



# The Mountain GAZETTE

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## JANUARY 2018

The Polar Bear Meet was a non event. Not one single person registered for the event, nor did any of the All Meet Pass holders announce their intention to attend. Why was this? We may never know for sure, but the weather (or lack thereof) is the most likely culprit. There was no snow! The fun of plowing snow with a train has always been the major draw to the event. Well, there's always next year.

But, what does this really mean? The hard facts are: the to date precipitation is 6.27" or one third that experienced last year, and the snow fall to date is 15" or 1/5 that of last year.

What this really means is that if we don't get a lot of precipitation in the next couple months, we may face an extremely dry summer and extreme fire conditions.

Last year was a slightly above normal precipitation year. Thus the vegetation grew very well and late into the summer. This coming summer, that dried out vegetation from last year's growth will be dangerously vulnerable to fire.

It is time for everyone to begin making plans to be fire safe this coming summer. Please make sure you are prepared with the fire suppression equipment required on all vehicles, including our trains, by the State of Oregon. There will be more info on this in the next several Gazette issues.

### IN MEMORY OF ART CRISP

On April 20, 2018, at 10 am, Art Crisp will be laid to rest at the Veterans' National Cemetery in Eagle Point Oregon with full military honors. On April 21, 2018, at noon, a Memorial for Art Crisp will be held at the Flag Pole at Train Mountain.

# Help Wanted

By Dennis Ward

Here it is January 2018. The 2018 Triennial work week will begin June 16<sup>th</sup> with the event to begin the 25<sup>th</sup>. The Triennial Committee(s) need your help to make the 2018 Triennial a super success.

Volunteers are needed in many/most work skills. You can probably pick the job that best suits your experience/desires. Most of the jobs allow you to interface with your fellow train buffs.

Most jobs will take no more than a two-hour commitment if everyone volunteers. Four hours would be better.

The successful Triennial needs volunteer help in all the following areas during the event.

Triennial Office	Information booth
Registration booth	Train loading/unloading
Trash removal	First Aid
Track repair	Security
Train Mountain office	Train Mountain Company Store
Shuttle golf cart driver	Shuttle train crew members
Backshop emergency repairs	

Prior to the event – early arrivals will be asked to help prepare registration packets, prepare the infrastructure for the arrival of several hundred participants and thousands of visitors. The track and right of way need to be in good repair. All yards and parking sidings need to be ready for very heavy usage.

If you can help please notify the Train Mountain office with following information.

Name, contact data, area of interest, when available, hours available, flexibility of scheduling.

Train Mountain	info@tmrr.org
PO Box 438	541-783-3030
Chiloquin, OR 97624	

# Critical Volunteer Requirements

Last month the TMRR Gazette listed the Triennial Committees and the Chairpersons for each committee. The committees with the largest volunteer requirements are the following;

**Parking South Meadow:** This involves directing incoming traffic to the correct parking areas or to the queue for loading and unloading.

**Shuttle Vehicles:** This involves the driving of shuttle vehicles from the South Meadow Parking Area to Central Station and the return trip to South meadow.

**Train Inspections:** This involves manning the Inspection station for examination of safety equipment on all trains leaving central station.

**Loading-Unloading:** This involves supervision of the loading- unloading equipment area; helping members with their equipment and expediting the movement of equipment by the Equipment Shuttle Committee. The priority is to keep the area clear as the loading and unloading area has limited capacity. Coordination with the Parking Committee to maintain the load/unload waiting queue is vital.

While this is only four of the 33 committees we will need **6 or more volunteers for each of these committees on duty at any one** time during the day. With two-hour shifts, it becomes **24 volunteers per committee** per day. As you can see, this number of volunteers becomes substantial after 7 days of operation. Therefore, please consider volunteering for one of these committees at least once a day.

These committees will have contact with many members and visitors and give you an opportunity to see lots of trains. These are crucial committees to sustaining much of the Triennial.

Please contact us via e-mail [Info@TMRR.org](mailto:Info@TMRR.org), Subject: **Want To Volunteer**. Tell us what you want to volunteer for, possible dates and your cell phone number. We will still be asking for volunteers at the morning volunteer meetings and volunteers can sign up at the Triennial Office. We will be posting daily needed volunteers on the white board outside the Triennial Office.

