



**COME TO
the
Friends of Train
Mountain
BIG
BUILD
8/30 to 9/7/2014**

The Mountain
GAZETTE

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An Official Publication of the Train Mountain Railroad - Issue: Vol. #3 Issue #13 August 2014

The Hot August Deals Meet

for 2014 turned out great, although no one set up a booth to sell their treasures. The Work Week was well attended, with some participants arriving the previous week.



The Hairpin project track was completely laid. In the image on the left, (left to right) Charlie Bill Schubert, Dick Peterson, and Dennis Ward can be seen hooking track panels together.

Below is Jerry Crane installing a remote switch stand.



Below is Lee Breuer and Leo Younglowe



loading ballast cars.

In the image on the right, Joe Mayer and Lee Breuer are raking the ballast.



During the Hot August Deals Work Week, the kitchen volunteers provided Breakfast, Lunch and dinner for the volunteer workers. Many Thanks to the Train Mountain Ladies!!

EXTREME FIRE DANGER

Southern Oregon and Train Mountain are experiencing the worst fire danger conditions in recent history. Everyone planning on running a train at TM should be aware that state and federal laws combine to require every vehicle (this includes your train) to carry a 2.5 pound ABC Fire Extinguisher, one gallon of water, an Axe or Pulaski with a handle at least 26 inches in length and a head weight of not less than two pounds, a Shovel not less than 26 inches overall length and a blade not less than eight inches wide. Also, you cannot go off of the pavement on Train Mountain roads without this same equipment in your private vehicle. If you plan to drive your pickup, for example, to the Big Build job site you must carry the above equipment in that vehicle. The local forestry officials are enforcing these requirements, and the fines for non compliance are substantial.

Matching funds by Dennis Ward

As you read in last month's *Mountain Gazette* Carl Vanderspek and Marg Hope offered to match all member donations made to Train Mountain Institute or Friends of Train Mountain toward track and track building supplies dollar for dollar up to \$100,000.00. This means -- when you make a donation to the track fund Carl and Marg will match that donation thus doubling your contribution!

As of this writing we have received donations to this fund ranging from \$25.00 to \$1000.00. The total received so far -- \$5015.00. Thank you to those have already donated. A reminder to those who have not -- each dollar donated counts as two dollars to the track fund.

A very special thank you to Carl and Marg for their continued commitment and support.

The Hairpin Project by Dennis Ward

Finally, after a year of closure, the track around Hairpin Corner is back in. Ballasting, as of this writing is complete on all of Hairpin Junctions, from Little Falls to Bottleneck Crossing and uphill from Deadwood to Bottleneck and to Little Falls. The downhill from Hairpin is not quite completed as I write this. Use caution and restricted speed until all of the ballast work is completed. That will probably be done by time the *Mountain Gazette* is published.

Work on the grade was done by Richard Cox and Dustin Barnes. Plastic underlayment in preparation for track installation was done by Lee Breuer, Leo Younglowe, Dennis Ward, Charlie Bill Schubert and Dick Peterson. Track work was spearheaded by Dennis Ward and Charlie Bill Schubert with able assistance from Dick Peterson, Leo Younglowe, Chuck Oehring, and Bert Newberry. The ballasting is being ramrodded by Lee Breuer. He has received a lot of help from Jon and Kip Orton, Frank Bartholomew, Leo Younglowe, Steve Panzik, Joe Mayer, Dennis Ward and Charlie Bill Schubert.

The entire project was completed with trains delivering track to the railhead and trains delivering the ballast to where it was needed. Gators were used to deliver the plastic underlayment and the workers. Heavy equipment was used to prepare the grade. Tractors were used to load the ballast hopper and tipple. The heavy dump truck was used for ballasting on a very small portion at the beginning of that part of the project.

Establishing the geometry to reuse diamonds from the old grade proved challenging but we believe we made it work. Please bring your eight or ten coupled engines to prove we made it work. Bear in mind the Hairpin radius is 75'.

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.



Tree Falls on Fire Cache Car

at Beauchamp Siding on the Aspen Grove Loop.

This should be a warning to not park your train under a severely leaning tree.

Thanks to Lee Brooks for the photo and to the Brooks and Beauchamps for helping clean up the mess after Richard and Dustin took the Fire Truck to the scene so they could cut the tree into pieces.

Please beware that there may still be some damaged track in the area.

It would be wise to slow down when traveling through areas that may have been damaged by the recent severe thunder storms. Numerous grade crossings have been clogged from erosion. See Dennis Ward's article and images.

