



The Mountain GAZETTE

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SUMMER IS HERE, and SO ARE THE VISITORS!

It is busy, busy, busy, at Train Mountain. The on-site volunteers have been overwhelmed, leaving little to no time to get this Gazette out in a timely manner. We are doing the best we can, so please have patience.

The upside to being busy is that it has been really great to see members and their trains running all week, and people at Central Station all the time.

We are also receiving large numbers of public visitors, which is the goal of the museum project. Just today, 6/20/16, a very happy tourist enjoyed his visit so much that he came in the office and handed Joyce a \$100 bill. This is the type of thing that happens when we show our visitors a good time. Between the group and individual donations, and store sales, Train Mountain took in close to \$2000 during the last two weeks. These visits have all been education oriented, and as such help fulfill the TMI education mission, and the income will help support the Train Mountain Railroad Museum.

Please help us continue to show our public visitors a good time when they visit Train Mountain.

For the last five days, a group organized by Chris Donhost stayed, played - and worked - at Train Mountain. This group has yet to name itself, but I understand they are getting together on Facebook to come up with a name. During their stay, which was quite wet with an inch of rain, they managed to complete the first phase of a project to turn the Rio Grande caboos into a tour stop. The group, about 30 strong, cut the brush and hauled off the brush and pine needles in the area around the caboos and over to the siding. Thanks "No-Name Group."

On Sunday, everyone went to the Steam-up at Collier State Park to watch all the antique logging equipment in operation. And now for the fish story, a new group arrived to play at Train Mountain and around Chiloquin. They reported that one of their group caught a 5 pound Rainbow Trout yesterday. Little ones like that are common in the Williamson River. A few years ago, there was a 37 pound Rainbow hanging over the bar at Melita's.

What is Amazon Smile?

In a nutshell, it is a way for Train Mountain to receive 501c3 donations from Amazon.

According to Amazon:

AmazonSmile is a simple and automatic way for you to support your favorite charitable organization every time you shop, at no cost to you. When you shop at smile.amazon.com, you'll find the exact same low prices, vast selection and convenient shopping experience as Amazon.com, with the added bonus that Amazon will donate a portion of the purchase price to your favorite charitable organization. You can choose from nearly one million organizations to support.

When you go to Amazon Smile, choose Train Mountain Institute as your charity. In order for this to work, you must always start from Amazon Smile. Then all else is the same, your account, wish lists, etc.

The AmazonSmile Foundation will donate 0.5% of the purchase price from your eligible AmazonSmile purchases. I found that just about everything I purchased lately is eligible.

If we can get a large number of Train Mountain supporters to take advantage of the Amazon Smile program, this could result in sizable donations to Train Mountain.

[Click here for more information.](#)

We Goofed, We Really Goofed!

For this 2016 season we have had a great response from NEW members. Some 200 of you have joined our ranks and for that we are most grateful. However this is where WE GOOFED! We have been treating all of you Newbies as long lost buddies that have been around this place for years! WRONG! Our assumption was that you had at least been here before, either as a guest or just as a visitor. WRONG! After you joined, we sent you a really nice Welcome Letter, a fancy Badge with a 29 year pin fastened to it and from that point on, you were left on your own! We apologize; it is our blunder that we didn't let you know 'the rest of the story'! When you arrive at the Park please stop by the office FIRST so we can get you all the information you need to enjoy your membership and your stay. The next article spotlights just one of the areas where we need to inform Newbies what is going on, how we operate, what some of the rules or guidelines are and most of all to make you feel more at home than a stranger. .

So like I said, we goofed, we apologize, we will try and make it better.

How it's supposed to work!