## Kitsap Work Week 2018

The Kitsap Work Week will be April 7<sup>th</sup> Through April 13<sup>th</sup> this year. We will be working on various projects in anticipation of the 2018 Triennial. Jerry Crane will be the Volunteer Coordinator for this work week and we will hold the usual morning volunteer meetings to assign volunteers to various tasks.

The local residents look forward to this work week as it is a sure sign winter is over and they can recover from winter's cabin fever.

You do not have to be a KLS member to participate in this work week, all volunteers are welcome. This is a great time to come to Train Mountain and volunteer **without** having to **pay a meet fee**.

If your group wishes to create their own work week, please contact the Train Mountain Office with 3 of the 4 "W"s; who, what and when. We know the "where", so be there!

## Train Mountain on Oregon Public Broadcast Links

The new segment on Train Mountain and other Oregon destinations was aired in their Thursday, November 9<sup>th</sup> broadcast of Oregon Field Guide.

You can now view the entire segment directly on the opb.org website here:  
<https://watch.opb.org/video/3006578129/>

OPB has made the Train Mountain part of the broadcast available on Facebook,  
and can be viewed without being a [Facebook member by clicking here](#).



Every weekday morning there is a small bunch of us that get together for a cup of coffee and a story or two around 8:00 or /8:15 or /8:30ish.

We are the locals that are fortunate enough to live close by to TM. These locals are also some of the many that help to maintain and grow TM.

We get lots of emails asking, “How can I help?” or “What needs to be done?”. This is where the concept of the ***Tuesday Taskers*** comes in. The locals will *try* and have a short list of tasks that we would like to get done in that week and present this list on Tuesdays. If you are in the area drop by. If you can’t make it on Tuesday come by any morning and get a copy of this week’s list. Can’t wake up that early, come by the office and get a copy from Joyce. An updated list *should* be available each week.

When the tie material arrives we will re-start the Track Shop up to build more panels for the many areas needing upgrades / replacement / “Thursday” yards, etc.

There are also some projects that can be done by you at home and brought back. The key here is we need you, and TM needs all of us to pull together to keep us in good working order and to prepare for whatever comes next.

As the weather gets better this spring we will also have to go back to being a museum and handle the large number of daily visitors. We have a Company Store and tons of office duties to be done. We have a major remodel to do to get the Triennial Office setup. We can use a lot of help in that arena as well. Lot’s to do, and we are quickly running out of **2018 Triennial time**.

## 2018 Triennial Committees and Needed Volunteers

The Triennial Steering Committee has formed 33 committees for the 2018 Triennial. Now we need the volunteers to man them during the work week and run days of the meet. Some of these committees will require just a few volunteers and others will require quite a few working in shifts to make sure all runs smoothly. We will ask for 2 hour shifts which allow volunteers to have much of their day left for other activities. Many of these committees will be in contact with members, their trains and/or day pass visitors.

Each morning there will be a volunteer meeting. Committees with open time slots will request volunteers then. There will also be sign-up sheets for all committees. Sign-up sheets will require your name, time slot to fill and your cell number. This information allows the chairperson to contact volunteers in case of changes or problems. These sign-up sheets will be at Triennial Office after the morning meeting. There will also be a white board with requests for needed volunteers at the Triennial Office.

If you do not know what is required or feel that you do not know what to do, the committee chairs and Volunteer Coordinators are here to help and answer any questions you have about the volunteer assignments.

### List of Triennial Committees and Chairpersons

Arrival/Check In	Bill Shepard
Back Shop Repairs	Lloyd Dannenberg
Boiler Testing	Bill Dobbs
Camp Ground Host 6 Acre	Peter Wood/Beverly Hills
Camp Ground Host Blue Caboose	Pam Williams
Camp Ground Host South Meadow	Mike & Wendy Mulder
Communications	Dave Waterstreet
Equipment Maintenance	Dustin Barnes/Richard Cox
Equipment Rental	
Engine Shuttle	Frank Bartholomew
First Aid	Diane Barr
Garden Railroad	Dennis & Mort Ediger
Infrastructure Repair	Jerry Crane