The 2014 Big Build

Sponsored by Friends of Train Mountain

Work Week Sat Aug 30th to Thurs Sept 4

The 2014 Big Build begins Saturday Aug 30th and continues through Thursday or Friday (your choice).

The Big Build will begin with a reception hosted by Carl Vanderspek and Marg Hope at their house from 4:00pm to 6:00pm on Saturday the 30th. Last year few came by train. This year they hope to see more short trains... there is about 1000' of sidings to park trains on.

The big project is to lay the Track from Aspen to Witcombe.... about 4170'. Mark Flitton will lead this effort. This is the most ambitious build we have done for years.

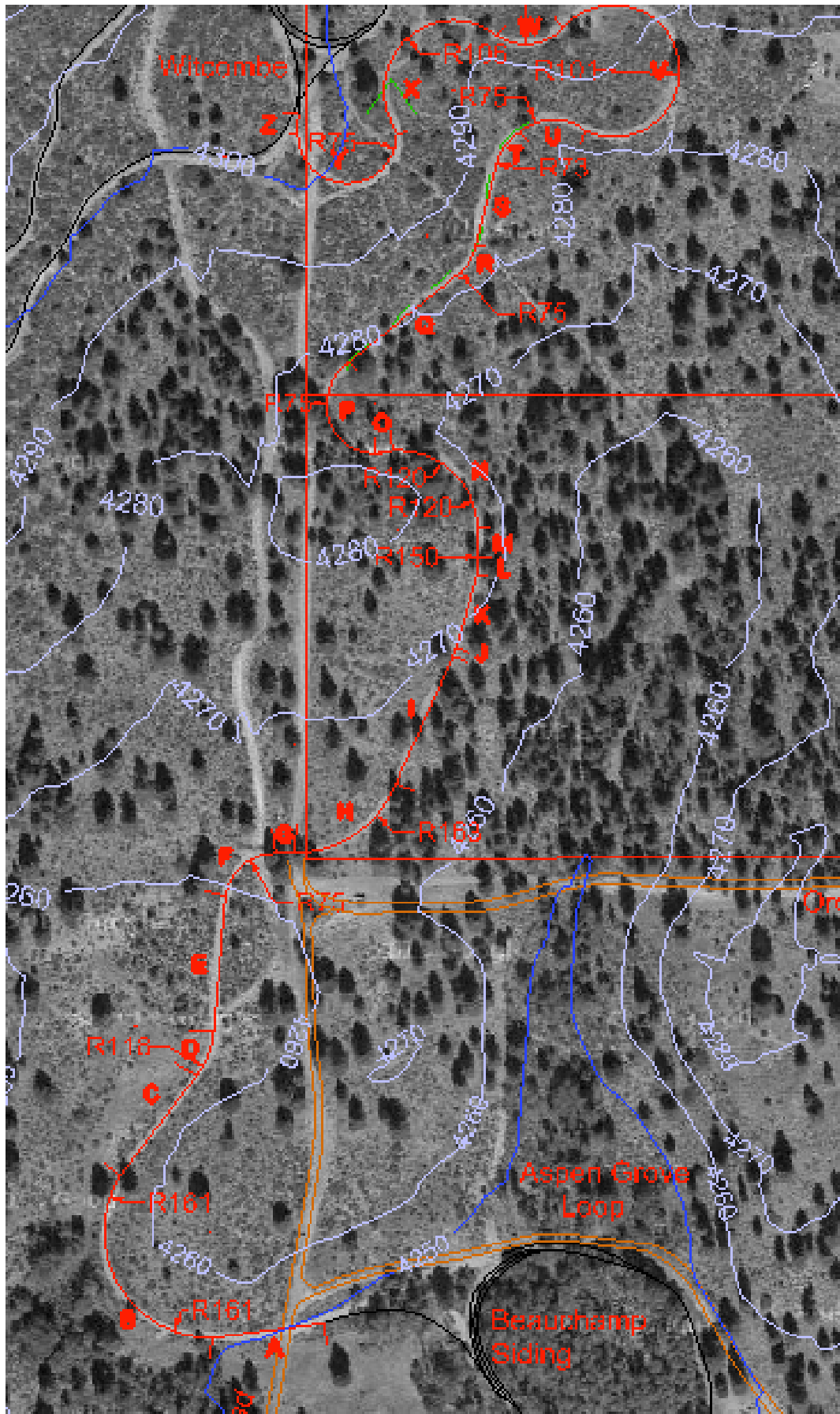
They will lay about 10 track panels and then Richard and Dustin will deliver and dump the ballast. They plan to back the truck over the new, un-ballasted track panels from one of the two Ballast Entries indicated on the enclosed map.... Ballasting as we lay track. Some Gator ballasting may be done at the siding.

