



# The Mountain GAZETTE

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## SPRING AWAKENING IS HERE

Debra Cox, with help from Larry DaBroi, is doing a wonderful job of getting Train Mountain looking good for the upcoming season. Hopefully, some of our members will come to the Spring Awakening event and help with all the work yet to be completed.

Debra found some old images that remind us of how some of the deteriorated landscaping looked in the good old days.



Thanks to Debra Cox for the pictures of the Fuel Yard hill when it was first installed.

# **DON'T FORGET OREGON PUBLIC BROADCASTING IS COMING TO TRAIN MOUNTAIN**

It has been almost ten years since OPBS has done a segment on Train Mountain. A film crew is scheduled to arrive at Train Mountain during the Spring Awakening Meet this year, specifically on Friday, Saturday, and Sunday May 5, 6, and 7, 2017.

This is from their last email:

"Please do help us gather up folks who would be willing to share their stories or be filmed during our visit. I am especially interested in folks who have been involved in Train Mountain over the years, long-time volunteers, "foamers" and enthusiasts, and especially in the master builders who have spent 20 or more years fabricating their steam locomotives. The steam trains will be very visual to our audiences!"

It would be very beneficial to Train Mountain if we have lots of trains show up to run and be filmed during the Spring Awakening Meet.

## **Kitsap Week**

The Kitsap Live Steamers travel to Chiloquin every season to continue their tradition of lending a hand at Train Mountain. They get us started every year. They make the rounds, see what needs to be done and either fix it or at the very least put a plan in place for later work weeks when the issue will be fixed. The biggest project for this week was wiring up the new transfer table / lift. Over the winter they built a motor drive for propelling the transfer table along the rails going from one end to the other. They also worked on the TMI inventory of their trains. Another crew raked, and picked up winter debris. They also did their annual railroad tour to inspect the routes and make up our list of things to work on during the Spring Awakening. On their rail tour, they cut up the eight trees that our winter storms had toppled along the track and made note of a track panel needing replacement out at Aspen Grove, where a tree dive-bombed our track. They are a great hard working bunch. Thank you very much.

# Kitsap Work Week 2017

## At Train Mountain

By Jeff Mills

This year's Kitsap Crew arrived at Train Mountain with a number of objectives to accomplish. The Kitsap Crew consisted of KLS members and some non-members. They were Jerry Crane, Jeff Mills, Pam Williams, Dick Peterson, Dave White, Joe Simon, Dave Waterstreet, Jim and Judy Davenport and Chris Holland. Our main focus was the installation of the power unit to the new transfer lift at Container Ville. We started the first day with some minor repairs to the New York Central Room at Central Station and then Unloaded the Power Unit. Dick Peterson and Dave White started inventorying the TMRR Locomotives and Rolling Stock. This allows us to start formulating a plan to repair or replace locomotives for the Train Tours. They inspected and repaired as needed the rolling stock during the rest of the week.

Jim and Judy Davenport hauled many loads of brush and pine needles and were seen cleaning the drainage ditches of mud flows along the main line. This is important work that helps us maintain the railroad. Joe Simon and Chris Holland laid the first course of cement blocks along the uneven eco-blocks that support the existing containers. Joe went on to help Dennis Ward and Charlie Bill on the first switch ladder replacement in the Main Yard. There is some reconfiguration planned to the switch lay out so the Main Yard could feed both tracks leading to Central Station. This would improve traffic flow at the Parade of Trains at the next Triennial.

Jerry, Jeff and Chris worked on the installation of the power unit on the new Transfer Lift. With Dustin's welding, the power unit was joined to lift and installation of the East-West switch operators was accomplished and then wired into main switch box. A light pole and mount was fabricated and installed. There is now a main power switch on the unit. When turned on, it powers the East-West movement and the Hydraulics for lifting. This switch also powers the overhead Dusk to Dawn Led lamp. Debra was hard at work gathering and disposing of pine needles with the help of her son and Pam.

