



The Mountain GAZETTE

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The Fall Colors Meet



was well attended with over 50 registering for the meet. Since everyone had a smile on their face, it must be that all were having a good time.

We even had a visit from the Porsche Club. In the image below you can see Dennis summarizing the history of Train Mountain.





Watching the show go by and attempting to tell the best tale.

If you are expecting engine trouble, make sure to take some dog power just in case you must be towed home.





Board of Director Changes at Train Mountain - - By: Jerry Crane

John Black has resigned his positions on the Boards of Directors of Train Mountain Institute, Friends of Train Mountain and Train Mountain Railroad. John has completed his stated goals of making Train Mountain a true non-profit organization with a sound financial footing. He has decided to move on to a great opportunity to help resolve the global warming problem. I would like to thank him for what he has accomplished. Many other members have voiced the same to me and have asked that I pass on their thanks. We wish him the best of luck on his new project.

The remaining members of the Boards of Directors of Train Mountain Institute and Friends of Train Mountain have asked me to replace John on these two boards. I have accepted.

The members of the Board of Directors are now:

Train Mountain Institute - Carl Vanderspeck, Mark Flitton and Jerry Crane

Friends of Train Mountain – Carl Vanderspeck, Jim Armstrong and Jerry Crane

Train Mountain Railroad – Tom Watson, Dennis Ward, Chuck Barnes, Jim Armstrong and Jerry Crane

It is going to take me a while to get up to speed on all that John has been doing. Here is what I can tell you now. John has agreed to complete the remaining legal issues that he has been working on. The paid employees now report to me. I have delegated some of my responsibilities here in that Raven will now report to Tom Watson. I will now post the daily report. Give me a little time to get this going. I will report on any other development in the next few Gazette issues.

I plan on serving you to the best of my abilities and to help Train Mountain thrive in the future.

Train Mountain is a NO SMOKING Facility

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

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

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

There is NO SMOKING anywhere out on the track!

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

Visitors to Train Mountain:

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

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

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

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

From The President -- Tom Watson

It has been a busy month. We launched the 2015 Triennial registration, and at the time of this writing have received over 135 preregistrations. The weather was beautiful and nature provided us with Aspen groves filled with golden color. Lots of trains (see the Webcam Gallery), with lots of members, guests and visitors enjoying the fun.

Launching the online 2015 Triennial registrations, and the 2015 Membership Forms has been a challenge. Please have patience as we get the bugs worked out of the system. The 2015 Train Mountain Meet Registration Form is not yet available. There are only three volunteers attempting to man the Office. Each of us have several other duties, that must be done by on-site people, in addition to manning the Office. Thus, we will get things done when we are able to get to them. Again, please have patience.

The 2015, Year 28, Train Mountain Pins are on order. The Pins are custom made for TM in China. I expect it to be four to six weeks before we receive them.

We are growing by leaps and bounds. A large percentage of Members signing up for 2015 are brand new members. Last year we grew approximately 20%. If the present trend continues throughout 2015, we will exceed last year's growth.

Many new members come from the ranks of our visitors. Enticing these visitors to want to be a part of TM is directly related to the quality of the tour given them when they visit. Thus, it is extremely important to have good docents available to show our visitors around TM.

We purchased a color laser printer for the Office to give us the ability to print professional looking documents for grant applications, special event advertising, and the like. General printing will still be done in black and white. High quality color printing is very expensive. Staples charges 50 cents per page, and they get their supplies wholesale. Please remember this when requesting a color print out.

We are all in this together. We must all work together. We do not have paid staff to take care of our wants and needs. We are all volunteers. Everyone must pitch in and help.

Improved Fire Equipment Gondolas - - By Jeff Mills

The Fire Safety Committee has determined that use of gondolas filled with one gallon jugs of water and 2 shovels cached at various points around Train Mountain is not an effective use of our resources and in practice would not provide a quick response to a discovered fire unless the said fire was within a few hundred feet of the cached gondola.