Friends plans to not allow movement of any track until Friday morning Aug 29th. This is to allow everyone who likes to haul track the opportunity to participate in moving the track from the Backshop to Aspen, or nearby sidings. We need to haul about 450 panels... with 4 carloads per train that is 23 train loads. On Friday and Saturday John Black will direct the track movements beginning 9:00am behind the backshop. If you want to help move track on Friday or Saturday, please contact john@jcblack.com. He could use more trains and help loading panels.

Dustin and Richard will lay the first 300' of Plastic at Aspen prior to Friday Aug 22nd. They will also deliver plastic to the project. One project is to lay as much plastic as possible before the big build. We do not want it in the sun too long, but a week or 2 is OK.

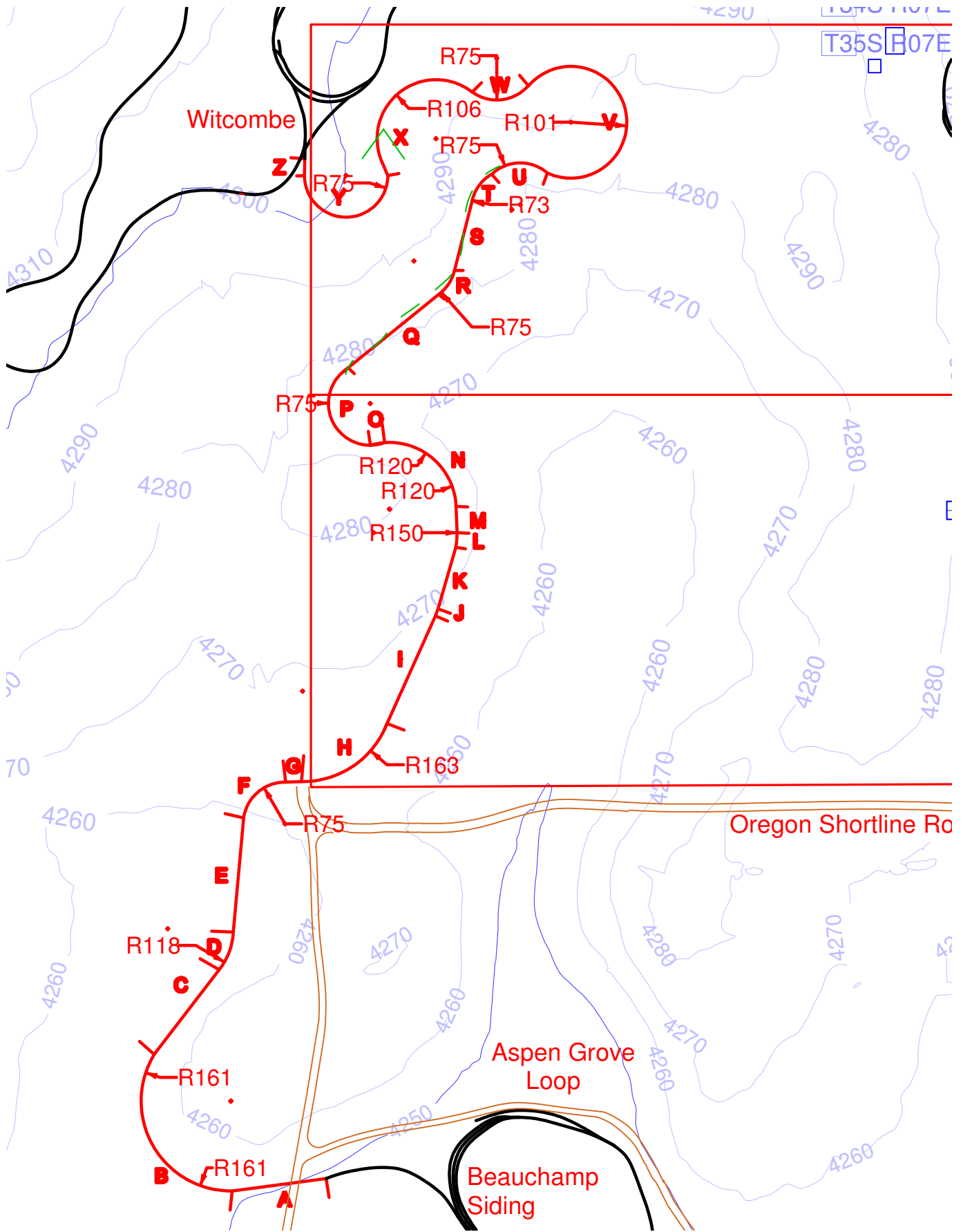
The Planning

We started by drawing the track in CAD on top of a Google aerial photo of the grade. The track was then broken into 26 segments from A to Z. Every time the track changed radius, a new segment was created. On the next pages the track needed for each segment is estimated.



