



The Mountain GAZETTE

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The winter has been mild, allowing many projects to progress early. Although we have had little snow, the precipitation totals are near normal, with over 18" so far.

It may seem a long way off, but time is flying and the 2015 Triennial is getting close. We are running out of time to get all the preparations completed. Along with running out of time, we are running out of parking track for certain types of train.

If you didn't register early, we will continue to attempt to get everyone a track assignment - but - please do not expect to be assigned next to, or even anywhere near, any particular group or person. We now have over 10,000 feet of trains coming to the Triennial, and it is only February! We have more trains coming than any previous Triennial.

Our Track Assignment Chairman, Dean Willoughby, is now in creative track assignment mode. The biggest problem is the fastest growing segment of the hobby is **ELECTRIC!** In the beginning, who would have ever thought we would need over 100 track-side electrical outlets for charging stations!

This increasing problem brought the following from Dean:

"Please pass on in the next newsletter to those individuals that are bringing electric speeders and short electric trains that they will be sharing a parking spot. Also ask those that are bringing electric locomotives if they will be bring a generator and to contact me via e-mail.

Thanks,

Dean Willoughby, Train Mountain Track Assignments 2015"

Just as a reminder, **Electric locomotive** owners should bring a long extension cord to increase your chances of reaching an outlet. We are striving to get more track-side electrical outlets installed prior to the Triennial, but there are a limited number of volunteers to do all the preparations, and lots to do. If there are any Oregon licensed electricians that would be willing to volunteer for this project, please contact the Train Mountain Office.

Triennial Critical Mass

Triennial Committee(s)

So first here is a little history as a prelude to this article. The 2000 IBLS Meet, the first of its kind, was a great success by all measurable means. Some 180 trains and hundreds of live steam fans attended the event. Quentin was so pleased that he said we should do it again, but he also realized how much work it was to put on the event and how much expense it was for the attendees to travel such vast distances to attend, so he coined the Triennial theme where we gather every three years to have some railroading fun.

The three years are allocated as a year to recover, a year to plan, and a year to get ready. That part is easy. The next part is when we all came back along with some newbies in 2003 - we all brought ONE more railcar! That's some 200 NEW railcars that weren't here in 2000. That's 200 times say 7 feet for each car, that comes out to 1,400 feet more of railcars, a quarter of a mile more trains!

Now we are at this juncture in 2015 where we keep adding 20 or so newbies each Triennial and we all bring one more car than the last Triennial!

Let's see that's: 180 trains in 2000, 200 trains in 2003 plus 180 more cars, 220 trains in 2006 and 200 more cars, 240 trains in 2009 and 220 more cars, 260 trains in 2012 and 240 more cars, and finally now it is 2015 so 300 trains and 260 more cars. Hmmmmm, so that comes to approximately 9,940 feet of additional railcars that weren't here in 2000.

So the topic of this article is Triennial Critical Mass. According to Dean Willoughby our brave Track Allocation Chairman we are quickly approaching Critical Mass for assigned trackage for the Triennial. We do NOT want to turn anyone away our solution is this: **if you have NOT registered for the Triennial by March 15th, you may be restricted to an engine, an engineer car, and ONE other car (probably a riding car).**

You can bring more if you like to see what is available, but unless we have track parking space available - you will be requested to UNLOAD only those items for which we have space that are on the OFFICAL Track Assignment Log.

Ain't this fun! Imagine Train Mountain running out of room! Can't wait!

Important Track Assignment Information

Critical Mass for Electric and Steam locomotive parking was reached on February 15, 2015! In order that all participants with steam locomotives have track assignments with access to water and air, only locomotives and tender/engineer's car will be parked at the turntable. Consists will be assigned to other areas. The same will apply to electric locomotives where track space near receptacles may need to be shared.

This means we will need to operate the same as full size railroads - Locomotives will be parked separate from consists. Complete trains will need to be assembled each day.

This does not apply to those that registered early and are assigned to Crisp Yard.

Allocation of Resources

We have a great membership club at Train Mountain and a great railroad park where we can run our trains. We have a very LARGE club and a lot of land and track to play with. That does not mean we can please everyone with our plans and our schedule of projects. We need to allocate our resources into areas that have the best chance of getting completed and benefit the majority of the members. The subject of benefit adds another dimension to the task of allocation. How does it benefit the members is a better question? Some projects are plain and simple, we needed a septic system that could support Central Station! So that is what we did, we installed a new septic system. Some projects may benefit a smaller portion of the membership such as completing Containerville and adding in the remaining containers. Others such as adding to the already great signaling system add to the realism of the riding on a train through the park.