You join Train Mountain and for your annual dues you get to come and use the 37 miles of track 365, 24/7 (ALMOST)! What do I mean by almost! Well here is how it's supposed to work, and the key word here is WORK. During the 365 days of the year we have 7 MEETS, where we gather to run our trains as a group. The Meets run from Friday through Sunday (3 days). A couple of these meets also have additional activities associated with the meet such as the Polar Bear (we try and remove some snow if we can) and the Operations Meet where we try and run the railroad like a real railroad. During those meets we do charge a little extra for admission to the event to help defray the additional costs, porta pottys, waste removal, etc. So this is part of the ALMOST factor. Five of these meets we also have what we call WORK WEEKS just before the actual meet itself. The Work Weeks run from Saturday thru Thursday at 4:00pm (6 days). During these work week's members come and HELP get the park open, repair track, expand the railroad, work on signals, a whole myriad of different projects. We try and keep non-work related trains to a minimum but we are a Train Park that has lots of summer visitors. We also have lots of train-less members. So we hope to be able to provide some rail tours during a work week but please don't offer a ride to someone, let them come through the Main Office so we can control these tours. That is the second part of the ALMOST factor, work weeks.

Train Mountain is too large and to rural to be run by just a local club. Yes, we have

some great employees but they are also few in numbers and are assigned specific tasks. We have NO major municipality from which to draw 'locals' to handle daily maintenance. It takes clubs and groups like Kitsap, Idaho Mafia, Molalla, Sacramento, Joshua Tree, Bend, and many other clubs whose members are also members of Train Mountain to make it happen. It also takes individual members who may not have any local club of their own but come to Train Mountain to help us keep growing and to keep what we have an enjoyable experience. Quentin's Dream, as we refer to it, was that if Train Mountain provided the facility WE the MEMBERS would come and do the WORK! 2,200 acres of Oregon pine forest would be a major project to maintain all by itself. Add in 37 miles of miniature track, 900 plus switches, 100 plus miniature buildings, a world class signaling system, an RV park, campgrounds, a playground, and so much more the project becomes enormous. So Quentin's deal with the hobby was we could come and PLAY if we also did a little WORK when we got here. That is exactly the purpose of a WORK WEEK! We have a very small window of time (a WORK week) to do all of the WORK projects. That's only 5 WORK weeks to maintain 2,200 acres or 440 acres PER WORK WEEK to maintain the park. We will try very hard to have the track back in some sort of running condition by 4:00 daily during the work week to allow our members the opportunity of running a train during the work week itself, but even that has to be flexible.

In addition we will be having Rail Tours during the week days that the park is open as part of our transition from just a hobby club into a full blown rail museum. These will be tours NOT train rides. If there is a visiting group has little kiddies this is not the RIDE they are looking for. The Rail Tours will be Museum Docent guided tours of our railroad and some of its unique items of interest, with many stops and opportunities to visit and touch and feel some of our artifacts. These Rail Tours will be on a first come first served basis and will require the participants to sign up for their tour in the Main Office. These Tours may be running during a work week but the patrons will be forewarned of the issues. We will make every effort to try to have minimum tours during work week but that is so unpredictable as to when we may have visitors. Train Mountain also has large group tours whose arrival dates are sometimes not possible to change because the group is here because of some other major event. These groups and tours are scheduled and manned through the front office. Again more volunteers are required to assist in these MUSEUM projects.

Hobby clubs can't get many grants, Museums or places of significant a historic value, or educational value can get grants. In addition once we get them here the tour patrons do leave great donations. Get the picture.

Bottom-line if all you want to do is come and run your trains you are more than wel-

come to do so, but do so during the 314 days of the year where there is no work week or no meet. If you do come and you don't like the pine needles on the track, or gravel in the grade crossings, or a branch hanging down, PLEASE don't complain to the front office, after all it's YOUR railroad. If you do come during a work week or meet please abide by this very simple rule. No joy riding before 4:00 pm daily during the work week, Saturday thru Thursday, and pay for the meet if you stay for the meet. The Operations Meet has things going on during the day that would also hinder you from just 'running' around, so check in with the office and find out what is going during your visit. See it's a simple system.

This is YOUR railroad, it can only survive if YOU HELP make it survive. We need YOUR help. Come and learn to be a docent, help in the Company Store, adopt an area and help maintain the park, come for a Work Week, everything you as members do is a great help and it all adds up. Come for one of the special events and join your fellow members. Above all, have some fun!