Register for the Big Build Meet now!!

Please Use the Online App to Register or Join-- <http://tmrrmembers.org>



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We have a lot of track to build... about 198 panels... 250 panels if we have time.

We are going to run out of ties. We are going to have to take apart some panels to get enough ties.

Big Build Track

Aspen to Witcombe

Estimate from Photo in CAD

	Segment Length	Straight	165	150	135	120	105	90	75	Estimated Total
TM Property										
Road Crossing										0
A	180	180	20							200
B	350		20	330						350
C	200	200								200
D	80			20		60				80
E	210	210								210
F	110			20		20		70		110
G	30	30								30
Brooks Property										
H	200			200						200
I	230	230								230
J	20	20	20							40
Not sure above straight or 165s										
K	120	120								120
L	30		30							30
M	50	50								50
N	210			20		190				210
O	50	50								50
P	220			20		20		80	160	280
Shepherd Property										
Q	230	230								230
Siding	190	170							20	190
R	60							60		60
S	130	130								130
T	60							60	20	80
U	110							20	90	110
V	450	40		20		450				510
W	110	20		20				110		150
X	280			40		280				320
Y	240	20		20				60	180	280
Z	30	30								30
Switch at Crossing										
Feet from CAD	4180									
Feet with a few extra		1730	90	710		290	730	460	470	4480
Num Panels Estimate		173	9	71	0	29	73	46	47	448
Panels in Hand		60	5	133		63	49	2	34	346
Minimum Build		113	4				24	44	13	198
Extra Build if we can		10	10				10	10	10	50

Details

Dustin & Richard plan to work on Ballast. They will report to Mark Flitton. We want to dump the ballast before there are too many track panels to back over. So lay about 10 panels and then dump Ballast. After the ballast is dumped we will do enough work to let the work train go by, but may leave final raking for later.... depending on how many people we have. It would be great to finish as we go.

A truck is 80' plus of Ballast. If we lay 4180' in 5 days that is about 800' a day..... that is 10 loads... over 8 hours or one truck every 45 minutes... it will take about 10-15 minutes to refill the truck. Hopefully the train can go for more track and the ballasting can occur as one coordinated movement.

We are close to the last of the track panels at TM.... We have to be careful about what we use where. Our plan is to deliver the predicted track need and have a library nearby (at Beauchamp siding) to fill in other track panels we need.

Track movements will begin Friday morning August 29th so everyone has a chance to move track. JohnBlack will be behind the Backshop from 9:00am Friday. The whole job is 429 panels... 85 carloads.... 21 trainloads if a train takes 4 carloads. To get ready for the first 2 days we need to have a library train of 8 carloads and 2000' of track 40 carloads of predicted track hauled... about 12 train loads hauled... We have 3 trains committed so far...

We think 3 trains can each make 4 trips in 2 days.... 2 trips a day. I expect more trains to join in.

It is ambitious to lay all 4180'. We may get stopped because we have to build a little track because John Black mis-estimated the track needed. If we get all 4180' laid, we would lay something like :

Sunday A-D — 810'

Monday E-I — 780'

Tuesday J-P — 700'

Wednesday Q-U, Siding — 780'

Thursday V-Z — 1110'

Total 4180'

Track Panel Movement and Staging

We had originally planned on publishing information on this subject, but it became somewhat confusing and will be in constant need of updating the closer we get to the Big Build Work Week.

The current plan is to have the latest information available to participants upon arrival. Please check with the TM Office upon arrival if you would like to help move track panels for the Big Build project.

There will be a meeting at 8:30 each morning for those who do not already know where they will be working. Those whom know their job will be reporting directly to their work area in order to get an early start and beat the heat.

Thank you for the Track

We all owe Carl Vanderspek and Marg Hope special thanks for making this Big Build possible. This uses up almost all the track that Friends of Train Mountain has in inventory from Carl and Marg's 2007 donation.

Dustin and Richard have to build 168 track panels if we are going to get Witcombe and Aspen connected. This will require taking apart some panels to get ties and require buying more steel rail. It is a race against time to get all this done.