Fuel Yard	Ed Ackerman
Post Triennial Clean Up	Dave Savage
Packet Preparation	Pam Williams
Parking South Meadow	David Herzog
Program	Russ Wood
Safety Video Viewing	Dick Peterson
Security	Carolyn Steuer
Shuttle Vehicles	Larry Da Broi
Signal Maintenance	John Cooper/ Dave Waterstreet
Track Repair Mobile North Side	Joe Simon
Track Repair Mobile South Side	Mark Flinton/Richard Ledyard
Track Assignment	Dean Willoughby
Train Tours	Russ Wood
Train Inspections	Woody Lewis
Trash Pick Up	Bob & Pat Wolf
Unloading/ Loading	Louis Reid
Vendors	Russ Wood
Website	Tom Watson
Yard Master Main Yard	John Cooper
Yard Master Central Station	John Cooper

This list is also on the [trainmtn.org](http://trainmtn.org) website under the tile Triennial, then Triennial Committees. If you are interested in volunteering for a committee now, please contact us at [Info@TMRR.ORG](mailto:Info@TMRR.ORG). In the subject field, enter *Want to Volunteer*. Please provide your name, cell number and where you would like to volunteer. We will pass your information on to the appropriate committee chairperson.

**THIS YOUR RAILROAD and our Volunteers make the meets work! So volunteer early and often.**

# HIGH BALL, TMRR

By John Lovely

From Chatsworth, CA to Dupont, WA – engineers not doing their duty – controlling the speed of their train, means people are dead and injured. If I learned nothing else in the last dozen years while transitioning from professional driver (whatever you can get away with) to professional railroader (follow the rules) is the importance of doing what is correct and safe. Or I should say, what will be safe a mile, two miles, five miles down the track. With a train you can only control one dimension – forward and backward. Once you can see a danger it is probably too late to avoid hitting it. With a bus I had two dimensions to use to escape a mistake and a lot smaller, more agile vehicle. With a train, the laws of physics take over and you must ask the monster to do what you want it to do long before you need to.

Number one job of an Engineer is controlling train speed. You have two tools, throttle and brakes. Coordinating these is key to smooth train handling and keeping it on the tracks. Throttling up adds momentum to the train. Friction and gravity will attempt to subtract momentum. Of course, gravity adds momentum on a descending grade. Brakes are designed to subtract momentum. Dynamic brakes convert momentum into electrical energy and waste it through a resistance grid. On our small trains with hydraulic transmissions the motor absorbs it. Electric locos act more like dynamics. Steam engines just coast along.

Number two is controlling slack – the cumulative distance between the cars. Even our 1:8 scale trains can have inches of slack. Real trains can have several inches per car. It is estimated that 80 auto racks, cushioned underframe, can have as much as 280 feet of slack, a 100-car coal train, solid couplers, about seven feet. Just thinking about the head end moving several feet while the rear cars are standing still amazes me. That is one of the reasons they eliminated cabooses; because it could accelerate from 0 to engine speed instantly. When a train is stretched or bunched it acts as one unit. If there is a mixture of bunch and slack, floating, you have several trains traveling together.

When the engines are pulling the train is said to be stretched. When engines are braking the cars will roll together, or bunch. The same happens when you make a reverse move. With short trains, especially passenger, you need to keep the train either stretched or bunched so it will move as a unit. A train rolling in will cause a bump that could be enough for a derailment. Stretching a train too quickly could break a knuckle. The secret is brake application timing and pressure. Of course, we often don't have train brakes, so we are always going from pulling to engine braking with each change of throttle setting and/or running through a dip or hump in the track. They tell me a mile-long train is much easier to control as it floats up and down hills, than the 8 to 10 car trains I have run.

*Slow and easy*, key words for changing speeds. On an ascending grade you start pulling just as the slack runs out and the brakes release toward the rear of the train. Starting down hill could be the opposite, release the automatics and let the slack run in on the independently braked engines. You need to know where the slack is in your train. If you stopped with automatic brakes the train should be stretched. If with engine braking, as we do, it is probably bunched. Slowly apply power to stretch the train as you start, so each car starts moving independently. Too much power can break a knuckle or string line your train.