A Work Week Thank You

The Narrow Gauge Meet 2016 is in the history books. A ton of great projects got done before, during the Work Week and even after. The whole group jumped in to the many projects that needed to be done. Dennis and Charlie did lots of track repairs before the event. We raked and picked up what we raked. The many trips to the burn pit are testament to how much has already been done. (BTW we are still raking and picking up). The finishing touches were put to the new track at 4 Way Crossing or Grand Junction. This even meant some midnight oil burning to get the wiring all done. Dick and the gang were out at first light stringing wire, pulling up all that unsightly old pvc and getting it ready for our signal maestro John to come out and hook 'er up. We had a crew working in the Track Shop building some panels for a new addition up at Crane Siding. They managed to use up some of the derelict ties we had and made some 18 panels for the Crane Siding Project. The Joshua Tree gang and others hauled the track panels out to the site and then the next day using 3 narrow gauge steam engines and sometimes 5 engines they hauled all of the FULL (really heavy) ballast cars up the long grade to finish off the project. While this was going on a really long 200 foot ditch for one of the footings for the new Containerville lift was being dug! Oh by the way, did I mention the weather was really HOT!

The Work Week is now over, the Meet is now over, and as I look around the park those in attendance really understand about where we are going as a Destination Park. The Park was clean. All the trash was picked up and had been put in their proper trash containers. The Crisp Yard area was picked up, the Campgrounds

were picked up, the ugly pvc pipe at Grand Junction is gone. You all did a great job. Thank you.

Another Adoption

The Hobart Car and Foundry group which meets every Thursday night, voted to have Train Mountain list Crane Station, Crane Siding and Crane Water Tower as having been adopted by the Hobart Car and Foundry. We are the group responsible for construction of the buildings, and water tank. Also we were instrumental in the laying of the auxiliary siding at Crane Station the Narrow Gauge work week. We have repainted and done maintenance work on the structures since their installation and will continue to do so. Now we have an opportunity for some recognition of our work.

Thanks for your attention to this Matter

Regards

Jerry Crane, Courtney Jones, Jim Davenport, Jeff Mills , Nick Buhl, Josh Kivo, Bill Hartung, Doug Brookens, Gary Dutt, Chris Blazeovich

Thank you all for a job well done, your adoption is gratefully accepted!

Train Mountain Railroad Membership is being a TMI Museum Volunteer

There is a larger MEANING to “membership” at Train Mountain these days. Our new designation as the TMRR Museum means we are all Train Mountain Institute **volunteers**. We are a 501(c)3 which requires more than mere attendance. All non-profits must have unpaid workers to keep things progressing. TM is the biggest and best of it's kind so we must get FULL participation to maintain the facility and the organization!

All our projects are Museum projects. Whether it's Rail installation and repair; track maintenance; beautification; equipment, signal or static display work; all of it is TMI work. There is no reason to categorizing projects as Museum versus Rail. And there are too few TMI volunteers available to do most of it. There is good reason for no tolerance of “Joy Riding” during a work week.

Meet attendees who believe because they PAID to attend they have no further responsibilities to Train Mountain are mistaken. Train Mountain is no longer a private club you pay to play on! Membership at Train Mountain Railroad Museum is more than sitting on your equipment and riding around for a few days.

What can I do if I am not there a few times a year? Or I can't do the manual labor for some projects, how can I help? Ask Russ Woods, Jerry Crane, Jeff Mills and Tom Watson. Contact me. We know exactly how you can help and you don't need to devote more than a few hours to make a difference. So let's get off our collective arses and make that difference. 1 hour can be enough so give it!

If you love Train Mountain and want it to thrive, we need your full participation. It takes more than a few local residents or the Board members to keep our non profit functioning. The Train Mountain Railroad Museum is the responsibility of ALL its members; its **volunteers!**

Pam Williams,
Grant Research Volunteer
253-777-7509
pjwilliams525@comcast.net

!! Ops Meet Still Needs Your Help !!

The passenger train portion of this year's Ops Meet is ready to go but the freight portion is still in need of more volunteers. I'm asking those of you that will be attending the meet to please call (208/484-0073) or email (armstrong.jandg@gmail.com) if you are willing to be responsible for one or more of the activities listed below.