We have currently equipped five gondolas with the following equipment; an Indian Backpack Manual Fire Pump with 5 gallons of water, 2 shovels, one Pulaski or Double Bit Axe and a 2.5 pound Fire Extinguisher. We plan to add 5 one gallon water jugs to these cars. This complement of equipment is able to equip up to a four person crew. Our goal is to have a total of 19 of these cars so equipped by next Fire Season.

These Fire Equipment Gondolas will be available to add to your train's consist. By adding one of these cars to your train you would exceed the States Fire Equipment Requirements for Extreme Fire Danger Level III. Furthermore you will be providing a roving Fire Patrol for Train Mountain being well equipped to quickly extinguish a discovered fire.



These gondolas can and should be added to trains at the lower levels of fire danger. As experience has illustrated to us fires can start at the lowest levels of Fire Danger. All Work Trains should add one of these cars to their consist. We are also adding the required firefighting equipment to all Train Mountain Vehicle's. We will be enhancing the fire equipment on the Gators with an additional Indian Manual Back Pump holding 5 gallons of water.

In conclusion early discover and immediate action is our best weapon to extinguish a fire before it would become a major conflagration.

Notes From The Back Shop - - Boyd Butler Member since 1993

Well another meet has passed and some new things have taken place in the backshop also. Dick Peterson helped out with many tasks some of them being the removal of the short wall separating the old electrical area from the rest of the work area. Also he checked all of the Train Mountain two and three seat cars for problems and bad ordered those along with giving me notes on what needed to be done to each. We also discussed some changes to the layout of the tools and consumable items located in many places not always where you are working.

The thoughts are as follows, there is a tool box that has been emptied of what was stored in it and I believe came from when Over The Hill was obtained by Train Mountain. This will be moved from the office in the back shop to a place by the telephone and most of the hand tools now stored on the wall and some other items that are now in drawers will be moved into it. This is more in line with normal shop practice and makes it easier to find what is needed. All drawers will be marked as to what is in them so locating that tool you need will be faster. Also remember that any tools in the back shop do not go to containers for use but using them just outside the back shop is ok. The battery powered drills that were donated are ok to use wherever on Train Mountain they are needed.

Second on the list is bolt bins, two of them will be moved down by the store room and placed on the bench. They are sections that are four bins high so one can still see what is in them. They will be stocked with 3/8", 5/16", 1/4" and a few lengths of 1/2" bolts, nylon lock nuts, plain nuts, lock washers and flat washers. All will be coarse thread as there is very little if any call for fine thread here. There will be separate drawer type bins for anything below 1/4" and all other sizes that are now in the existing bins will not be restocked as we do not use bolts over 1/2" often enough to spend the money on them.

Third item is moving the existing red lower tool box by the phone down between the lathe and mill, put the exiting two boxes, one middle and one top on the lower red tool box. What then they would be containing is anything related to those two machines and the roll around table would be cleared off and any vise for the mill or item for the lathe such as a steady rest would then be stored on it.

Anyone that would like to help with this during the winter is welcome to do so and just check with me, Boyd Butler either by phone or email and the details can be worked out. My email is linbb1@msn.com. Phone is in the local book or in the member list.

This winter Bert and I will be rebuilding Train Mountain trucks for the riding cars so they will be ready for the first meet of the year we hope. Most of the work will be done in the back shop with some done at our homes. With any luck there will be little work to do on any equipment other than the riding cars for both Klamath and Western and Train Mountain as all engines seem to be in fine shape with very little items needing fixed at this time.

One thing that is lacking in the Back Shop is donations, even a dollar or two helps out, think about what it takes to have it there let alone consumable items like fuses or bolts. While people have donated extension cords, cordless drills and other thing we still have to replace that bolt or nut that you used to get your train up and running. Think about the next guy who will need the same and not being able to replace it due to money. To those of you who have given anything and some have given more than they ever will use, I thank you very much as it will be used wisely so others can enjoy the back shop.