Wednesday was very rainy and windy with a snow hail mix, so we spent most of the day in the Hall of Flags. We used the man-lift to add a new flag for the State of Missouri as well as repairing and repositioning all the flags. Late afternoon, the weather cleared and a group from the Oregon Travel Bureau was taken on a brief train tour. We left a great impression of Train Mountain and expect to see their recommendations for state grants and funding to develop our venue as a Tourist Attraction.

Friday afternoon we did a track inspection tour and found quite a bit of forest debris on the tracks causing a few derailments. With foresight, we brought a chain saw to buck up 8 windfall trees on the Aspen Grove loop. Fortunately, there was damage to only one track panel.

As usual, our small group accomplished a lot in that week opening up Train Mountain for the Spring Awakening Meet. A lot more needs to be done before we can start running trains in **earnest** there.



## Scheduling of Projects

I know some of you have often wondered how the heck we schedule our projects and more importantly why? Well here is but one of the many reasons that influence these decisions: We currently have bulk tie material in stock totaling 9,600 feet. The following chart gives some stats as to how this quantity may get used.

1. 100 ft turnouts take 78 feet of tie material each.
2. 75 ft turnouts take 64 feet of tie material each.
3. 10 ft track panels take 40 feet of tie material each.

We need 25 each of 75 ft turnouts, so that's  $25 \times 78 = 1,950$  feet of tie material. That leaves 7,650 feet of tie material which is 191 track panels or 1,900 feet of track. The Big Build this year (South Portal Circle) will take about 65 track panels (650 feet) leaving about 125 track panels of steel on plastic. Of the 125 panels remaining about 65 are already scheduled for another area that is currently wooden tied Main Line track, but will not require a Work Week to install. We currently have more steel rail but we will run short of tie material. This influenced the decision to put a temporary halt to the Main Yard project (aluminum on PLASTIC) until we acquire more plastic tie material. Since we had to prepay for the containers for the Containerville project our cash flow is too low to actually order the plastic. As the new containers get installed and those members pay their remaining balances and we sell the remaining unspoken for containers, we will order the additional tie material.

See how simple that was, and that is just one of the many reasons projects get prioritized the way they do.

## Train Mountain Library News

After a brief hiatus, Train Mountain Library staff is back at work. Our first job is to sort through several donations of Live Steam Magazine, now Live Steam and Outdoor Railroading, which have been donated to Train Mountain. Jean Meisser is donating Hugo's collection of this title beginning in 1970. We are so grateful. As you may know, Live Steam was founded in 1966 and if anyone has the first four years we would love to accept them so the Library will have a complete collection.

In other news, we thank Dennis Ward for donating a multi-purpose copier, printer and scanner. Larry DaBroi donated a VHS player, and we have a Blue-Ray player and a 55" UHD TV set.

We are always looking for anyone who wants to build up their volunteer hours. We are in the Library every Tuesday morning. Come see us!

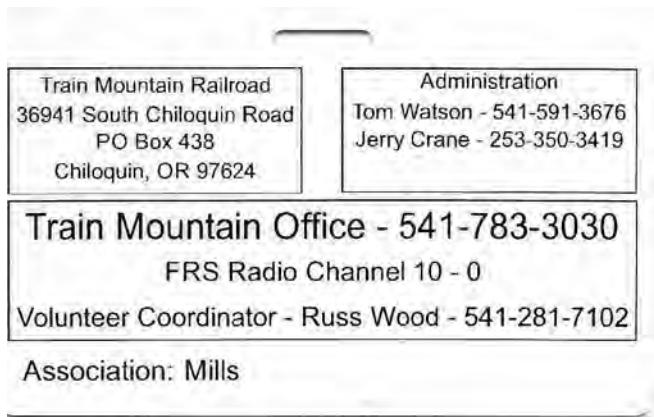
Library Staff

# Why is your Meet Name Badge important?

By Jeff Mills

Obviously, they identify you as being registered for the current meet. It has your name and home town on it. Further, it shows if you are member or a guest of a member. But it contains much more!

At a board meeting we were amazed by the number of attending members present who never looked at the back of their name badges. On the reverse side is found some critical information in case of an emergency.



