



The Mountain GAZETTE

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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.



The 2015 Triennial ended with a resounding roar of approval. Everything went pretty much according to plan. However, there are a few places the plan can be tweaked. For example: Snail mail or email confirmation letters should be sent. The gates need to be kept open at least until dark.

Really though, these are relatively minor issues which can be overcome with a little more prior planning. Some of the major issues that will have to be addressed prior to the 2018 Triennial will be train parking. The yards should all be upgraded with recycled plastic ties. Additional train storage should be added.

In depth planning is essential for success. We had far more day pass visitors than originally anticipated. Therefore there were not nearly enough day passes prepared. I believe this was in part due to the amount of media coverage we received. The *Herald and News* published a front page article about the event on the Thursday prior to the “Big Toot” and the “Parade of Trains”. There was also a complimentary piece the same day on the evening and late news casts of the local, Medford, NBC station.

Everyone: Train vendors, food vendors, participants, volunteers reported a very successful event. Sales were good. Smiles were seen everywhere. None, that I heard of, went home disappointed. A few visitors did not get expected train tours mainly because of the large volume of visitors and because there were no “scheduled” train tours.

Next Triennial (2018) the coordinators should plan on a larger percentage of electric powered trains. This appears to be the trend amongst the 7.5/7.25 gauge hobbyists. The 2015 Triennial had 382 trains registered for the event compared with 273 for the 2012 Triennial. That’s an almost 40% increase. Train length went from 9,951 feet to 12,361 feet, a 24% increase. Yard space increased very little in comparison.

Now let’s talk about the number of people attending. Figures show that 760 people registered for the 2012 Triennial and that 1,100 signed up to attend the 2015 event – a 45% increase in registrations. Day passes sold increased by at least as much. We had planned for a 35% increase which was not nearly enough. We ran out of day passes almost every day and had to rush to get more printed.

It is not too early to start planning for the 2018 Triennial. The coordinators for the 2012 and 2015 events have aged out. All three, Dennis Ward, Tom Watson, and Russ Wood are available to offer advice but will do so only if asked. None of the three plan on taking the helm. My guess is that all three will be available to offer assistance as volunteers on the various committees but I am sure that each of them wants to participate more by running their trains.

All participants are anticipated to return. Most of those I talked to say that they have a friend or family member that must see Train Mountain to believe it – they will bring additional friends or family. Looking forward to a huge increase in participation we must start now ensuring that the infrastructure can support the demand. Increased parking for trains and automobiles is probably going to be required every three years right now. But, as Train Mountain becomes more visible on travel websites and becomes better publicized by our neighbors, increased accommodations for our visitors and their rail equipment will have to be provided for.

Local businesses were very appreciative and very supportive of the Train Mountain 2015 Triennial. “Melita’s Restaurant” put signs in their windows welcoming the Triennial attendees. The “Potbelly Café” added hours to their schedule to accommodate the huge numbers of people needing a place to dine. Local RV parks “Walt’s” and “The Waterwheel” were filled yet still offered use of the shower facilities to those of our participants who were dry camping at the event. The local travel center (truck stop) “Crater Lake Junction” also made showers available. The Kla-Mo-Ya casino provided shuttle service to their facility and to the Chiloquin Community center where the annual quilt show was in progress.

Local government also added their support. The Klamath County Planning Commission recommended to the Klamath County Commissioners a new “Train Park Zone” for Train Mountain. The county commissioners unanimously approved the zone change. We now await a 90 day period set aside for appeals before finalizing the deal.

2015 Triennial - Volunteer Coordinator

When writing an after the fact type report it is always hard to know where to begin. Let's start with the weeks leading up to the event. This year we had a lot of great help from all over the place. We had our neighbors to the north, the Kitsap Krew, we had them from the east, the Idaho Mafia, and of course from the deep south, no not Georgia or Alabama, but from Australia, the Auzzies!

If you went for a train ride in March and then again during the event you would have thought you were at two different tracks! In addition these crews reinstalled the track from Deadwood to Ellingson bridge with new steel rail on plastic ties. This section is about 1,000 feet long and double track. Just a ton of very hard work to get 'er done! So what were the locals doing all this time, well they were part of all of these crews and much, much more.