I so much enjoy hearing positive comments about the way it looks from people and seeing others who use it cleaning up after themselves rather than leaving it for someone else to do. I keep trying to do more here or there but my time is limited somewhat because of life as it is having other interests also just like everyone does. A big help is those using the refreshment area have been cleaning up everything this year which is a first believe me and makes my day brighter and easier so I can work on projects not clean up. THANKS ALL

Keep in mind also when working on equipment, its not for storage, others might need the space for an engine or car up to a full train so please use the space with that in mind. It might be empty when you see it but during a meet it can quickly fill up. The track next to the wall should only be used only as long as it takes for a short repair any other should be done on another track. The one closest to the bench is good for most other repairs and any welding that might be required. Keeping this in mind will let others enjoy having the back shop available for repairs.

2015 Triennial - Triennial Committee

Well folks the clock is ticking! Only 240 or so days left, only 2 more work weeks left until the Big Event. The Spring Awakening is mostly for cleanup the winter debris and get the track clean enough to see what needs to be done. The Narrow Gauge Meet is the first real test to see what really needs to be done and fixed and . . . With those big engines and cars we get a lot of feed back from the members about current track conditions.

If you notice we left off the work week that comes just before the Triennial or the Triennial Work Week. This is usually reserved for all the last minute things to be done like vendor barn clean up, trash cans, picnic tables, benches, tree trimming for RV's etc,. It is a little too late in the schedule to be doing TRACKWORK.

Trackwork is an ongoing project and we have crews out almost daily now doing some tuneup. We still have some 8 miles of wooden tied track that is in need of replacement. The commitment from TMI is that will get replaced before any further track construction up North. However this will NOT get done before the 2015 Triennial so that means we need to do the best we can with what we've got and that is wooden tied track on the South side. If you can come and help in this tune up effort, that would be terrific. Remember your membership gives you 24/7 365 access to the Park and that time can be spent on all kinds of projects.

So far the registrations are showing what we had already suspected and that is the fastest growing segment of our hobby is the battery powered trains. We expect that easily 1/3rd of the models coming will be battery powered. We also expect that we will have registrations for over 300 trains. This means that we need to have facilities for 100 plus battery powered trains where they can plug in their battery chargers at the end of the day. We are requesting that those with battery powered trains bring their own chargers, and a 50 foot extension cord rated for their charger.

Some of the things going on at the Mountain in regards to the electrics have to do with some new tracks and some reallocation of track spaces that can be used for the electrics. Where we used to store the turnouts (points, switches) on the west end of the containers will now be a new designated electric yard. It has been redesigned and will get re-laid soon. It will also get the proper wiring for the chargers as well. In addition each evening during the Triennial each container owner will be asked if they would designate one track that can be used from 5:00 pm to 8:00 am for electric parking. We really want to be able to do this charging in the most expedient way possible. So if you have an electric you may be requested to split your train from your engine so we can get you charged up. Your consist may be in the yard and your engine and charger may be somewhere else. Hmmm sounds like a real railroad huh! We will still need more electric storage but it is a start.

The good news is our new septic system for Central Station is working great. The bad news is that the leach field for the project took all of our vendor parking that used to be behind the vendor barn. So vendor parking will now be behind Containerville. So that area will get very congested. Your patience is requested, we need to make it work for our vendors. They need access to their goods and they have come to participate just like we have.

The sooner you get your registrations in the cheaper the fees are. If you snooze you lose! For October the rates start at \$50! What a deal! When filling out your forms please make sure you fill in all of the blanks so we have as complete data as we can. We will not have time to call you up and fill in the blanks. The length of your train, the type of locomotive, and how it is powered are very important. Track allocation is critical to your stay and enjoyment of the Triennial. We can only allocate a track based on what YOU tell us. Double check your entry before sending it in. If you and your buddy want to be close to one another then make a note of that and Register as close to the same time as possible. Registering one in October and another in January WON'T WORK! Remember everyone working on the event is a volunteer. They are here to have a good time just like you. Treat them all with respect and patience and we will ALL have fun!