Other Big Build Projects

These other projects also need to be done. It would be great if many of them could be done during the Big Build.

Replace 76 outside rails on curves at K&W with steel rail.

Replace all 28 aluminum on wood switches at K&W with steel on plastic switches.

Move all the rail cars from N Caboose Ridge to pallets near Motor Pool

Replace the switch tongues in the yard by the backshop.

Many of these are 1" wide and need to be 1.5" wide to work properly.

Finish Ballasting Hairpin if it is not done.
Finish building the stud wall at the east end of the Hall of Flags.
Insulate this same wall and cover with vapor bearer..
Stain the new wall at the south end of the Hall of Flags.
Finish painting the handrails.
Install water line to ice maker.
Hand clean the area above the new septic drain field and septic tanks.
Rake smooth and remove large rocks.

Start work Early

Our plan is to organize most major projects the night before so people can go directly to the projects and begin work in the cool of the morning.

A morning meeting will be held at 8:30am for anyone that needs a task.

BRING TOOLS

If you have a portable (battery powered) electric drill or other track tools, please bring them.

Emergency Communica- tions

August 12, 2014 - Train Mountain partners with Ver-
sion Wireless in a communi-
ty service project to provide
communications from Steiger
Butte for firefighters during the
present emergency situation.
This site is the highest point
on Train Mountain, and is well
known for reaching into back
country areas that otherwise
would have no cell service.



It is expected that this service will be provided for approximately three weeks. A microwave link was set up between Steiger Butte and a fire camp near Fort Klamath, where a large number of firefighters and equipment are bivouacked.

From The President -- Tom Watson

The Hot August Deals Meet started out with less than ten people preregistered, and ended up well attended due to many registering upon arrival. The volunteers attempting to organize the meets and provide resources for the attendees would really appreciate preregistrations, or at the very least, send an email or phone the office letting us know you are coming.

The Train Mountain kitchen volunteers also need to know ahead of time how many people are going to attend the work week and meet. Otherwise they will not know how much food to purchase to keep us all fed. The ladies of the kitchen did an excellent job of keeping everyone fed, although they had to make extra trips to Klamath Falls to obtain more food as more and more meet participants arrived.

We still continue to need docents to show guests and visitors around Train Mountain. If you are running at Train Mountain and have an empty seat on your train, please offer rides to guests and visitors. Jim Armstrong will be experimenting with a new system to match empty seats with members and visitors needing rides.

Due to a lack of sufficient volunteer staff to man the office and ensure the safety and security of Train Mountain during non weekday business hours, the main gate will be closed after hours and on weekends unless there are sufficient volunteers available to supervise visitors. Therefore, when you invite a guest to Train Mountain, you will be responsible for your guest(s) and must make sure your guest(s) sign a Participant Release. If your guest arrives when the gate is closed, you are responsible for letting your guest through the gate. If you allow another person to enter Train Mountain when the gate is closed, that is not a member, you are responsible to ensure that person goes directly to the office and completes a Participant Release and is supervised while on the property.

We would like to encourage visitors at TM, but there are times when we must tell them to return during regular hours. Please be respectful when dealing with visitors, and if you do not have time to show them around, take the time to explain there is no one here to show them around at the present time.

We are all in this together. We must all work together. We do not have paid staff to take care of our wants and needs. We are all volunteers. Everyone must pitch in and help.

Thanks to Dale Furseth for donating the new webcam that views Crisp Yard. Judging from the website traffic, many viewers are enjoying the new camera.

Lillyville -- by Seymour Skandals



Old McDonald is under attack by a new competitor. A cattle consortium, headed by Buford P. Brown, plans to bring in 4000 steers, and has already begun construction of cattle chutes and stock yards. They plan to buy up the ranches in the area, or drive them out of business.

Old McDonald says he is not worried as the newcomers are in the beef business and he will do just fine with his dairy, as the newcomers don't have any idea of which end of the cow to milk.

Candice B. DePlace, who moved to Lillyville last month is now saying that this is the place where she wants to start a new business. However, the Reverend Dale E. Bread has expressed concern over the exact nature of Ms. DePlace's intentions after she moved into a tent right next to the tent temporarily housing the Beer Thirty Saloon. The temperance movement group is outraged that the men have found a place to drink.