Get your brakes on early when approaching a descending grade, such as at the 2% solution switch at New Isom. The grade past Little Falls is 2.5% to 3.5%. You may not have enough traction to stop your train with engine braking alone. Serpentine is not as steep, but it is longer and changes grade. There are tales of a car released at Grand Junction winding up at Appendix. Also on Serpentine you have two double track junctions where the uphill line crosses the downhill at a blind corner. You should approach junctions at Restricted Speed.

Sum total: control your speed, control the slack, make all speed changes gradually and smoothly for safe operations. It will save wear and tear on your equipment and keep you safe.



## **We Do Not Want to Say No!**

The existing train parking tracks are almost full for the 2018 Triennial. The trend seems to be that people are bringing longer and longer trains every time they come. Well, we all like to see the neat trains that arrive, but the yards are full. Where do we park those that have not yet registered?

We are working very hard so that everyone may come to the Triennial, ***we do not want to say no, you can't come because we are out of space!***

What we don't need is lots of folks telling **US** what **WE** should do. What we need are volunteers to come and help us with what we must do, and that is to put in some temporary "Thursday" Yards and get the railroad open for the season and Triennial!

We are already maxed out as far as what the locals can get done. But, we know that we can accomplish this if enough non-local members and volunteers help us do the annual chores of cleaning-up the winter mess, get the park ready for our regular run / tourist season, and put in the Thursday Yards.

We have been dealing with growing pains ever since the IBLS 2000 meet. It is definitely not a new problem. Right now it is snowing so we can't start our annual cleanup. The ground is frozen so track work is a little difficult! But when the weather finally cooperates, we will need help! What will be physically possible to get accomplished given the shrinking amount of time and the small number of local volunteers? We don't know because we don't know how many will volunteer, but every person that shows up can make a difference by volunteering so we don't have to turn anyone away!

So here is the current status of some proposed projects we THINK we can get accomplished. We may have a partial solution to the battery powered trains issues. We may have a partial solution to some of the congestion at load / unload. We have at least one 'Thursday' yard figured out. Some of the members who own front row containers are allowing a few of the battery folks to recharge in the evenings while parked on their garden tracks. So you see we are working on some solutions. But since **We Do Not Want to Say No** we need YOUR help to accomplish all of these tasks.

We have the Spring Awakening Meet, the Narrow Gauge Meet, and the workweek of the Triennial to have you folks give us a hand. ***That's roughly 135 days!*** The locals will try and fill in the gaps between the meets to try and make sure that whatever materials are required for the selected projects are available when needed by the crews.

We want you all to come to the Mountain to have a great time, have lots of fun, and leave with the feeling of a job well done!



## VENDORS COMING TO THE TRIENNIAL



As soon as a vendor signs up and provides us with a LOGO, we will add it to this list.

### PRECISION STEEL CAR

LARGE SCALE TRAIN CAR KITS, DETAILS, AND ACCESSORIES

### The Pike River Northern

Your suppliers for 1.6" scale locomotives and parts



### Live Steamer Parts, LLC

## Greetings from Joyce at the front office:



We are having a mixed winter with rain, snow, melt, sun, clouds, cold nights and a bit of warmth during the day.

Our January tourists hail from Oregon, Illinois, Alaska, California and Great Britain.

Planning and preparation for the 2018 Triennial is in full swing. Literally hundreds of registrations have come through

and our 2018 membership, including family members, has passed the 700 mark. The numbers for both continue to climb.

A brand new Dollar General store has opened near the corner of the northbound side of Highway 97 and South Chiloquin Road. Taking a gander through the store, they have a pretty wide variety of things with reasonable prices and I for one will not need to make as many trips to Klamath Falls. And, you, when visiting, will have a fair shopping option that is nearby.

The Klamath Tribes Sleep Inn is progressing along. The shingles are on the roof and the windows are in. They are reporting that the work is "on schedule". Doing drive-by, I can't see inside, but am supposing that the interior is being worked on now.