Winter this year was mild as far as snow goes but that didn't seem to stop the brush and trees from growing and depositing their annual contributions on the track and roads. Clearing of the roads was especially important this year because of the Triennial and getting all those RV's and trailers into the park without ripping off mirrors, antennas, AC units, and well you get the picture.

And then there was Bill Shepherd! Bill raked the north side of the property, and I do mean raked! He totally understands that raking for FIRE safety is more than raking to get some pine needles off the track. When Bill rakes he CLEARS about 2 feet of DIRT on each side of the ballast and piles it up on the ballast for easy pickup. By easy pick up I mean it's not like pulling it out of the weeds and brush but rather it's piled up where one can get to it with the pine needle trains. Now let's talk about how many piles. I believe the record for a single day by ONE of the pine needle train crews was loading 38 loads in a single day! This went on for a couple of weeks!

All of these projects were well underway by the time the Work Week for the Triennial started. The park was in full bloom by this time and with Debra leading the charge the ladies attacked the grounds with vigor and a rake and a hoe and almost overnight a botanical garden sprang to life. There where blossoms and greenery everywhere, quite an amazing transformation. We even managed to get the tank car by the front gate repainted during this same time period.

Now all of this was in preparation for putting on the Triennial. What happened next is now one for the record books. Train Mountain hosted the 2015 Triennial. The 54 committees and their chairman and their crews stepped up and put on one heck of a great meet! Early in the week the 8:00 am Volunteer Meetings were well attended but as the crews got their assignments for the week they knew what had to be done so the meetings did get considerably smaller. Some committees had but a few folks on them some needed many volunteers to in order to fulfill all of the shift requirements. Some had a tough time filling the spots so many members worked double sometimes triple shifts, but overall the volunteers came through to help make this a most memorable event.

A giant thank you to all of the volunteers for your hard work, your time and your dedication.

Many folks commented on how much smaller this event was than in years past. This was on optical illusion. By following Richard Cox's suggestion of using the Katy Lane gate as our main entrance and leaving the majority of the vehicles down in the South Meadow area it appeared much less congested around Central Station and the whole upper plateau. The statistics tell us this meet was 30% BIGGER than any other meet ever held at Train Mountain so thank you Richard for a wonderful suggestion.

BTW thanks goes out to J&S Golf Carts for their lending of the fleet of golf carts that we used to haul the masses up to Central Station from the South Meadow parking area! Donations made to this cause actually went into the Mayor of Lillyville (Steve Lilly of J&S Golf Carts) for further civic improvements in that thriving metropolis!

Now as you all know, or should know, I like to eat! So how about our food vendors this year, pretty good choice of grub to choose from each day. Subway fed us each day during the Work Week with the folks from SMART (an after school reading program in Chiloquin) joining in later on in the week. During the Meet itself Melissa's Country Kitchen also served meals including breakfasts and dinners. Three different venues, all with good food!

Now let's talk about the weather! 99 degrees in Chiloquin at 4,200 feet and a UV rating of 10.8 is just plain HOT! Yeah I know but it's a dry heat! Yeah, yeah, yeah but that is still HOT! Folks started going out earlier in the day and later in the evenings but even in the heat of the day there were still lots of trains running around the park. I even got to run some trains on Tuesday and Wednesday. Great fun running at Train Mountain when the track is full of smiling faces, long trains, and lots of them! I had the best time I have had at Train Mountain in several years, thank you all.

From the Backshop

To all of those who visited or used the back shop this meet I would like to thank one and all for there support and help during the week. Many came, borrowed, found, figured out and fixed there problems in it with the help of Bert, Jerry and myself, Boyd. We enjoyed our time doing what we could to help those in need keeping there equipment running so they could enjoy Train Mountain. The smiles and thank you along with all the positive comments make keeping it open to all very much worth while. For me, Boyd, it was the most fun at any meet I have ever attended due to those old friends and the new ones I met during it. Seeing things like that little 2-4-0 running after the fellow fixed problems with it pulling two diesels along with there trains and a big smile on the owners face, yup, that's what its all about in my book. Even found enough pieces to help out on a fellows pickup that broke down. Two others machined parts for it and off it went too.