The Reverend Dale E. Bread has announced construction of the new church should be completed by next Spring. Because the local working men have refused to help with the construction of the new church due to the temperance movement, a contract to build the church has been let to the Eakin Construction Company. Proprietor Jim Eakin states he needs the work to keep his crew off of unemployment, but is caught in the middle of a controversy not of his choosing. Nevertheless, Mr. Eakin's tent which is near the new church site has been the target of numerous egg and thrown catalog attacks. The clean-up crew has gathered up the catalogs and returned them to the outhouses.



If someone offered you FREE Train Mountain Membership, and FREE Triennial Registration, would you be interested?

OF COURSE! In that case, you need to enter the Train Mountain video contest! How often do you take pictures and video of your Train Mountain visit, then go home, and never see them again? NOW is the time to share those precious memories! It will be great joy for you to look back at your previous trips to TM as you assemble your contest entry. The

objective of the contest is to encourage people to visit Train Mountain. **YOU ARE OUR BEST ADVOCATE!** The winning videos will be used to promote the 2015 Triennial through the Train Mountain YouTube channel and other social media sites and forums. The Grand Prize includes 2015 Triennial registration, membership, lodging and more! All the details are on TM's website. This is great way to have fun, share it with your friends, and win some cool prizes! The contest officially opened May 1st; submissions will be accepted until October 20, 2014. **GOOD LUCK!**

Youngstown Chronicle -- by Chad Terbocks

After all of the drama, Abigail Rainwater the new school teacher, recently displayed when refusing to move into one of the rooms above Daffodil Station because the owner also owns the Chateau DaBroi Winery, the latest rumor has her moving into the room in the rear of the saloon. The Youngstown School Board is now investigating.

After several weeks of being closed for renovations, the Youngstown Company Store is open again for business. The store building has been completely remodeled, including a new roof and paint job. The Kludt Construction Company has again done an excellent job. Other businesses and residents have now booked the Kludt Construction Company's services through next year.



Sheriff Izzy Guilty, son of Judge Ulysses R. ("UR") Guilty, reports the two motorcycles that disappeared from the gas station owned by Reggie and Ethyl Moregas were located. They were found in a storage area at the sawmill and are now back at the gas station. At this time it is unknown if they were stolen or simply placed in storage by the former owners of the gas station. The matter remains under investigation.



Alec Tricity, manager of Blackout Electric, reports that the recent thunder storms caused numerous power outages throughout their service area.



?? Need A Ride ?? by Jim Armstrong

In our continuing effort to make sure Train Mountain guests and members without trains are able to enjoy riding the rails, we are testing a new system to match available seats with those wanting a ride.

Many times it is difficult to know if someone is looking for a ride and then determine if an open seat is available for them. Starting with the Big Build Work Week and Meet, the office will have yellow badges available for those wanting to ride and yellow bibs (slip covers) to place on the backs of seats open for riders. A number of TM riding cars will have the yellow bids already installed on them but you can also place them on your private riding cars if you have room for extra riders.

So please stop by the office, get your yellow badge, then look for a yellow seat back, and enjoy riding the rails around Train Mountain.

Notes From The Back Shop

An update from the backshop -- Things have changed a little over the past few years.

First off I would like to thank all of you who have been using the equipment in the backshop. Along with finding little items that got your train back on the track or the tools necessary to fix a problem with track. Every member is welcome to use the backshop and the tools therein as part of your membership privileges.

Leaving the work space as clean or cleaner than you found it has been very helpful. I try to keep things in somewhat of an orderly fashion. Because my organization may be different from yours at your home please return tools and supplies to where you found them.

Membership and meet fees are not used to supply the backshop. Your donations of money, tools and supplies are what keep the backshop viable. Feel free to drop your donations into the donations box provided. The money in the backshop donation box is used exclusively by the backshop crew to replace supplies and worn out or misplaced tools.

We recently received a donation by one member of two cordless drills with extra batteries. Feel free to use them while at Train Mountain for Train Mountain projects or to get your equipment up and running. If you do borrow the drill motors take and return the entire travel kit with the extra battery this will allow us keep better track of each one.

If you choose to donate an item like the drills please check with me via email at linbb1@msn.com. If we already have an item such as the cordless drills our goal is to accept compatible equipment. If you let me point you to what or brand to buy we won't end up with several different styles of battery's and chargers.

Bolts and nuts I can get locally so cash for those would be fine, if you want some certain thing then just add a note or see me personally and let me know where to point the donation.