These activities need volunteers to take on the responsibility for the task and solicit other volunteers to share in the actual work required. Once you have contacted me indicating your willingness to take on a particular activity or group of activities, I'll send you a more detailed list of the things that must be done for them. The list below will give you an idea of the work involved with each activity so you will know how to plan for both work and play time during the work week and actual meet. In addition to your detailed email outlining each task, I will be assisting each of you via telephone and/or on-line with questions and solving problems as they arise.

Thank you in advance for your willingness to jump in and help with this year's Ops Meet. Your assistance this year will establish an experienced group of people who can better handle the Ops Meet preparation and execution in future years.

If we are unable to find a supervisor or responsible party for each of these activities by June 20, then I think we should consider making this year's Ops Meet "Passenger and Excursion Only", no freight on Friday and Saturday. My fondest desire is that this alternative will not be necessary.

Thanks for your interest in keeping the 2016 Ops Meet a fun and successful event.
Jim Armstrong

Ops Meet Activities Needing Your Assistance:

(In order of highest priority first)

- I. On Sunday (July 3) need a supervisory volunteer to:**
 - A. Recruit 2 or 3 on-the-ground volunteers to help with incoming wrangled cars entering the Main Yard.
 - B. Recruit 1 or 2 engine crews to assist with placing wrangled TMRR cars back to their original location.
 - C. The completion of this activity will take at least 5 hours depending on when wrangling begins and how many train crews participate.
- II. Need a volunteer to take on the responsibility of supervising the Passenger and Freight Agent Office for Friday and Saturday (July 1 and 2) this person will need to:**
 - A. Find volunteers to staff the Agency Office during Operations Hours on Friday and Saturday.

- B. Brief those volunteers on how to do the tasks of the job
- C. Check that volunteers show up for their shifts.
- D. Agent Office supervisor and staff will not be operating the Switch List System computer at TM. They will only need to get the printed Switch Lists from a nearby printer and call me when completed Switch Lists are turned in.

III. On Monday (June 27):

- A. Recruit 1 or 2 train crews to move cars into and out of the BackShop for inspection.
- B. Have at least 2 to 4 volunteers present in the BackShop to inspect and service each car.

IV. On any day of the Work Week BEFORE Thursday (June 30) have a train crew:

- A. Staple temporary Track ID plates to the appropriate sidings.
- B. Place temporary Siding Name posts near the appropriate sidings.
- C. This will take several hours depending on the crew's familiarity with the railroad.

V. Need a volunteer on Sunday (July 3) that will:

- A. Collect the temporary Track ID # plates stapled at appropriate sidings.
- B. Collect the temporary Siding Name posts near appropriate sidings.

VI. Need a volunteer on Sunday afternoon (July 3) to:

- A. Gather all remaining forms and items from the Passenger and Freight Agent Office.
- B. Gather all remaining forms and items (including the hanging blue tarps) from the Dispatch area.
- C. Receive temporary Track ID # plates and Siding Name posts from Task V. above.
- D. Place all these gathered materials back into the Central Station storeroom.

LET US KNOW YOU ARE COMING

It is extremely difficult to have sufficient resources at an event when we do not know if anyone is coming until the last minute. This is particularly true when it comes to planning for a banquet. Please pre-register or at least call and tell us you are coming. Those with All Meet Passes also need to let us know you are coming.

BANQUETS

We are no longer holding Pot Luck meals for the Saturday night Banquets. We have burned-out several of the locals that were providing most of the food for these dinners.

This year we are having the Saturday Banquets catered. **THIS MEANS WE MUST ORDER THE MEALS SEVERAL DAYS IN ADVANCE.** If you plan on attending the Banquet, you must purchase Banquet tickets early. We are not set up to do this online, but can take care of this over the telephone. Please call the Train Mountain Office at 541-783-3030 and Joyce will help you.



Greetings from Joyce at the front office:



Just when I thought summer had arrived, winter turned back on with some chilly weather and some more rain. It is supposed to warm up again by early next week, though.