I am updating some of the things in the back shop along with some new items, by the way the man and wife that donated the new fan, that helped out at the table keeping all cool in the evening, thanks again for it and coming to our track.

Also to all who used it, never, and I mean never have those who used it left the shop so clean, tools put away and machines cleaned. It was great to see each morning that all was back in order ready for the next user. Many times I would have some one ask a question, where is this, off I would go in search only to be stopped and asked another question, well I would sometimes forget about the first person. It happens and next time will write it down but then I would only loose the paper so.....???? People moved there equipment in and out never blocking tracks so others could use them when needed, the track with scales on them was open for all to use at a moments notice, just finding me to help was the big problem there.

Enough for now and again thanks all who used it I enjoyed every minute of being there for you the member in you time of need.

And thanks Lee for all the good times we had fixing the world when you came by with Sweetie I will miss that but never forget you.

Boyd, Bert and Jerry.

TM Ops Meet Week in Just a Few Days

We are only days away from TM's annual Ops Meet; July 25 to be exact!

Hopefully you have pre-registered for the meet and are ready to have some fun with passenger and freight train operations. There are still plenty of facilities projects to be done at TM in addition to the normal Ops preparation activities during the work week.

For all days of the work week and meet, please check the "White Board" in the Hall of Flags for projects to be done, special announcements, and scheduled meeting times for all activities.

The following are the major Ops freight related functions that are in need of volunteers during the work week and meet:

- I. Monday and Tuesday:
 - B. Multiple engines and crews to gather TM rolling stock to be used during the meet along with Backshop workers to inspect and service those cars.
- II. Wednesday:
 - A. At least three yard engines with crews to sort rolling stock by division and siding.
 - B. At least 6 yard hands to throw switches and direct cars to proper sorting ladders.
 - C. At least 1 engine with crew to gather non-TM rolling stock to be used during the meet along with Backshop workers to inspect and service those cars.
 - D. 1 or 2 engines with crews to set out the Reporting Flags at proper mile posts.
 - E. 1 or 2 engines with crews to set out special Track Siding Signs for unmarked sidings.
 - F. Locate and complete Sign-Up Sheets in the Hall of Flags for:
 1. Friday and Saturday Dispatch Board workers
 2. Friday and Saturday Passenger/Freight Office workers
 3. Motive Power Registration Form
 4. Crew Registration Form
- III. Thursday:
 - A. As many engines and crews that want to help spot the proper rolling stock at the 60+ sidings to start off Friday's Operations.
 - B. Locate and complete Sign-Up Sheets in the Hall of Flags for:
 1. Friday and Saturday Dispatch Board workers
 2. Friday and Saturday Passenger/Freight Office workers
 3. Motive Power Registration Form
 4. Crew Registration Form
 - C. Early Bird Orientation Meeting and TM Safety Video presentation in the evening

IV. Friday:

- A. TBA - Ops Orientation Meeting in Hall of Flags.
- B. TBA - Ops Meet begins.
- C. 5:00pm - Dispatch Board and Passenger/Freight Office closes.
- D. Multiple volunteers needed to help with Dispatch Board and Passenger/Freight Office activities; look for sign-up sheets in Hall of Flags.

V. Saturday:

- A. TBA - Ops Update Meeting in Hall of Flags.
- B. TBA - Ops Meet continues.
- C. 5:00pm - Dispatch Board and Passenger/Freight Office closes.
- D. Multiple volunteers needed to help with Dispatch Board and Passenger/Freight Office activities; look for sign-up sheets in Hall of Flags.

VI. Sunday:

- A. 7:00am until done - As many engines and crews that want to help gather cars from all sidings, bring them back to the Main Yard, and spot them on the Track ID Number found on the cars' tag.
- B. For crew and rolling stock safety, all trains must limit their consist to a maximum of 12 cars at any time!!
- C. 9:30am until done - 1 or 2 engines and crews at Main Yard to return all rolling stock to their original location prior to the Ops Meet.