2015 Triennial

The response to the 2015 Triennial announcement has been very good. As of this writing we have had 135 people sign up. They have availed themselves of the October 2014 discount rate.

I want to remind every that the cost to participate in the 2015 Triennial will go up on the first day of November 2014 and will increase the first of every month until June 2015.

Registration can be done online at: <http://www.tmrmmembers.org/TriennialSignup0.aspx>

or you can download the form at:

http://www.tmrr.org/pages/2015_triennial/2015_Tri_Reg_Form_v.2_oct-2014_pg-1-2_int_r.pdf

A reminder also that everyone who visits Train Mountain must complete and sign a Participant release annually. The form is available at:

<http://www.tmrr.org/Resources/forms/RELEASE.pdf>

Everyone is welcome to join us in June 2015 for the Train Mountain 2015 Triennial. **You must, however, be a 2015 Train Mountain member to bring your train equipment to the event!**

Volunteer Coordinator - Russ Wood

I have been asked to take on the task of being the Train Mountain Volunteer Coordinator and I have accepted. So what is the coordinator and what do they do. See the job description listed as part of this article. What I need from all of you is some help and a lot of patience while we get this process going. I wish to have a data base of skill sets and desires to work from and this will take a while to accumulate. We all want to have fun, that is understood. We also want to see Train Mountain get better and to have track that is safe to run on. This takes manpower and we are the manpower. If we don't do the work it won't get done. Some jobs require crews to do and those will more than likely be done at events like the Big Build each September. Other jobs can be done by individuals or small groups such as the ever present raking and pickup of pine needles and pine cones. It all needs to be done.

If you have a special skill set like in a past life you were an electrician or a plumber or carpenter and you are willing to share your skill with us we can sure use you.

If you are model builder and you are willing to share your skills, again we can use you.

If you are on a track gang from your local club and have skills in that area we can use you.

If you have none of these skills but you are wanting and willing to learn these skills and are willing to be a grunt on a crew we need you. We'll train you, and of course put you to work!

The bottom-line gang we need you!

So to get this process started I have designed a preliminary Manning Document that you fill out and email to me at russ@hobby-tronics.com subject Manning Document and that will help me get the data base started. We will have this document online at the www.tmrr.org website shortly.

One of the other tasks where I have done some preliminary work on is applying for grants for various projects at Train Mountain and the Klamath and Western. Almost all of these require some record of volunteer hours to be used in their calculations of funds. PLEASE if you come to the Mountain and do some work log it on the forms available in the Front Office. Some of you are doing some great projects at home and bringing the results to Train Mountain such as the restoration of some of our model structures and rolling stock. Please account for your project time at home as it is being done in the name of Train Mountain. When you arrive at Train Mountain please record that time in the Front Office logs and note that it was done off campus.

Next year is the Triennial. We have some work to do! Please join in the fun help us to put on a great show.

Volunteer Coordinator Job Description

Oversees the planning and initial assignment of duties / tasks for volunteer members attending each of Train Mountain Work Weeks.

Coordinates with Train Mountain Institute in regards to major projects which require volunteers.

Prepares and or acquires the data and maintains a Task File of those items that were assigned and accomplished. This includes but is not limited to an Annual Track Survey, Grounds Survey, Rail Car Survey, and Backshop Survey.

Coordinates with already designated Train Mountain crews to make sure they get the man power they need to accomplish their assigned tasks.