The end of May, and so far this June, has been a real flurry of activity. There was the Narrow Gauge work week and meet – so much fun! Then it was school field trips and now it is lots of tourists, group visits and more.

Thank you. Thank you. Thank you, to all of our volunteers! 4-way Crossing track and signal work is done. We have been able to keep up with the four large visiting school groups, and also some smaller visiting groups with all of your help, too. Based on the smile factor, volunteers are doing things up right!

If anyone is interested in volunteering to greet visitors and to act as a docent, please call me at 541-783-3030.

As of June 17th, we are at about 460 members and the count is continuing upward. If you have become a member in the past month or two or if you have renewed during that time period, but have not received your membership packet yet, they will be sent out soon.

Tom Watson, Russ Wood and I are working on putting together a Member's Handbook which will be loaded with interesting, important and helpful information for both new and existing members. This may be a while in the works, but we think it will be of great assistance to everyone.

I am a little short on words right now, so until next month, I'll leave it at that.

Joyce

NEWS FROM OTHER CLUBS

Cinder Sniffers is a model live steam club located in the greater Cincinnati area.

Our 60th anniversary celebration is scheduled for the weekend of September 9th thru the 11th. We will have a catered dinner with Non-Alcoholic beverages included in the cost for purchase on Saturday . NO ALCOHOLIC beverages will be permitted on the grounds. We may be able to schedule night runs depending on the interest of attendee's.

We will be able to accommodate up to 25 steam engines depending on size with coal provided at no cost. You **** MUST **** have a current boiler inspection as of the run date. Your home track boiler inspection will be valid for this event. If you need a boiler inspection that must be scheduled in advance. Other equipment is also welcomed as we have several tracks to store your equipment when not in use. SAFETY chains must be on all equipment. Our track has 1 ½ & ¾ scale thru out our facility with track length of about 3,000' thru the woods of Southern Indiana.

Please visit our website at www.cindersniffers.org for lodging and other information to be posted shortly.

We look forward to seeing fellow railroad enthusiasts in September.

Best Regards,

William C. Mense

Vice-President

Cinder Sniffers

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.

Indian Back Pump

By Jeff Mills

Last year TMI purchased a number of Indian Back Pumps for firefighting purposes. We had racks fabricated to hold these pumps on the front of the Gators and have 15 deployed into the Fire Gondolas. These pumps are an effective man portable piece of equipment that is a great tool for fighting a small fire when it is first discovered. This action is referred to **Initial Attack** by the fire services.

Features of the Indian Back Pump:

- 5 gallon capacity
- 4 inch fill cap with strainer
- Bright color
- Dual Nozzle easily changed
- 35 to 40 foot range at 10 PSI
- Easy Carry Handle on top
- Molded sturdy base
- Padded Shoulder Straps and waist strap
- Clip to hold Pump

Two Methods for donning Pump:

Place pump on something about waist high and put shoulder straps on one at a time. Keep your back straight and lift with your legs.

Second method is have a buddy hold the back pump with base about waist high again keep back straight and lift with your legs.

When walking, hold the pump so the nozzle is in a vertical position to keep water from dripping out.

How to USE the Pump:

Hold the nozzle-end pointed at the target area with one hand and push the back part (the Trombone) toward the front with the other. This is the most accurate method of aiming and pumping.

Aim for the **base** of the fire with the water stream. If you require a spray, hold a finger over the nozzle to diffuse the stream.

If a spray is required for long-term use, change the nozzle by unscrewing and moving to the alternate position. Note: there is a chain attached to the nozzle so it will not be lost.

Safety while using Pump:

Do not **Climb** with a back pump

Do not **Run** with a back pump

Hand off carefully to another person

Make sure the cap vent and nozzle are clear of debris

Make sure there are no leaks and the hose connections are tight

Use the strainer if filling from a stream or pond

For more information, YouTube has a great video on the use of the back pump. Search, " Wildland Back-Pump". Train Mountain has prepared the FIRE GONDOLAS for this fire season. They are equipped to exceed state and federal fire equipment regulations. I encourage all members to consider adding one of these gondolas to their consist during this fire season. They will provide us with a roving fire patrol, ready for **Initial Attack.**



MODERATE FIRE DANGER

The fire danger in Southern Oregon and at Train Mountain has been raised to MODERATE with the opening of Fire Season. The IFPL (Industrial Fire Protection Level) is now I.