Train Mountain's physical address is in the upper left box. Next, in the right box, is Tom Watson's and Jerry Crane's cell numbers. They are President of Train Mountain Railroad and President of Train Mountain Institute respectively. Dropping down to the middle box is the phone number of the Train Mountain office, the FRS channel for your required

radio as well as the cell number of Russ Wood, Volunteer Coordinator.

(Editor's note: The Volunteer Coordinator may not be the same from one meet to the next.)

Please take the time to look at the back of your badge and add at least the Train Mountain office phone number to your cellphone directory, if you have not done so already.

# Travel Oregon Town Hall Meeting

by Russ Wood

Tom and I attended a town hall style meeting in Klamath Falls. The meeting was hosted by Discover Klamath a tourist based organization. The focus of the meeting was a presentation by Travel Oregon a state funded tourist organization and the parent organization of Discover Klamath. The meeting was well attended by about 50 or so of the local tourist oriented groups in the Klamath Basin. Groups like the Airport, Running Y, many of the smaller B&B's, etc. Travel Oregon had sent out a questionnaire earlier in the year which we had participated in and the results of the questionnaire is what prompted the town hall style meeting. They really wanted to know what *WE* as a tourist organization wanted in the way of help from the state, quite a remarkable idea.

Travel Oregon was funded from an Oregon Motel tax of 1% of the room bill. In 2017 the tax is now 1.8% so a lot more money is available. Also the way the money is allocated to the various parts of Oregon has changed so Klamath County (where Chiloquin is) will get a much larger share of any monies available.

Part of the meeting was devoted to each of us telling who we are and what group we represent and just as important what we would like to see as the result of all of these changes. The common theme was getting traffic to actually stop somewhere, anywhere, while traveling through our area. We related our three year battle with ODOT (Oregon Department of Transportation) about highway signs. Almost 80% of Oregon's tourist destinations are rural yet we can't have highway signs directing these tourists to us. Travel Oregon listened and agreed to champion our battle.

Travel Oregon also stated that of the 5 most important things *WE* can do as a tourist destination is to have a comprehensive and active plan for *OUR* internet presence by way of *OUR* websites and *OUR* social media contacts. They commented on the difference between a static site and a dynamic site. A static site is one that you go to in June and return several months later and it's exactly the same. A dynamic site is one like ours where at 8:00 you can check on the snow level, at 10:00 you can see the sun's out and the birds are singing and at 4:00 you can see the wind has blown some more pine needles and pine cones onto the track! They specifically commented on Train Mountain and how we have approached our presentations. Tom related that during the January snow season (the Oregon tourists off season) we had some 14 million hits on our website. That brought a lot of ooh's and aah's from the group including the general manager of Running Y who came up afterwards and had a lot of questions for Tom.

The meeting lasted about 4 hours and when done lots of folks came up to Tom or I and related tales of their guests coming to Train Mountain and how friendly we were as a group and said they always recommend us to their clients. Jim and Sabra were also in attendance representing the Klamath and Western and they also experienced similar comments.

After the meeting Tom and I returned to Train Mountain and were quickly followed by the folks from Travel Oregon. Jeff took them for an hour quickie rail tour. Judging by their smiles and comments I think *we* did 'good'. Train Mountain is so much more than the track or the trees; it's you the members who make this place magical, thank you all for making it so special.

## Greetings from Joyce at the front office:



We are still getting a wide variety of weather. The good news is that if it snows now, it usually melts right away and the extra rainfall *is* helpful.

The Kitsap Crew was here last week and what a productive bunch of guys and gals! If you have been watching the live cameras, I am sure that you saw them!

2017 members are now over 400. Memberships continue to come in. I still have a tiny bit of catch up to do. Stay posted for new counts next month.

Rose Dobbs put on a *spectacular* Easter dinner for the Kitsap Crew and Train Mountain. Janet Dominguez, Barbara Ward and others helped her. They did a lovely job of decorating the kitchen and the Hall! The food was extremely tasty, and the appetizers and desserts provided by guests were delectable. I think more than a few of us left with very full tummies! And, such fun! Thank you so much to Rose and everyone else who helped or contributed in some way!