- Backshop – Boyd Butler
- Track – Art Crisp
- Grounds – Larry Dabroi
- Carpentry Shop – Bill Kludt
- Rail Cars – Bert Newberry
- Steaming Facilities – Bill Dobbs
- Midway Circle Garden Railroad – The Ediger's

Is the moderator of the 8:30am Volunteer Meetings held daily at the Hall of Flags during the Work Weeks. Welcomes everyone, informs the group of tasks set aside for that particular meet and gives the schedule of activities for the meet. Asks for new members to remain after the initial meeting and attempts to get them assigned to tasks that match their skill sets and their desires. Coordinates with the various crews to get the new members assigned to the correct crews and projects.

Maintains a record of volunteer members skills and past Train Mountain projects and attempts to get them on those same tasks if they so desire.



Click to
download pdf

Train Mountain Railroad Manning Document

In order to better facilitate your visit and our task management we would like to know a little more about you and your likes and dislikes. We are also interested if you have any special skills or training I.E. a contractors license etc,. This information will NOT be distributed outside of Train Mountain as it is for planning and manning purposes only. We hope to make your visits beneficial for both you and us. Thanks for your input.

Name _____

Email Address _____ *print please*

Day Phone _____

Scale Modeled 1 1/2 () 2 1/2 () 3 1/4 () other (_____)

If you own a locomotive how is it powered: by Coal () Oil () Propane ()

Gas () Battery ()

Future projects I would like to see happen at Train Mountain _____

Projects I would LIKE to do while at Train Mountain _____

Special Skills I have to assist in these projects _____

I normally attend (1) (2) (3) (4) (ALL) meets each year

I would like to come and stay for an extended time at Train Mountain (Y) (N)

When we visit we camp () RV () Motel () Other (_____)

When we visit we stay approximately (_____) days

Klamath & Western's Pumpkin Express

started on Saturday, October 18, 2014, and runs again on October 25.





Apparently, texting and flying on a broom is hazardous!



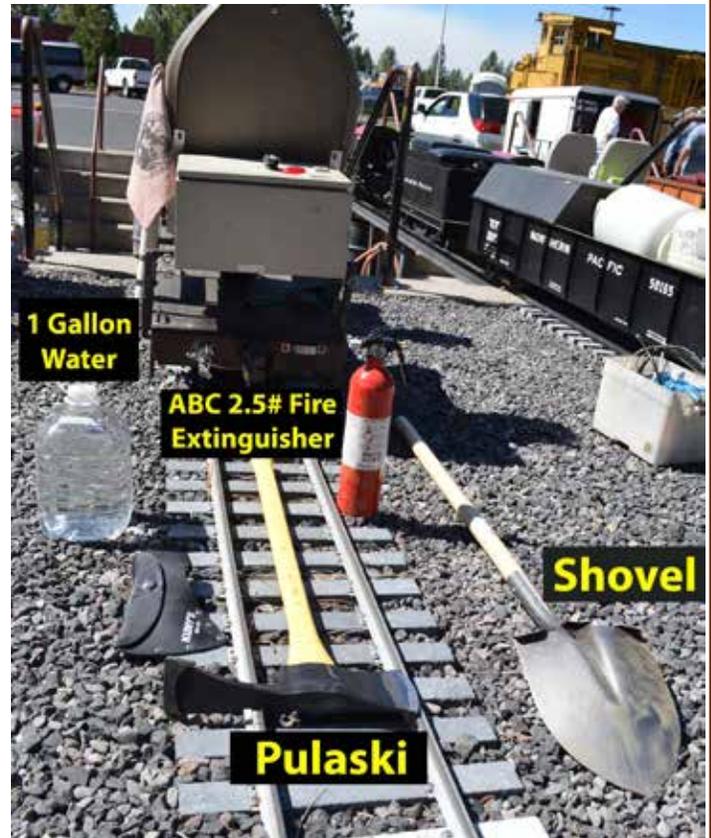
The K&W volunteers did a great job with the Halloween decorations and pumpkin patch. This event provided a great deal of positive public relations. Visitors to the pumpkin patch came from as far as 100 miles. The smiles on the kid's faces put smiles on the faces of the volunteers.