All outdoor burning is now prohibited. Fire tools, watchman service, and a water supply are still required on forest operations that require a Permit to Operate Power-Driven Machinery.

Train Mountain does not enforce these rules, it is the local forestry officials whom are enforcing these requirements, and the fines for non compliance are substantial. For more info see: <http://scofmp.org/lifc.shtml>

PUBLICATION DEADLINE:

Submissions to the Gazette must be received by the 10th of the month of publication.

Presently, many members believe they should begin submitting the material on the tenth of the month. This is incorrect. The tenth of the month is the last day to submit material. Material received after the 10th

Notice to all Members

Due to security concerns, the Gate Code for the Train Mountain Main Gate was changed after the Triennial. Any Member planning to arrive at Train Mountain when the Office is closed will need to contact the Office prior to arrival to arrange to get the new Gate Code.

Train Mountain is a NO SMOKING Facility

During recent events, many Members and their Guests have been ignoring this policy. There are only three designated smoking areas at Train Mountain:

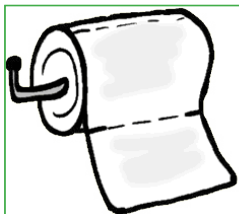
- (1) Outside the front of the Backshop
- (2) Outside the east door of the Hall of Flags
- (3) Outside the Motor Pool (Maintenance Building)

Due to the high fire danger at Train Mountain during the summer, we have zero tolerance for anyone smoking outside one of the designated areas.

There is NO SMOKING anywhere out on the track!

Members, Guests, and Visitors that continue to violate the Train Mountain Smoking Policy may be asked to leave.

Please submit your volunteer hours. If you work off site or at home on Train Mountain projects - these hours count.



REMEMBER: No job is complete without the paperwork!

WEB-CAM GALLERY

Photos by: The Web-Cam



WEB-CAM GALLERY

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WEB-CAM GALLERY

Photos by: The Web-Cam

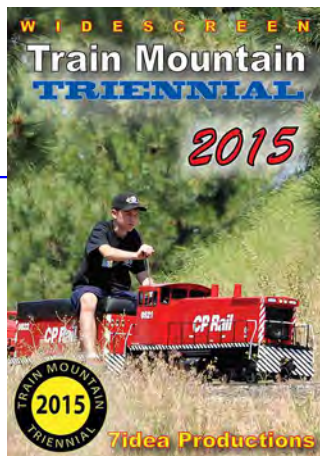


CLASSIFIEDS



2015 Triennial Video is available now!

The 2015 Train Mountain Triennial video from Aaron Bentsen at 7Idea Productions is now available through the [Train Mountain on-line store](#) or the main office at Train Mountain. Give them a call at 541-783-3030 and get a copy on the way to your place. It's \$29.95 for the video and free shipping and handling lower 48, \$6 S&H for all others. A most enjoyable video shot by a true video artist and of course our favorite subject, Train Mountain!



Our good friend Jim over at Discover Live Steam has placed ads for us on his terrific website, thanks Jim. discoverlivesteam.com

Did you see the great article and front cover story from the November / December 2015 issue of Live Steam and Outdoor Railroading? It is a great article covering the 2015 Triennial. and the great gang of folks that hang around the place and put on terrific live steam train meets. Pretty cool! web: livesteam.net



**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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Contributors: TMRR BOD, Friends, TMI
 Photos: Tom Watson





For sale. 2-4-2 Colombian locomotive. See Discover live Steam, for description, pictures, video, and price. John Kelso - jkel12@yahoo.com