We are getting busier with visitors and with members coming in now that the weather is sort of nice enough to do so.

Volunteers for docents are still highly needed and welcome. The tourist season will be picking up more and more as summer approaches and will carry on through the season.

Oddly enough, I am a little short on words for this month's article. Russ and Tom can't believe that. Neither can I but 'tis true, I'm out of words today!

Hope to see you at the Spring Awakening work week and meet. Oregon Public Broadcasting will be here during the meet to film so I am really hoping that lots of you show up!

Joyce



# I AM NOT A ROBOT!

There have been a few changes made to the member's site, specifically where payment information is entered. The most noticeable change is that we have added a question asking if you are a robot. You check the box and depending on a bunch of things, you may be asked to choose from a set of pictures. You may be asked to click the pictures that show street signs, or click on pictures that show store fronts. It seems silly, but the questions and challenges are carefully crafted and updated by Google, and have an amazing success rate at determining if the entity pressing the keys is a real person or a computer program ("robot") trying to gain access.

The technology is called "CAPTCHA", or in our case "reCAPTCHA" and is quickly being the standard for online protection against robots, which pose a real problem to web sites. This is replacing the (to me) very irritating practice of trying to figure out what letters and numbers they are showing in fuzzy text. If you have questions or problems getting around the new challenge (or if you are a robot!), feel free to give Joyce a call in the office.

Dale Furseth

"the computer guy"

## REPRINT because We still need Meet Coordinators

### Meet Coordinators by Chris Donhost

For all of us that like Train Mountain, we could easily list 100 different reasons why it is an awesome place. In fact, Train Mountain is such an amazing facility that people come from all over the world to experience "The Dream" every three years at the Triennial. A new chapter has emerged since the passing of our founder, and more than ever the individual member is critical to keeping the dream alive. Our collective interests, combined with our personal experience, are what Train Mountain needs to survive. No matter what experience you bring to the table, there is a place for you at Train Mountain. Currently, we are in desperate need of Meet Coordinators to help with one (or more) of the 7 meets held each year. Being a professional event coordinator is not required. What would be helpful is a person that likes to plan ahead, is organized, and can communicate well with others. Are you ready to take your Train Mountain experience to the next level? Don't just come see, but be a part of the dream! We need YOU to take part in the mission, in order for Train Mountain to live on for your enjoyment, and for the future generations of the live steam hobby.

## Proper Raking?

So what can be so complicated about raking? Well it's not complicated, there are just some issues that should be addressed. We need to insure that all of our drainage culverts are clear. We need to clear our ditches alongside the right of way. We need to clear the right of way of winter debris. We all know that right?

So what does *PROPER* raking mean? We don't need to be aggressive when we rake the debris off of the dirt, simply pull the debris up onto the ballast a little as that makes it easier to pick up. Raking the ballast is another area where we need to take it a little easy and make sure we are gathering the debris and not the ballast.

Raking around any turnout requires an even lighter touch. Yes they are metal and tough, but . . . When raking around a turnout please make sure the points, frogs, and guard rails are clear when you are done raking. I always bring along a screwdriver to help 'pry' the ballast rocks that love to hide down in the points. On the kick switches there is a nice little spring that rakes just seem to find and pull loose or stretch, so be careful there too. The crossing diamonds fall into the careful category as well.

Sweeping out the grade crossing is pretty straightforward except at the very edges of the crossings. The edges tend to get all the 'stuff' that we sweep and sometimes these areas just need to be cleaned out. All the grade crossings need to be swept, even the ones that are not on our main roads, they all get crossed by gators, tractors, trucks, etc. When in doubt, rake and sweep.

If you are running a 'pine needle' train and doing the pitchfork pickup please also bring along a rake to get the last little bits picked up as well. Freckles are cute on little kids but our pine needle freckles need to go away.

