Mountain! We never hear "I wish I hadn't gone," but instead everyone is asking "how long before I can return?" There is plenty of time before the snow returns, so come on up for some fun – Train Mountain style!



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.

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>

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.

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, or similar text file.

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.

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

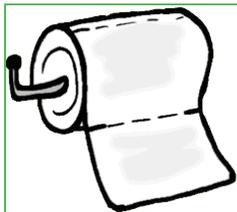
"the computer guy"

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!

WEB-CAM GALLERY

Photos by: The Web-Cam



WEB-CAM GALLERY

Photos by: The Web-Cam

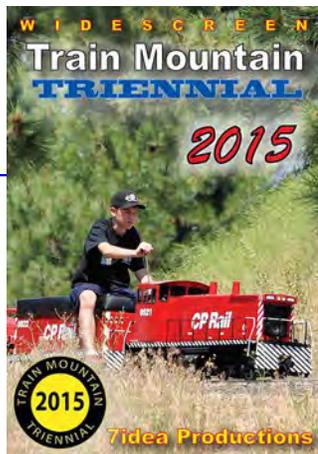


CLASSIFIEDS



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 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



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





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-KLAMROYA
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.