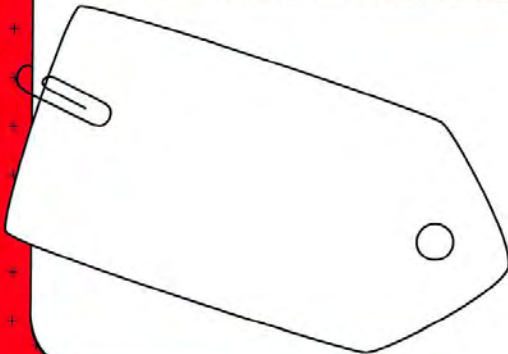
[Link to info on Discover Live Steam](#)



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



3 Bed 2 1/2 Bath 20 AC
Trainmountain tracks on
property. 42x40 shop

Lee Brooks
541-783-3119



Kla-Mo-Ya Casino

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

Kla-Mo-Ya Casino opened in 1997 and is owned and operated by the Klamath, Modoc and Yahooskin Tribes. Set in the beautiful pines of Southern Oregon, we are located on Highway 97 near the junction of Highway 62 (Crater Lake Highway).

We are open 24 hours a day, 365 days a year, and welcome travelers and groups from across the country year round.

Our Peak to Peak Restaurant is open 24 hours a day, with a full service lounge and beverage service available out on the gaming floor. Choose from great menu items like juicy steaks, classic salads and pastas, or try our beefy Triple 7 Burger if you are *really* hungry. Dine in or take out, we have a host of friendly staff to serve you. Check out our current menu from the Dining page of our website, and watch for monthly special features. The Peak to Peak restaurant welcomes groups, meetings or parties for special occasions.

Open from 7am to 9pm, the Espresso Bar serves a wide variety of espresso and coffee drinks, hot or cold, as well as fruit smoothies, frozen yogurt, desserts, and quick to-go lunches.

Our gaming floor has 344 slots with new games and themes being brought in all the time. Find out about our current slot promotions and check out recent jackpot winners on our website and Facebook page.

Try your hand at one of our four Blackjack tables. We offer double deck and six-deck blackjack with \$3 tables available every Monday. Keep up with promotions and tournaments available by checking our website.

Hours of operation:

Weds & Thurs: 12 noon – 8pm

Friday through Sunday: 12
Noon – 12 Midnight

(closing times may vary depending on play)

Stop by the Bonus Club to sign up for a free membership card to earn rewards and qualify for our many promotions and giveaways. While you are there, browse through the unique selection of items in our Gift Shop.

RVers, Truckers and large vehicles are always welcome, with plenty of free overnight parking available. Stop by the Bonus Club to ask about discounts and perks.

Come enjoy the warmth and excitement of Kla-Mo-Ya casino.



Crater Lake Junction Travel Center

34005 Hwy 97 N
Chiloquin, OR 97624
541-783-9800

The Crater Lake Junction Travel Center opened for business in 2010, and is owned by the Klamath, Modoc and Ya-hooskin Tribes. Open 24 hours a day and located just next door to Kla-Mo-Ya Casino as you enter, this travel center offers competitive fuel prices and many convenience items.

Travelers can fuel up with gas, diesel, or propane. Stop in for a snack or soda, or grab a quick meal featuring Mexi-Go or Mountain Fresh Pizza. Free Wi-Fi, a comfortable lounge with large screen TVs, laundry and shower facilities, and ATMs are all available.

Make sure to ask for a Crater Lake Junction Travel Center rewards membership card so that you can earn points for each purchase and visit. Your earned points can be applied toward future purchases.

Truckers, ask about trucker services and benefits for each visit. Convenience items and truck accessories are for sale, along with many useful daily provisions.

Crater Lake National Park

Crater Lake National Park is located off Highway 62, just 34 miles from Kla-Mo-Ya Casino and the Crater Lake Junction Travel Center. After playing and fueling up, discover the world-famous beauty and amazing history of Crater Lake. Groups and parties, ask about casino shuttle service for your outing or adventure.

Shuttle Service to and from Train Mountain

Kla-Mo-Ya Casino and the Crater Lake Junction Travel Center are also offering a free shuttle service for Train Mountain Members, Guests and Visitors.

Train Mountain people should see the TM Office for more details, schedules, and special events.