If you have rolling stock that you would like to include in this year's meet and it has not been used in a previous Ops Meet, please send an email (armstrong.jandg@gmail.com) with the following details regarding each car you would like included:

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

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

As a side note, I am looking for any members interested in learning the Freight side of the Ops meet; including Car Sorting, Initial Car Set-out, and operation of the Switch List computer system. Please let me know your interest (armstrong.jandg@gmail.com or 208/484-0073) and I make sure that you will be trained in each phase of the meet.

Thank you for your support and we'll see you at the Ops Meet.

Jim Armstrong

The Wine Car – by Frank Bartholomew

Next to the Train Mountain main entrance there's been a tank car for many years. During the 2015 Triennial it was restored and repainted to its original brilliant colors of silver and gloss black.

The car was built in Portland, Oregon, in 1939. It has six lined compartments used for carrying bulk wine from California to Chicago and New York for bottling.

The Wine Car had a hard life (like many of the TM Members) working for about 70 years on the railroad and at wineries, distilleries and railroad service years. At the end of its railroad life it was used for bulk petroleum storage. However, it was saved by Quentin Breen for its place of honor at the Train Mountain entrance.

Its total history is not known at this time, but it is known to be one of only four such cars built for carrying wine from central California to points east. More research is planned. The decals are almost as original, based on research done by Train Mountain historian Steve Panzik.



The painting and decals were completed by Duane Kaasa and his team of Pat Kaasa, Paul Ryner and Tanya Ryner.

This team toiled for five hot days to complete this project. Doing one caboose a year, the team has previously painted three other cabooses, the two at the main entrance to Train Mountain, and the one at the Klamath & Western entrance.

The caboose and wine car restorations have greatly enhanced the public image of Train Mountain as they are the first historical artifacts viewed by visitors and members as they enter Train Mountain.

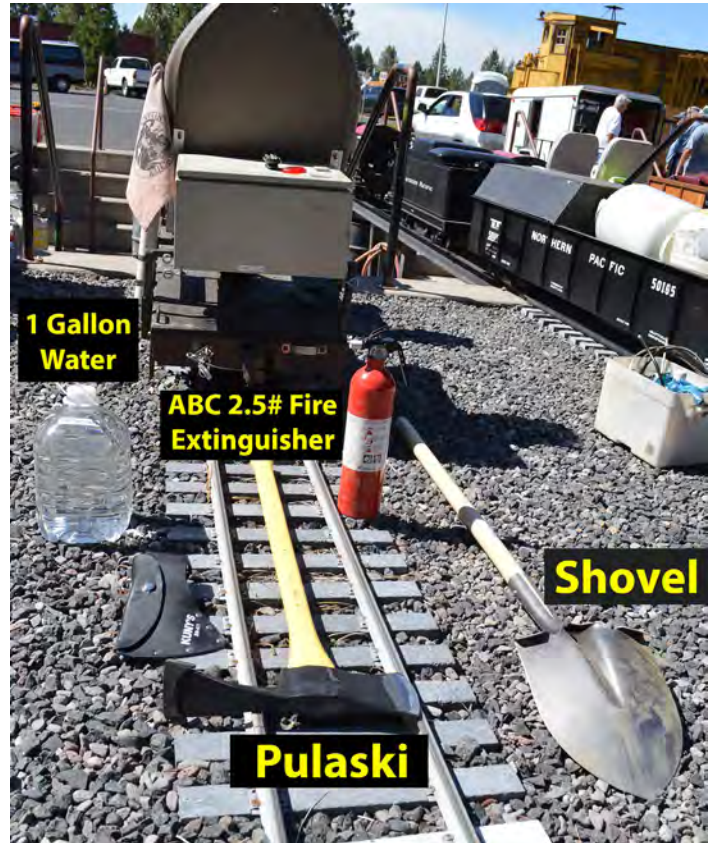
More information later.

REPRINT

Meeting Fire Tool Requirements - - by Jeff Mills

The ODF and USFS requires any vehicle that operates on an improved road during Level III Fire Danger to carry the following Fire Fighting Equipment; 1 Shovel with an 8" wide blade and a handle of at least 26", 1 double-bit axe or a Pulaski with a 2lb head and 26" handle, a 2.5 lb fire extinguisher and one gallon of water. This sounds like a lot to carry on our trains however it can be done. My train consists of a two-seat riding/engineer car and locomotive. Despite being small, all of these required items are stowed safely and conveniently.