Keep in mind, backshop storage is only for those who have paid a rental fee and only in the center – train shed – bay. The three maintenance tracks (18, 19, and 20) are for repairs and not for storing trains or cars in overnight or for any period of time during the day unless prior arrangements have been made with the backshop staff. Track storage in the center bay can be arranged through the Train Mountain office. The track next to the wall (track 18) is kept open for someone who needs to pull their entire train in for repair. The other two are for longer term repair say it's going to take several days or all day to do the job. This is a much more efficient use of the facility. When possible move only the equipment that needs repair inside. Store the rest outside on a track that will not block access to any of the inside tracks or to the yard leads.

I have observed that bitching has resulted in the backshop being in a lot cleaner/neater condition than before. I am still cleaning things out here and there so not having to clean up a mess is leaving me with more time to fix equipment for Train Mountain or Klamath and Western That is a major part of my volunteer effort here.

During the winter months I build or do heavy repair work on equipment sometimes even my own rolling stock.

Again thanks to all who have helped keep the place clean and who have donated what they can to keep things stocked.

Boyd Butler member since 1993 of Train Mountain

Erosion at Train Mountain

By Dennis Ward

Monday and Tuesday evenings (August 4th and 5th) Train Mountain experienced very heavy rainfall very quickly. The result-the soil could not absorb all of the water. So, a lot of mud and debris was washed onto the grades and in more the one case across the track.

The local players try to see that all of the track is passable but we encourage you to bring brooms, rakes and shovels so that you can clear your route should it be clogged.





Be careful when traveling on Train Mountain after a storm.

Please Supervise the Children you and your Guests Bring to Train Mountain

On August 12, 2014, it was discovered, “the fire water gon empty and derailed on the main by Appendix Siding. Looks like kids pushed it out and threw out the water bottles and shovels and coasted around till the trucks were jammed with pine cones.”

We don’t know when this happened, only when it was discovered. There have been several other reported incidents of unsupervised children behaving irresponsibly.

Please let us all strive to make sure all children are adequately supervised so that no one gets hurt. If you are not supervising your children, do not get upset if someone else does it for you.

If your children wish to ride the rail bikes, please make sure they have viewed and understand the Train Mountain Safety Video first.

Improving Train Mountain Fire Safety by Tom Watson

We have determined that one of the greatest threat to Train Mountain's assets would be through fire spread should a wild land fire occur. We believe that the most dangerous fire would be one that got into the canopy of the trees. A Crown fire - A fire that advances from top to top of trees or shrubs more or less independent of a surface fire.

A common condition that aids a fire in reaching the canopy is called "Ladder Fuel." Ladder fuels can include surface litter, shrubs, and other moderate height vegetation that provides a pathway from the surface to the canopy.



The image on the left is an example of a very dangerous ladder fuel. The bush is Manzanita, a very hot burning fuel that if ignited would likely catch the crown of this tree on fire.

The image on the right is ladder fuel that likely would begin with a fire in the grass which would spread to the brush, and then to the sapling pine trees to the crown of the larger pine trees.



The bottom left image depicts a situation where a fire could spread from the grass to the



large stand of brush to the entire stand of pine trees.

The current Train Mountain plan calls for a program of eliminating ladder fuel from around the base of trees.

On the weekend of August 16-17, the Boy Scout's Order of the Arrow group will be doing a community service project at Train Mountain helping us eliminating some of the ladder fuel below Central Station.