All this leads to the topic at hand, allocation of resources. There are a group of individuals that love making those really neat miniature buildings that adorn the South side of the Park. They spend hour after hour building and maintaining these structures. The majority if not all of the funding for these projects comes out of their individual pockets as does a tremendous amount of their off-site free time.

The CLUB has an obligation to its members to operate and maintain the park. This takes up a lot of the local resources on a daily basis. The CLUB has an obligation to the corporate trust to run and maintain the railroad and all which that entails. I also feel the CLUB has an obligation to support some of these other enterprises.

I know we are constantly asking for money for things such as dues, meet fees, and 'stuff'. The issue is as the subject says, the allocation of resources. We can't fund everything.

So starting with the miniature structures and in keeping with the idea of allocation of resources, my suggestion is that if you like the idea of those miniature buildings and scenic areas, please let us know if you support Train Mountain setting up a fund to which interested supporters could donate money to be used for construction and maintenance of miniature structures.

This is where you can help those needing a little bit of help to keep their projects alive and of course allow us to have all of those cool places to visit while on our rides.

Two examples: (1) the Kitsap Krew has adopted the Crane Water Siding as a project which they totally funded among their group; (2) Steve Lilly and a group of volunteers founded a town named Lillyville, a project that has been totally funded within their group.

Presently all donations go to the Train Mountain Institute general fund, with the exception of donations made to a "track building fund" that allows us to receive matching funds donated by the Vanderspecs. Some TM members believe we should also have a for "scenic items fund" to which they could donate. Please let your Board Members know how the general membership feels about such a fund.

There is also the option of getting together privately with the various project groups, Kitsap Krew and Lillyville crew, and help them out. This would continue the present system.

Track Donation Matching Fund Still Open

By: Jerry Crane

Jim Davenport has taken on the job of getting new track laid at Train Mountain, but he is going to need a lot of help from the membership. We will need to help him with volunteer labor during the work weeks this spring, and we also need to supply him with the funds to purchase needed track materials.

Last summer Carl Vanderspek and Marg Hope offered a \$100,000 fund that would match any donations to Train Mountain for new track installation, dollar for dollar. This offer is still open.

With the donations received after last summer's offer and the matching funds, we were able to complete the Witcombe to Aspin Grove section of new track and were able to purchase the semi truck load of new tie material. Those projects have used up almost all those funds.

We are now asking you to please help again. Consider making a new donation to the Train Mountain New Track Fund. Any amount would be appreciated and it will be matched by Carl and Marg. If you are a US tax payer, your donation is tax deductible to the extent the law allows. It is easy to make a donation. You can simply send a check to Train Mountain Institute, PO Box 438. Chiloquin, OR 97624. If you prefer to use a credit card, you can call the office at 541-783-3030 and ask for Dennis. He will take your information and make sure your donation gets recorded. We will make sure you receive a letter from Train Mountain that you can use to support your tax deduction.

Calling All Vendors - Triennial Committee

All right live steam vendors how much do you folks spend on advertising and how many dedicated live steamers can you guarantee you reached? The 2015 Train Mountain International Triennial Meet will be the biggest in Train Mountain's history. This is your opportunity to meet and greet your customer base face to face.

We will have ads in our Commemorative Program, you can give seminars, we have the Vendor Area to display your wares, and you can also come and play in the woods with the rest of us. You can't get much better than that.

We have half of the Vendor area reserved so far, so don't wait too long. So if you are interested in being a vendor at the 2015 Triennial, please contact Russ Wood, Triennial Vendor Chairman, send an email to russ@hobby-tronics.com subject: Triennial Vendor.

If you have a favorite vendor you do business with, ask them if they are coming to the Triennial, if they are interested in coming, please pass on the contact info and we will do the rest. Thanks.

2015 TRAIN MOUNTAIN TRIENNIAL

TRIENNIAL VOLUNTEERS WANTED

We have just three work weeks to get Train Mountain ready for the biggest event in Train Mountain's history. Yes I said biggest. The good news is we had a mild winter so frost heave issues should be minimal. The bad news is we have just three work weeks to get 36 miles of track ready for some 300 plus trains. We need your help in order to make sure everyone has a great time and no one gets wiped out in the process. So here's the deal, we will start publishing those committees that have requested help and how to get a hold of that committee chair. The Chair is in charge of that committee, so comments or suggestions need to be forwarded to them specifically. Here is the first of what we hope will be many requests from the committee chairs.