Meeting Fire Tool Requirements - - by Jeff Mills

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

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

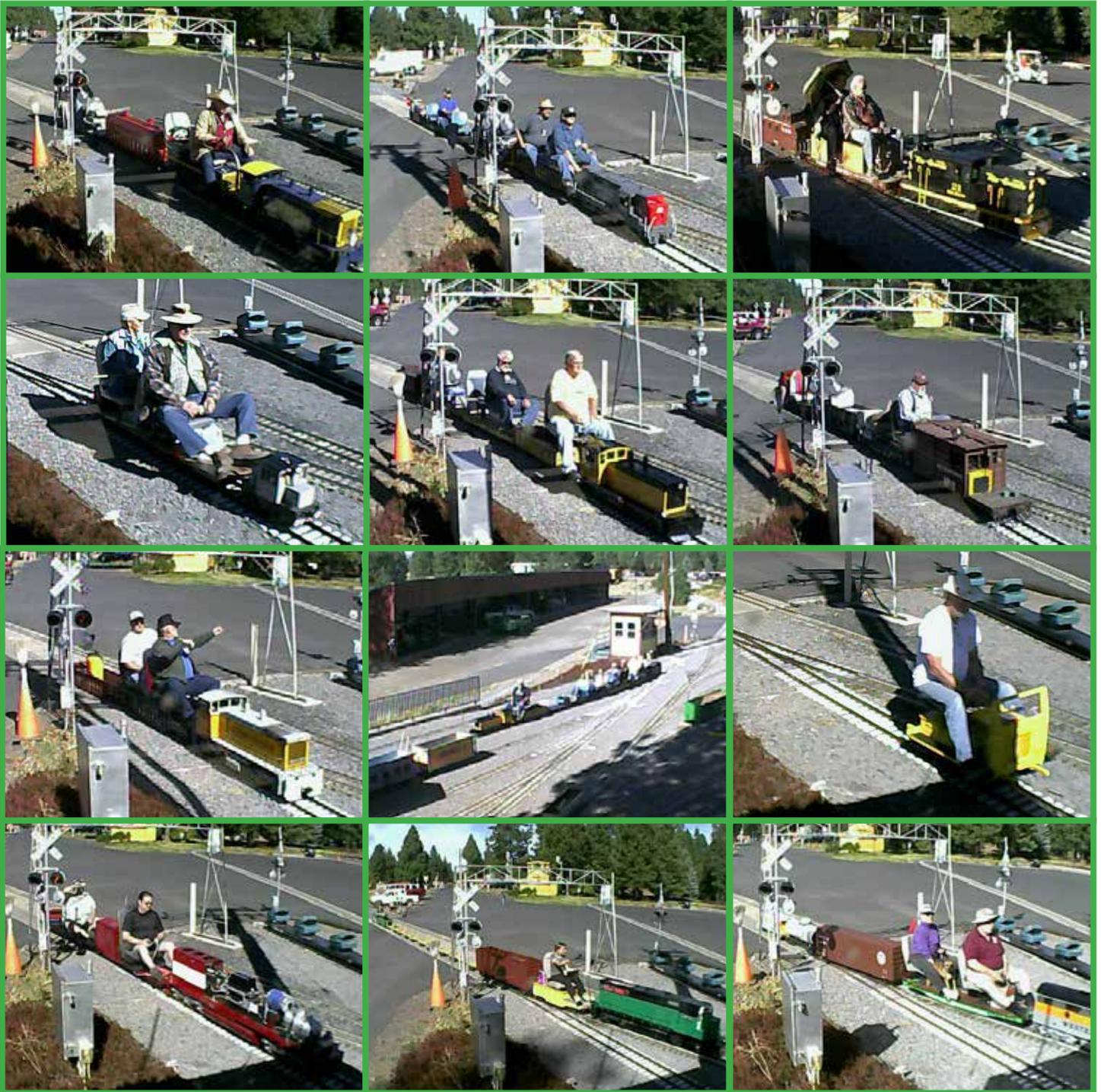


The Pulaski was purchased from Harbor Freight and the shovel was purchased from my local hardware store. These tools are also available on Amazon many with free shipping. The shovel is what the US Forest Service refers to as a Lady Shovel. It has a shorter than standard handle. These are used by Smoke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

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

WEB-CAM GALLERY

Photos by: The Web-Cam



Register for the Triennial Meet now!!