Kitty Jack, featured on the first page of last month's newsletter, has taken up chasing mice, computer mice, that is, and has gotten really good at rearranging the papers on my desk. This morning he practiced some more creative typing using the four paws method, just as Char has shown him. He prefers to use the floor for filing rather than the filing cabinets and does a handy two step to get the papers sliding smoothly.

Char has a sore leg and has visited the vet. She apparently has a touch of arthritis in her leg and is getting a vitamin supplement which is helping. She is getting around fast despite the sore leg. Watch out critters! She continues to carry out her critter catch duties well. She is also being a great mentor to Jack on Critter Catch duties, Office Redecorating, Creative Typing, Entertainment and being the center of attention skills.

That's all I can think of for now.

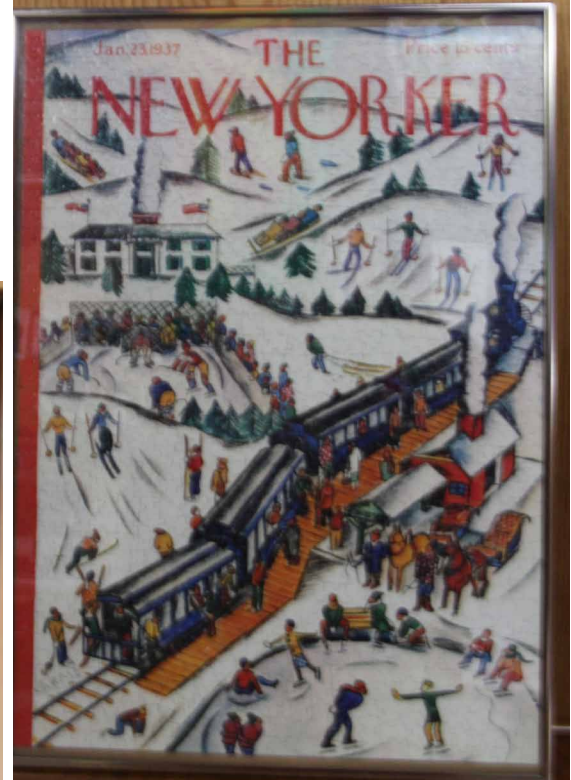
Come visit. Come run your train. Come and volunteer. And, whatever you do, have fun!

Happy New Year!

Joyce

The Train Mountain Library is beginning to catalog the TM framed poster and art work collection found in Hall of Flags, TM Library, the kitchen, bunk-rooms and other locations. We would appreciate any information that anyone would have about any of the items. We've included a few pictures here. Our most recent addition is a framed puzzle of a 1932 New Yorker Magazine cover showing an excursion train to a ski slope.

We are also asking your help in acquiring the book *The Train They Call the City of New Orleans*.