Triennial Loading/Unloading @ Crisp Yard - Roger Rude Chairman

Here is a great time to see the trains that are either coming or going by volunteering to assist those members that request assistance in unloading and loading the trains at the 2015 TRIENNIAL. This will be done both during the workweek and during the triennial itself. The committee is requesting that you sign up for a 4-hour or more time slot. Please call the committee chairperson Rodger Rude at 360-445-4909 for more information.

Please note that the committee is only going to assist those that request help. Otherwise they will be directing traffic from the holding area on Katy Lane up to Crisp Yard. They will have your track assignment and can assist you in how to find your spot. Once unloaded you will exit out the FRONT gate, drive back down to the TRIENNIAL entrance and there you will park your trailer. Upon leaving Train Mountain you will once again get your trailer and WAIT at the STAGING area on Katy Lane until being called up to Crisp Yard by the committee. An additional note, loading and unloading 300 trains is WORK, those that are doing this job will be under the direction of the committee chair, if you are NOT on the committee and it is NOT YOUR TRAIN, PLEASE DON'T HELP! We want everyone to have a FUN and a very safe visit. Please see that you are part of the solution and NOT part of the problem.

There are many other committees that will require large numbers of volunteers in order to spread the work load out. These include but are not limited to the Inspection Tent, South Meadow Security, Entrance Gate Security, Traffic Flow, and Registration / Check-In.

2015 CLEANUP SCHEDULE - Volunteer Coordinator, Russ

Here is what we would like to see happen this year. We need to rake and pick up the leavings from this past winter. In the past we have taken out trains and raked and picked up and raked and picked up etc. This year we would like to start at mile post ZERO (right by Crisp Yard) and do raking and go up the milepost numbers. We will do this starting with the Spring Awakening Work Week if not before. The Work Week starts on Saturday May 2nd. My suggestion is we rake until Wednesday afternoon of the Work Week, and then spend Thursday through Sunday **RUNNING** pickup **TRAINS** and gather the work weeks work and depositing it into the various burn pits. We will continue this scheme until all of the track is clear. While this important activity is going on, those that are schooled in the workings of our track system can start doing repairs and tune up as soon as an area is raked and cleaned up.

Our 'secret weapon' has always been the Kitsap Krew that has their own work week and really gets us going for the year. This year we hope to unleash our 'secret weapon' on all those pesky repairs that need to be done.

If you are coming to assist during a work week, remember we have some tools here but PLEASE if you can, bring your own tools, so you can assist us and not be unable to do a task because of the lack of a tool.

ELECTRIC TRAIN REPORT - Triennial Committee

I will repeat a question asked earlier in the year, if you were designing a 2,200 acre outdoor railroad how many WALL OUTLETS would you design into the project? Well with over 100 electrics coming so far (it's only February) we have some issues! Dennis, Charlie and Richard have been rebuilding the track area between the BackShop and Containerville where we used to store the built up turnouts. They are adding many more short tracks and we have power located at Containerville to assist in this project. That's the good news. The bad news is they are short tracks. You may have to park your train and then go to your ENGINE parking spot to recharge. Please remember you are responsible for your extensions cords, your charger and allocating enough time to get it fully charged.





Seminars at the Triennial - Triennial Committee

At several of the past Triennials we have had some great seminars. But it seems that time for these seminars has passed or has it? We know you come to Train Mountain every three years to enjoy the fruits of many folk's labors. Basically you come to run your train which is very understandable. However this is also a great opportunity for you to meet with the movers and shakers in our wonderful hobby and to get answers to those pesky questions that there just doesn't seem to a knowledgeable source to get answers from. Well maybe, just maybe we can coerce a couple of these folks to belly up to the bar, and enlighten us. I know one group that has stepped forward and thrown down the gauntlet for the rest of the vendors, and that is Bill Zingham from Northwest Foundry and Supply, Port Ludlow, WA. <http://www.nwrfs.com/index.htm>. They are the folks with the Accu-Tie Rail System. They are going to give us seminars on How To Build a Railroad. They have split it up into two one hour sessions that we will schedule over two different days. So plan on giving up just a little bit of your riding time to get up to speed on this new and exciting track system.

Subject: To Build a Railroad

Two one hour presentations by Bill Zingham.