Please Use the Online App to Register or Join-- <http://tmrrmembers.org>

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Photos by: The Web-Cam



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WEB-CAM GALLERY

Photos by: The Web-Cam



Register for the Triennial Meet now!!

Please Use the Online App to Register or Join-- <http://tmrrmembers.org>

CLASSIFIEDS

Building Lots For Sale!

Train Mountain member has 4 nice home / vacation building lots for sale.

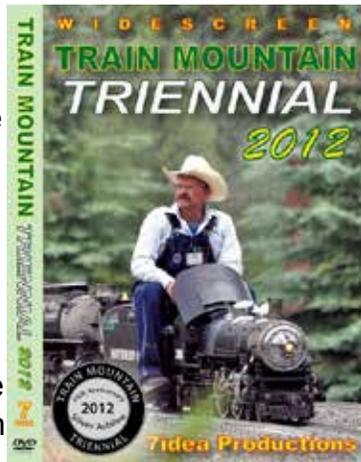
Prices reduced! Lots are located in an established subdivision just a few minutes from Train Mountain. Home owners association provides free water and well maintained all-weather roads. Lots range in size from .7 acre to .25 acre, all lots have phone and water to the lot, 1 has power to the lot, power close by the other 3 lots.

Cash or short term contract.

Priced from \$7,000 to \$8,500 (below tax value).

Call owner at 360-673-2277 or 360-703-7063.

The terrific video that Aaron Bentsen from 7Idea Productions shot at the 2012 Triennial is available through the main office at Train Mountain. Give them a call at 541-783-3030 and get your on the way to your place. It's \$30 for the video and \$3 shipping and handling lower 48, \$4 S&H for all others. A most enjoyable video shot by a true video artist and of course our favorite subject, Train Mountain!



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

Did you see the great article and front cover story from the January / February 2013 issue of Live Steam and Outdoor Railroading? It is a most complimentary article about the facility and the great gang of folks that hang around the place and put on terrific live steam train meets. Pretty cool! www.livesteam.net/home



**Donations\$
Needed!**

HAVE SOMETHING YOU WANT TO SELL?

Place an ad in the Gazette!

1/8 Page: \$25/month or \$250/year

1/4 Page: \$40/month or \$400/year

1/2 Page: \$70/month or \$700/year

Full Page: \$125/month or \$1250/year

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P.O. Box 438

Chiloquin, OR 97624

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

Contributors: TMRR BOD, Friends, TMI

Photos: Tom Watson



Quentin Breen's Amtrak, gifted to Sharon, unfortunately must be sold. Vanguard engine with new battery, hand-held controls & six matching gondola cars for \$18,000. Cars are great for your lunches, misc. tools, fire equipment or pets. Cab-excellent shape, cars can use touch-up paint.

Contact: sharonbreen87@gmail.com



FOR SALE – Two 40 foot containers (track ready) delivered to Train Mountain and placed in Containerville. \$5500 each.

Call Bill Dobbs (610-772-4478)



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





Kla-Mo-Ya Casino

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

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

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

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

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

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

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

Hours of operation:

Weds & Thurs: 12 noon – 8pm

Friday through Sunday: 12
Noon – 12 Midnight

(closing times may vary depending on play)

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

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

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



Crater Lake Junction Travel Center

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

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

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

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

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

Crater Lake National Park

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

Shuttle Service to and from Train Mountain

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

Train Mountain people should see the TM Office for more details as we get this service implemented.