We rake to reduce the fire danger. We rake because it's a pain to re-rail your train all day long. We rake because it looks so good when we are done. Welcome to the Spring Awakening Meet.



## Containerville Update

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

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

## **Notice to all Members**

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

### **Train Mountain is a NO SMOKING Facility**

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

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

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

**There is NO SMOKING anywhere out on the track!**

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

### **Train Mountain EMAIL**

Please use [info@trainmtn.org](mailto:info@trainmtn.org) as the primary Train Mountain email contact. You may use [info@tmrr.org](mailto:info@tmrr.org) as a back-up.

### **Gazette EMAIL Notice**

#### **DOES NOT ALWAYS WORK**

Before the email notices ever go out, the Gazette is always published on the Train Mountain website.

<http://trainmtn.org/tmrr/pages/gazette/gazette.shtml>

## Visitors to Train Mountain:

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

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

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

***If you do not want to, or do not have the time to, ensure that the releases are completed*** - then please graciously explain that the train park is closed to visitors and that the open hours are normally (Winter - 10:00 AM until 2:00 PM)(Summer - 9:00 AM until 3:00 PM) Monday through Friday. To arrange other hours visitors should call the office at 541-783-3030.

## PUBLICATION DEADLINE:

Submissions to the Gazette must be received  
by the 15th of the month of publication.

The fifteenth of the month is to be the last day to submit material. Material received after the 15th of the month may be held until the following month or rejected.

## SUBMISSION CRITERIA

Articles and ads may be submitted via a pdf file, MS WORD, Open Office, or similar text file.

Please use a common open source FONT such as ARIAL that can be displayed in all Browsers, and is easy to read. Please do NOT use the Calibri font, as we must take the time to convert it to Arial.

If your document has an embedded image, you must also include the image separately as a jpg, png, or similar image file.

# 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.**

We want to thank Jim and Sabra Rickman for spending many hours this past Winter converting some of the old Train Mountain VHS tapes to DVD. These will be added to the collection of Train Mountain history, and available for viewing in the Library.

Anyone interested in helping Sabra on the Train Mountain Library Committee please contact Sabra.

## Volunteer Hours Reporting

Dale Furseth has worked his techie magic on the member's part of our website again. You can now report your monthly volunteer hours online. From the Train Mountain Railroad home page, click on "Online Member Resources: Join Train Mountain: "Register for Meets", then on "Enter Volunteer Hours" or go there directly with this link: [https://trainmtn.org/tmr-members/Member\\_VolunteerHours.aspx](https://trainmtn.org/tmr-members/Member_VolunteerHours.aspx)

Choose your name from the drop down menu, enter your total hours in the box that matches the month you are reporting your hours for and click on "Update Information" to submit them. So-o-o simple! We hope you enjoy using this new feature.