WEB-CAM GALLERY

Photos by: The Web-Cam



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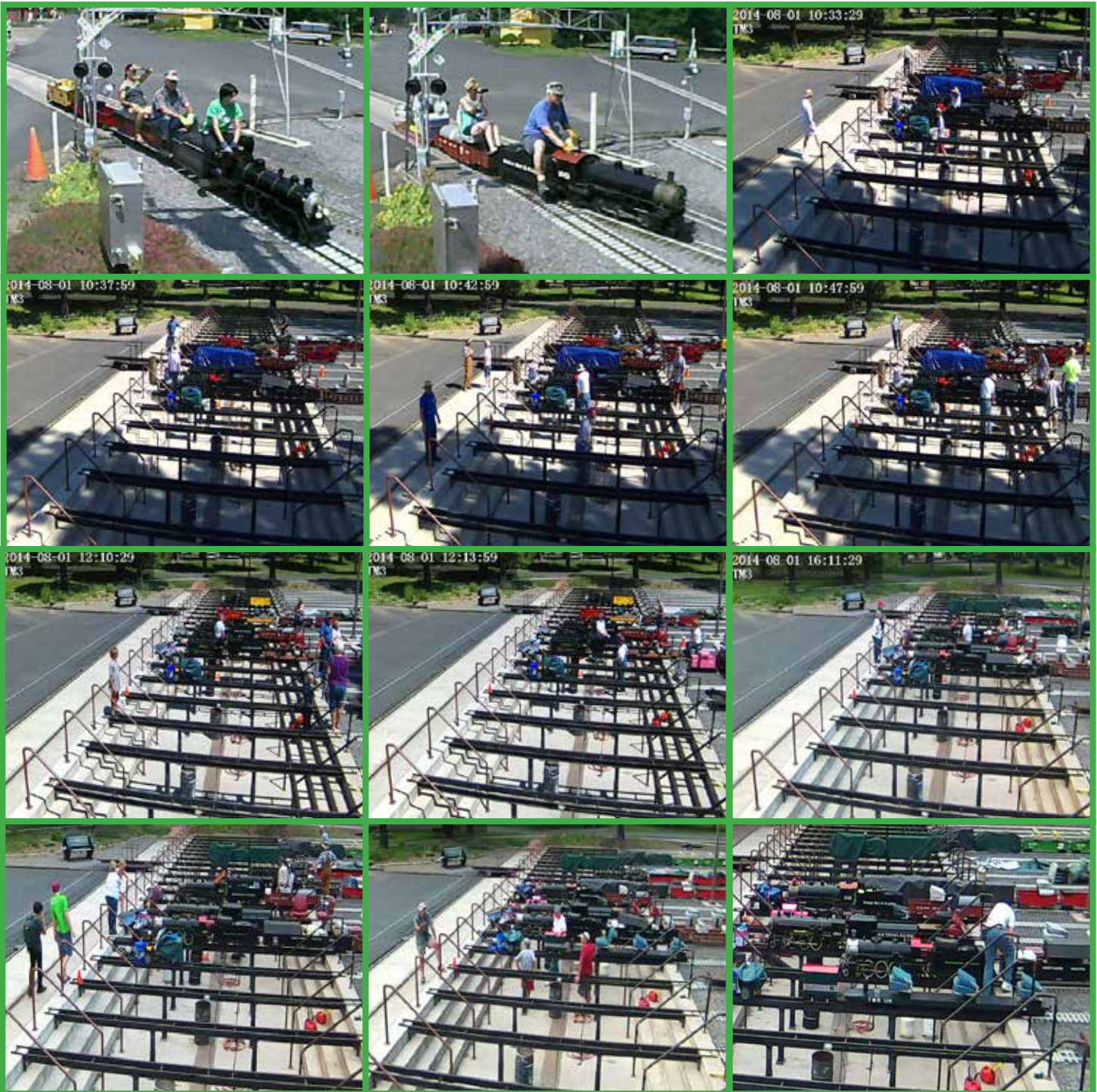


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WEB-CAM GALLERY

Photos by: The Web-Cam



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Please Use the Online App to Register or Join-- <http://tmrrmembers.org>

CLASSIFIEDS

Building Lots For Sale!

Train Mountain member has 4 nice home / vacation building lots for sale.

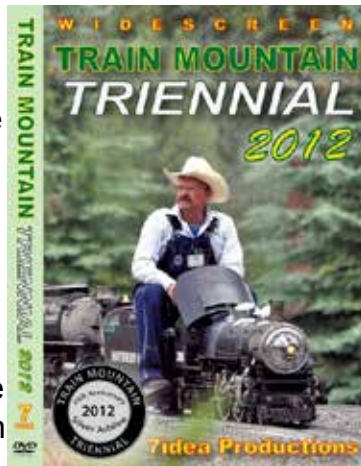
Prices reduced! Lots are located in an established subdivision just a few minutes from Train Mountain. Home owners association provides free water and well maintained all-weather roads. Lots range in size from .7 acre to .25 acre, all lots have phone and water to the lot, 1 has power to the lot, power close by the other 3 lots.

Cash or short term contract.

Priced from \$7,000 to \$8,500 (below tax value).

Call owner at 360-673-2277 or 360-703-7063.

The terrific video that Aaron Bentsen from 7Idea Productions shot at the 2012 Triennial is available through the main office at Train Mountain. Give them a call at 541-783-3030 and get your on the way to your place. It's \$30 for the video and \$3 shipping and handling lower 48, \$4 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 also placed ads for us on his terrific website, thanks Jim. www.discoverlivesteam.com

Did you see the great article and front cover story from the January / February 2013 issue of Live Steam and Outdoor Railroading? It is a most complimentary article about the facility and the great gang of folks that hang around the place and put on terrific live steam train meets. Pretty cool! www.livesteam.net/home



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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Photos: Tom Watson





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 as we get this service implemented.