This was accomplished with a minimum of modification to my engineer car. I obtained a 3 ft. piece of 4" ABS drain pipe and plumbers tape. The 4" drain pipe was cut in half lengthwise and attached to the Deck of the engineer car with the plumbers tape. This half-pipe houses the handles of the Pulaski and shovel between the rider's feet. The Shovel and Pulaski are inserted from the rear of the car and are held in place with a bungee cord. The fire extinguisher is mounted under the engineer's seat with the provided bracket. A gallon jug of water fits tightly between my back seat and tool box.



The Pulaski was purchased from Harbor Freight and the shovel was purchased from my local hardware store. These tools are also available on Amazon many with free shipping. The shovel is what the US Forest Service refers to as a Lady Shovel. It has a shorter than standard handle. These are used by Smoke Jumpers and Tanker Crews as they are a compact size making storage and handling easier. This installation allows the conductor to comfortably place his/her feet astride the half-pipe preventing damage to the tool handles.

Please feel free to come and look at my riding/engineer car at the October Fall Colors meet or contact me via e-mail jhmills51@hotmail.com

Greetings from the Front Office - Joyce Merwin

Okay, now I have a clue as to how busy the office can get during a Triennial. It can, and did, get really very busy, but it was fun! The office would not have survived without the volunteers who stepped up to the plate. They were all so helpful and very good at it. They even made sure that every slot on the scheduling sheet for the office was filled and even arranged between themselves who would fill them. Someone was always here to lend a hand! A special thanks to Mary, Carol, Susan and Stephanie for all of your support!

To all of the other volunteers who worked for weeks, months or whenever they could on the planning, on outdoor and other projects, thanks for helping to make the 2015 Triennial a fun event and a great success.

IN MEMORY OF *Lee Breuer* (? - June 2015)



Mid-Year Financial Report -- By Jerry Crane

During question and answer period at our meet banquets, I have repeatedly been asked, "When are you going to publish Train Mountain's treasure's reports?" Achieving a clear understanding of our financial position has been a challenging part of my role as President of Train Mountain Institute. With Joyce Merwin, our Office Administrator, I have been working to clean up our Quick Books accounting system to make it more understandable and accurate. While we still have more checks and corrections to make, we are now confident that we have an accurate statement of our finances.

Train Mountain Institute started 2014 with cash of about \$45,000. We had income of about \$255,000 and expenses of about \$270,000. In 2014 we spent about \$15,000 more than we took in. This was not surprising because we spent over \$30,000 for the new septic system that year. We ended the year with about \$30,000 in cash. In my opinion, a year-end cash balance of this amount is too low. Because a lot of our dues income arrives at the end of the year, I believe we should start each year with about a \$70,000 reserve. Our goal for 2015 is to end the year with about \$50,000 in cash.

The first half of 2015 is now history. During this period, Train Mountain Institutes's income was about \$183,000 with expenses of about \$134,000. This produced a net income of about \$49,000. The majority of this net income came from the Triennial. Not from the meet fees (100% of the fees are passed on to Train Mountain Railroad), but from store sales and day passes. We will be spending a portion of this income restocking the store. This means that we are financially healthy but not "rolling in the dough." We are on track to meet our 2015 goals.

If any member would like to see a copy of our "Profit and Loss" or "Balance Sheet" statements, please visit the office. Because the Gazette is sent to many non-members, we will not be publishing those documents in that publication.

Pam Williams to head up Grant Program

Our fellow member, Pam Williams has volunteered to oversee our grant request program. She will help determine which of the many Train Mountain projects could probably qualify for grant money assistance, acquire all the needed information about that project and arrange to have a request written by a professional grant writer. She is presently interviewing professional grant writers. Many of our first grant requests will be for museum programs. One of the first will be a grant request to protect our full sized equipment that is slowly being destroyed by the weather and forest vermin. We need to clean out, seal up, and paint our world's largest collection of cabooses.

Pam would welcome any volunteer help you could offer. She will need research and field survey help. If you would like to help, just send her an email at info@tmrr.org.

Welcome aboard Pam.

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.

Fire Season has begun. The fire danger is presently “HIGH.”