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



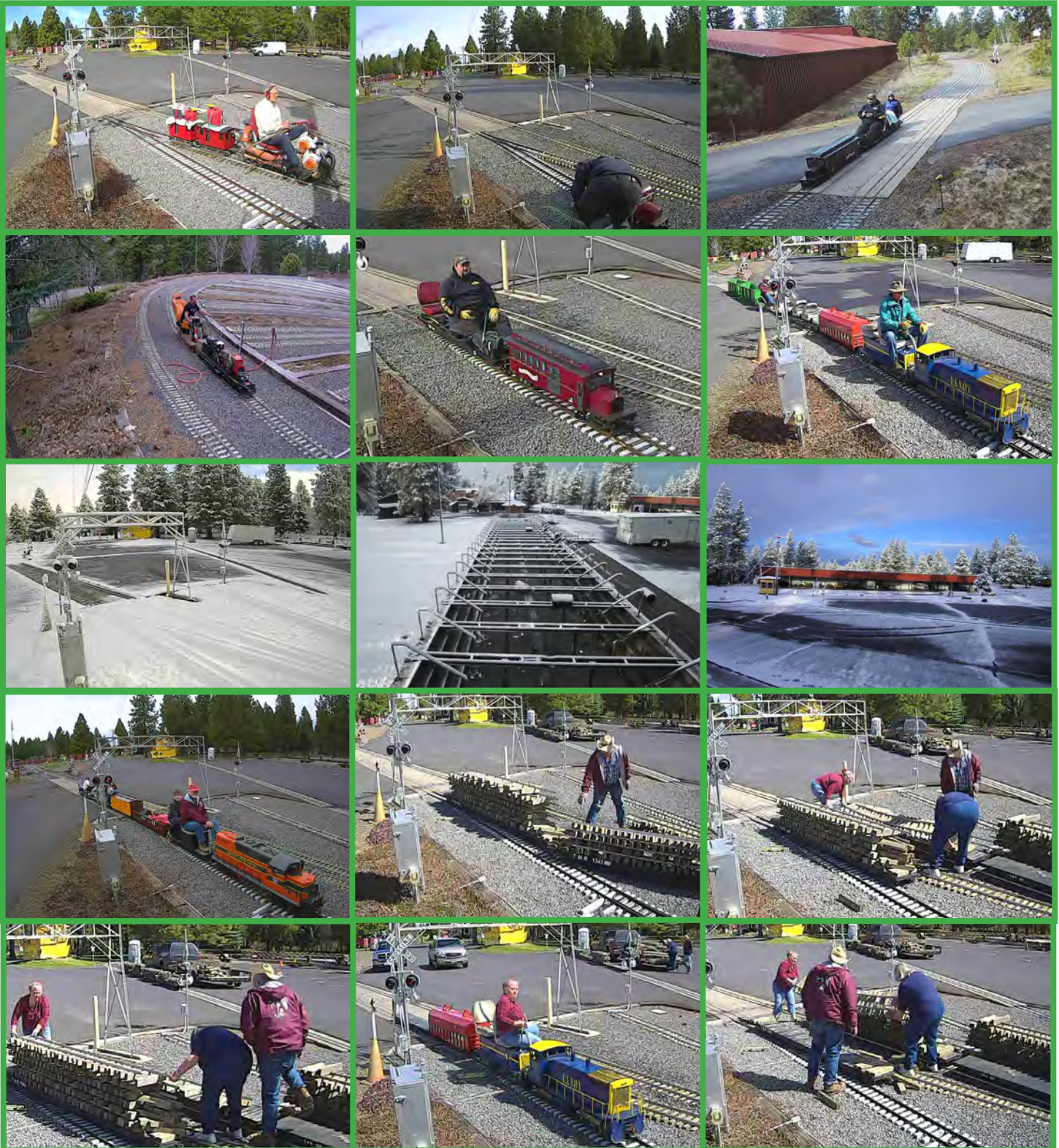
**REMEMBER: No job is complete without the paperwork!**





# WEB-CAM GALLERY

Photos by: The Web-Cam



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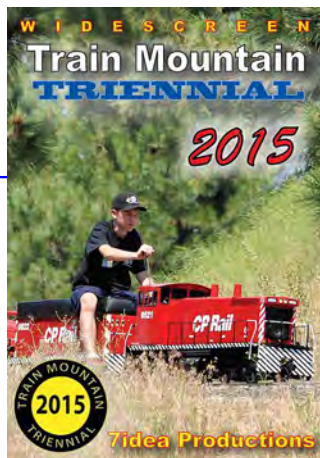


# CLASSIFIEDS



## 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](http://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](http://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





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



## What is Amazon Smile?

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

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

When you go to Amazon Smile, choose Train Mountain Institute as your charity. In order for this to work, you must always start from Amazon Smile. Then all else is the same, your account, wish lists, etc. Also available is a direct link: <http://smile.amazon.com/ch/27-4031025> for the TMI account.

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

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

[Click here for more information.](#)



## Kla-Mo-Ya Casino

34333 Hwy 97 N  
Chiloquin, OR 97624  
541-783-7529 or 1-888-KLAMROYA  
[www.klamoyacasino.com](http://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.

# WEB-CAM GALLERY

Photos by: The Web-Cam




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