# 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"

## 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!**



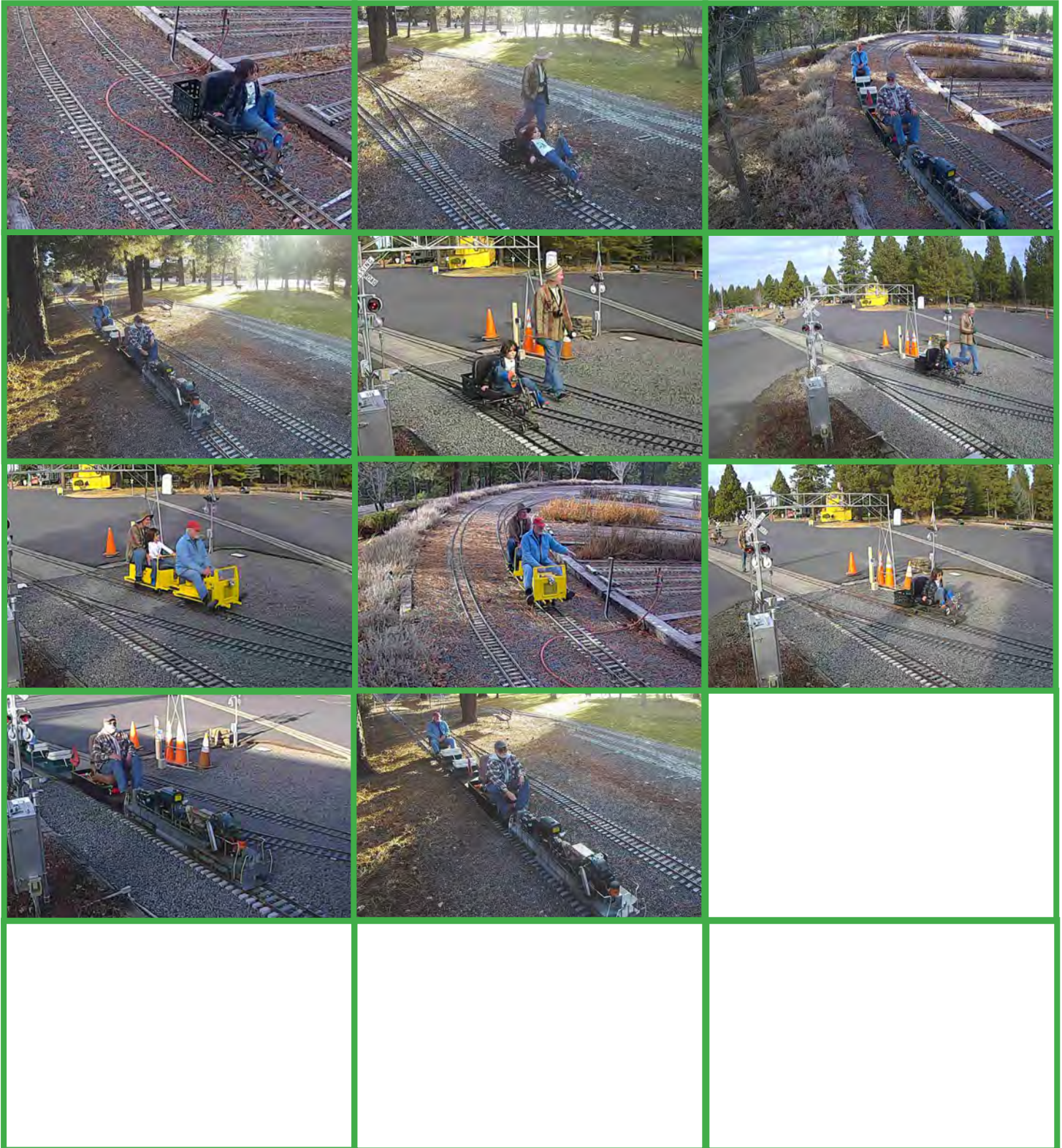
# WEB-CAM GALLERY

Photos by: The Web-Cam



# WEB-CAM GALLERY

Photos by: The Web-Cam





# NOTICES

## 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, notepad, or similar text file. Please give each article a distinct file name with your name a date. If everyone submits an article named "article for gazette" or something similar it could get overwritten by another article with the same name.

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.

## Gate Code

Due to security concerns, the Gate Code for the Train Mountain Main Gate may be changed at any time without notice. Any Member planning to arrive at Train Mountain when the Office is closed will need to contact the Office prior to arrival to ensure they have the current Gate Code.

## 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.

## **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**

**Is presently out of service. Please contact Joyce via email at [trnmtn.joyce@gmail.com](mailto:trnmtn.joyce@gmail.com)**

**The Gazette EMAIL Notice IS PRESENTLY OUT OF SERVICE. Until the bulk email service is restored, the Gazette will be published on the Train Mountain website around the end of each month without email notice.**

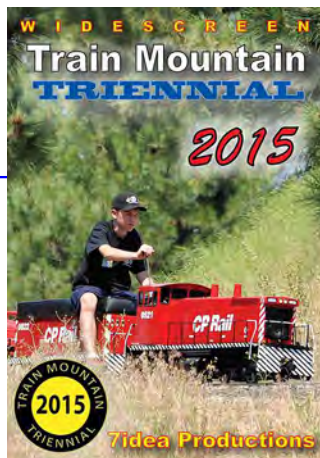
**<http://trainmtn.org/tmrr/pages/gazette/gazette.shtml>**

# 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

Published by Train Mountain Railroad  
P.O. Box 438  
Chiloquin, OR 97624  
Email: [info@tmrr.org](mailto: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



## 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-KLAMOYA  
[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.