Topics covered:

FIRST HOUR:

1. Initial Planning
2. Soil Test Techniques
3. A simple Technique to Plot Curves and Grades Accurately
4. Essentials of Roadbed Grading and Drainage
5. Sub-ballast and Ballast Selection

SECOND HOUR:

1. Accurate and Economical Ballast Placement
2. Ballast Compaction
3. Track Laying
4. Turnout and Switch Operating Techniques
5. Finish Ballasting
6. Track Trimming

PRINTED [COURSE](#) NOTES AND A PHOTO CD WILL BE PROVIDED TO PARTICIPANTS.

From “THE STACKS” - Jim and Sabra Rickman

The Train Mountain Library/Conference Room is undergoing a facelift! The wallpaper has been removed. The walls have been painted and we are currently working on upgrading the lighting. The library table will be refinished and different chairs will be added. Come up and check it out on your next visit. The “caution” tape has been removed so we are open for business. Stop in to ask a question, look up a book, read a magazine article or find out how to repair a “frog!” (rivet, ? ribbit ?).

This is an important step in our ongoing upgrading of the facilities here. Not only are the facilities important to you the members but also as an ongoing income stream for the park. Jim and Sabra have been working very hard on the library which is a great benefit to the members, but along with Raven, they have also spent many hours cleaning, repairing, and refurbishing the whole up-stairs area of Central Station. Thank you, Jim, Sabra and Raven. (ed).



The Train Mountain Museum Needs Help

By: Jerry Crane

Last month I wrote an article requesting volunteer help to taking over responsibility for several important jobs at Train Mountain.

Train Mountain is now making a special additional appeal for someone to become our grant program coordinator. This individual would not have to write grant requests. We will be hiring a professional grant writer to actually write the grant requests. The holder of this position would help determine for what projects we should make grant requests. They would help acquire the information the grant writer will require from the person in charge of a chosen project

We are making this additional request because our Train Mountain Museum has several projects that need to be started soon to protect and display our valuable collection. Train Mountain has the world's largest collection of full sized cabooses, several unique snow plows and many other prototype pieces of equipment. All of this equipment is slowly being destroyed by the weather. The projects needed to protect and display these items all cost a great deal of money, but they are all prime candidates for grant money. Please let me know if you would be willing to take on this important job for Train Mountain. I can be reached by email at jerald_crane@q.com

TMRR.ORG

Have you been to the Train Mountain website recently? Our webmaster, Tom Watson, has made lots of changes and additions. He works on the site constantly trying to make it as informative as possible.

The Triennial statistics are updated at least weekly. He has added a lot of pictures to the interactive maps found at the bottom of the Home page. He and Dale Furseth have upgraded the Live Camera page with more timely snapshots.

A new tab on the Homepage, "Membership Information", leads to a very nice explanation of what membership at Train Mountain entails. It shows what a bargain membership is.

There are links that take you to the track plan, "Track Plan & Maps". Past issues of the club newsletter, *The Mountain Gazette*, are found at the "Train Mtn Gazette" tab. The links to local lodging and eatery establishments "Local Lodging & Eating" are updated whenever we get input from the proprietors.

You can find a matrix of the current year's event schedule on the home page. This year there is even more information because it is a Triennial year. A lot of links to show how to register for the event and how you can save money by registering early.

If your club, organization or personal website is not linked from our "Useful Links" page and you would like it to be, send us the URL in order that we can add it to the links.

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.

Visitors to Train Mountain:

Train Mountain is very popular and is continually attracting visitors from throughout the world. We announce that our hours are from 10:00 AM until 3:00 PM Monday through Friday during the summer, and 10:00 AM to 2:00 PM during the winter. The office is closed on weekends except during meets, and then only when volunteers are available to open the office.

Our insurance advisors request that all people (members and visitors) complete and sign a liability release. If **YOU** as a member encounter visitors on the property without a visitors pass please direct them to the office so that we can insure that a release has been completed and a visitors pass has been issued.

If **YOU**, as a member, open the gate and allow visitors to pass through - **YOU** are responsible to see that the release has been completed. Releases are available in the mailboxes near the office for those times the office is closed. There are also releases available in the kitchen and in the back shop.

If you do not want to, or do not have the time to, ensure that the releases are completed - then please graciously explain that the train park is closed to visitors and that the open hours are normally (Winter) 10:00 AM until 2:00 PM Monday through Friday. To arrange other hours visitors should call the office at 541-783-3030.