Everyone please be careful. Train Mountain presently has several “Fire Gondolas” available for Members to place in their trains. Please see Jeff Mills or the Office for more information. These Gons are equipped with tools to aid in stopping a fire while it is small.

Every train consist that contains one of the Gons becomes a roving “fire watch,” which is a very important fire prevention tool. Having twenty, or so, of these roving fire watch trains may be very influential in not having Train Mountain operations shut down during high fire danger situations.

I would like to encourage as many as possible to participate by becoming a roving fire watch train.

Lillyville -- by Seymour Skandals



Farmer McDonald is so happy with the new population coming to Lillyville. He has ordered 80+ milking cows to be added to his herd. For the wife he is remodeling the farm house for a new addition coming to the McDonald family. With the new herd due to arrive in 2 months, has hired a carpenter to build him a larger barn and a larger area for the milking. All this will be built in the next coming months.

The gold mine has ordered the track for the mining carts to be installed soon. The mining carts are build and just waiting to ride the rails. At this time all rock products will be shipped to a nearby Stamp Mill until the Lillyville Stamp Mill can be built. The miners are after the gold but they also found silver.

Steve Lilly (The Mayor of Lillyville) and Jim Eakin (Eakin Construction Co.) want to thank all for the donations towards the building of Lillyville. All donations will be reported in up come issues of the TMRR Gazette. We feel the golf cart rides up and down the hill was a great success. Also a special thanks to all the cart drivers who

helped and a special thanks to Steve Lilly for donating the golf carts for the 2-3 weeks leading up to the Triennial.

A new farmer is taken roots at K&W. He will have a farm house, barn, cows, horses and a windmill. All he needs is a good location to build his farm. Pictures and location will be in the future Gazette stories



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.

PHOTO GALLERY

Photos by: Tom Watson



WEB-CAM GALLERY

Photos by: The Web-Cam









Register for the Operations Meet now!!
Please Use the Online App to Register or Join-- <http://tmrrmembers.org>



Register for the Operations 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.

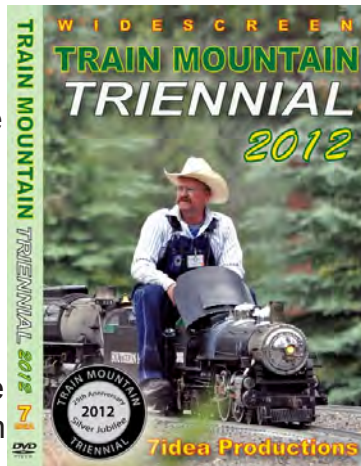
Prices reduced! Lots are located in an established subdivision just a few minutes from Train Mountain. Home owners association provides free water and well maintained all-weather roads. Lots range in size from .7 acre to .25 acre, all lots have phone and water to the lot, 1 has power to the lot, power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

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P.O. Box 438

Chiloquin, OR 97624

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

Contributors: TMRR BOD, Friends, TMI

Photos: Tom Watson





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



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



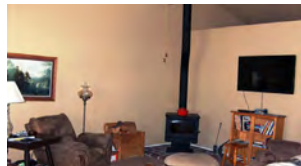
Railroad and Crater Lake Park.

Contact
Crater Lake
Realtor,

Cindi Combs, 541.891.3580.

34211 Brittany Ct
Klamath Falls, Oregon

\$187,500



BEAUTIFUL HOME IN THE PINES

Stacy Ellingson
Principal BROKER



541.591-4322
SEllingson@cbkfalls.com

Beautiful home in the pines. Many updates through out the home. Hickory cabinets, ceramic tile floors, trex decking and fenced back yard. Small work shop. All the furniture is for sale also including the snow blower and 7 cords of wood. All full price offers include the 7 cords of wood, the new refrigerator, snow blower, washer & dryer and stand up freezer in garage. All other offers appliances and furniture negotiable.

Beds: 3 | Baths: 2

- Many Updates
- Hickory Cabinets
- 2 acres

www.cbkfalls.com/84940
MLS: 84940

Coldwell Banker Holman Premier Realty | 3815 South 6th Street, Suite 110 | Klamath Falls, OR 97603
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Kla-Mo-Ya Casino

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

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.