New Volunteer Positions

By: Jerry Crane

In last month's Gazette I made an appeal for volunteer help to assume responsibility for much needed positions at Train Mountain. So far two individuals have stepped up to fill these needs. Jim Davenport will now lead the team that will install all new track and Dick Peterson will take on the job of inventorying and controlling all the scale equipment owned by Train Mountain.

Dick will start his job when he moves back to spend the summer at Train Mountain. When Dick has completed the task, we should know what we own, where it is and what we need to maintain the equipment.

Jim has hit the ground running. He has gotten a new semi truck load of plastic tie material ordered from Canada. This load should arrive at Train Mountain in early March. He has determined that the next track that should be replaced is the Rabbit Run section. This will complete the Hair Pin job that was started last year. When this section is upgraded we will have good quality track all the way down from Panama Canal to the South Portal. Because this track will be heavily used during the Triennial, Jim has determined that it should be laid this spring. Richard has already removed the old track and ballast in this section and removed two trees that were a problem. Richard has started building track panels with what supplies we have on hand. Jim's plan is to lay this track during the Narrow Gage work week. Jim is now inventorying what material we now have on hand and what needs to be ordered. If time allows he would also like to upgrade the outside bypass track south of Backshop.

The next time you see these two individuals, please be sure to thank them for taking on these jobs.

Lillyville -- by Seymour Skandals



Mr. Lilly, the Lillyville Planning Director, has hired Eakin Construction Company to start laying out the foundation for the mining company worker shacks. There will be 10 bunk houses that will hold

4-6 people each. Five of these houses will be placed on the top area above the retaining wall and the other five houses will go on the next level below. A larger house will be built for the foreman and his wife to the left of the workers cabins. To the far left will be a stamp mill and will consist of 3 buildings all connected on all three levels. The stamp mill buildings when completed will be 5 feet wide and 12 feet deep. These buildings will be only for extracting gold and other minerals to be transported to a smelter at a different location.



The second phase of the Lillyville town is to construct work tents for the carpenters to build the church, school house, hotel, bank, stores, barber shop and for sure one or two saloons. Like most railroad supplied towns, Lillyville is growing so fast that we expect tents to appear first starting in March or April, and permanent buildings to come in the future as the economy stabilizes.

As the town rapidly grows, Old McDonald has found the need to both confine his cows and expand the dairy to keep up with the demand for milk, butter and cheese. Thus, McDonald's farm will have about 40+ acres of grass for the 80+ milk cows, 25 two year olds and 10 calves. The pastures will be completely fenced with gates to lead the cows to the milking barn. At this time the 10 calves, 25 two year olds and 25 cows are ready for the pasture. Another 60-65 milking cows will be delivered to McDonald in the future.

WEB-CAM GALLERY

Photos by: The Web-Cam



Register for the Triennial Meet now!!

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.

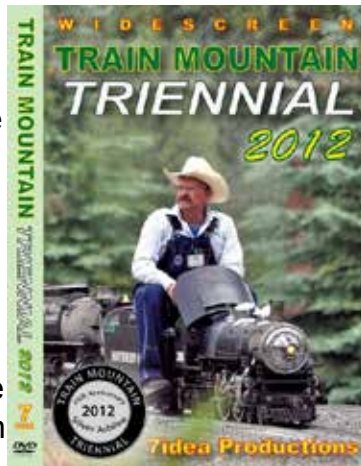
Prices reduced! Lots are located in an established subdivision just a few minutes from Train Mountain. Home owners association provides free water and well maintained all-weather roads. Lots range in size from .7 acre to .25 acre, all lots have phone and water to the lot, 1 has power to the lot, power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



**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

P.O. Box 438

Chiloquin, OR 97624

Email: info@tmrr.org Phone: 541-783-3030

Contributors: TMRR BOD, Friends, TMI

Photos: Tom Watson





Wanted SW1500 Loco

(Looking for a unit similar to image on the left)

Rail Systems type with Vanguard 16 hp V-twin-hydraulic pump and motors, prefer with powered slug/riding/engineer's car.

I hope to find a unit on the way to a spring meet at Train Mountain from Victoria Canada or within a days drive of TM.

Please email Photos and details to bwigen@shaw.ca.

(Please put SW1500 in the subject line.) Or phone Brian Wigen at 250-652-7920.

For Sale: \$125,000! Cozy 550 sq. ft. cottage on beautiful wooded 10 acres



with breath taking views of Agency Lake. Close to Train Mountain Railroad and Crater Lake Park. Contact Crater Lake Realtor, Cindi Combs, 541.891.3580.



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) 783-2268





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.