



The Mountain GAZETTE

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Winter Season at Train Mountain



It's that time of the year where we must deal with the weather. For those on the US west coast, the extreme weather of the past week is well known. Train Mountain did not escape the wrath of nature.

On the left is Dave Savage starting to clean up a fallen tree that almost rang the Train Mountain bell that can be seen on the right side of the image.

There has been very little snow and cold weather, but lots of wind and rain. We are hopeful that the Train Mountain area will receive enough precipitation to relieve the drought.

The severe winds blew the Porta Potty at Blue Caboose over. Upon further inspection, Dave determined that it was unoccupied at the time of its tip-over.





A few trees are down on the South Side, and at the time of assembling this Gazette no one has yet been to the North Side.



Donations to Train Mountain and Dues

By: Jerry Crane

Train Mountain has determined that a portion of your dues can be taken as an itemized deduction on your US tax return.

Last month in the Gazette I explained what happens to your donations to Train Mountain. This month I would like to explain donations in more detail and answer the question “are my dues tax-deductible”.

As I stated last month Train Mountain is made up of three non-profit organizations. Train Mountain Institute (TMI) is a 501c3 organization and donations to it may be taken as a tax deduction on your US tax return as far as the law allows. Friends of Train Mountain (FTM) and Train Mountain Railroad (TMRR) are 501c7 organizations and donations to them are not tax-deductible. Your membership is a bundled membership. When you join Train Mountain you join all three groups. You can not join just one of the organizations. Each of the three organizations is critical to the success of Train Mountain.

When you pay your dues some of the money goes to each of the three organizations. FTM and TMRR each receive a portion of the dues payment and the remainder is considered a TMI contribution. From a reading of the tax laws, Train Mountain believes that this contribution is tax-deductible. No goods or services are provided in exchange for your contribution to TMI. All of this money is used to support the non-profit mission of TMI. The contribution goes to support the museum portion of Train Mountain and to provide educational activities concerning railroad operations and safety. It also, is used to keep Train Mountain in existence by paying for things like utility cost and facilities maintenance. Any amount paid for one of the premium memberships over the standard \$75 cost of a family membership is also considered a contribution to TMI and a portion of it is tax-deductible. If you chose to take this tax-deduction on your own tax return, you should consult with your tax preparer.

The portion of your dues that goes to FTM and TMRR is not tax-deductible. Meet fees go 100% to TMRR and are not tax-deductible. These organizations are not tax-deductible organizations and you receive value from these fees and dues.

The chart below shows what portion of the dues for each membership type that we believe is tax-deductible. This is the portion that goes to TMI.

<u>Membership Type</u>	<u>Deductible Amount</u>
Subscription Member	\$10
Railbiker Member	\$15
Individual Member	\$40
Family Member	\$55
Young Adult Member	\$15
Supporting Member	\$130
Participating Member	\$160
Yard Boss Member	\$340
Empire Member	\$740

Train Mountain is required to send a letter to all those that pay more than \$75 to Train Mountain when all or a portion of that amount may be tax-deductible. This letter must state what portion of the amount paid is tax-deductible. We have been sending this letter to everyone that has paid for a premium membership, but with this new realization of tax deductibility, those letters misstate the amount deductible. We will be reissuing these letters. If you paid \$75 or less for dues you do not need a letter from Train Mountain to take an itemized deduction on your tax return. Just use the values listed above and maintain your check or credit card record showing you payment to Train Mountain.

How Trains Stay On The Track

For those that have not seen this, it is quite interesting. Thanks to Charlie Bill for finding this.

<https://www.youtube.com/watch?v=y7h4OtFDnYE&feature=youtu.be>

2015 Triennial Update: by Dennis Ward

You guys and gals are signing up for the Triennial in droves. Including men, women and children, we have 453 people, to date, signed up to attend. These people will be bringing 208 trains totaling 6684 feet in length. We expect a lot more to sign up.

A reminder to those who plan on bringing equipment—**You must be a Train Mountain member to bring equipment to Train Mountain.** This means you will have to have a 2015 membership prior to bringing your train to Train Mountain. Of the people already signed up to bring equipment twenty three have not yet signed up for membership in the 2015 season.

Russ tells me that sixteen of the thirty eight vendor booths have been reserved. That's 42% and it's only December.

We are still looking for chairperson for the following areas: (Remember – the Blue Caboose campground is reserved exclusively for committee chairpersons).

Campground Host: 6 Acre Campground.

Campground Host: South Meadow.

Equipment.

Engine Shuttle.

Seminars.

Train Tours.

Unloading/Loading.

We are again making the road between Central Station to South Meadow via Blue Caboose campground one way during the Triennial and the preceding work week. The new plan is to use the Katy Lane gate as the entrance to the event with the one way traffic going uphill from South Meadow to Central Station and the Main Gate as opposed to downhill as it has been in the past. We believe that this will help to relieve congestion at the Main Gate and Four-Way crossing.

From my point of view this is going to be the biggest and best Triennial event ever. A reminder that rates will go up again at the first of January. So – get your reservation in soon. The train parking is being established on a first come first served basis based on date of reservation. We are already scrambling as we approach a mile and a half of trains.

From The President -- Tom Watson

Triennial Parking and Traffic flow:

As Dennis reported, we have made the decision to use the Katy Lane Gate as the Main Entrance during the Triennial. We had been attempting to find a solution to the extreme congestion around Central Station when the idea to reverse the traffic flow was presented.

This solution is so logical that we are wondering why we didn't think of this earlier. To understand the reasoning, we must look at what is done at other events. The reality is that I have never been to a large organized event that was not organized in the following manner:

When entering an event, the first stop is at the entrance gate. What does the entrance gate enter into? The parking area. I have never been to any event, other than the Triennials, where this is not true. This is the solution to event congestion at all major events. If we can keep all of the vehicle traffic out of the main event area, this will eliminate the congestion.

We also know that it will not be possible to keep all vehicles out of the event area. Thus, only a very few vehicles will be allowed access up the hill. Mainly the shuttle vehicles and service vehicles. Those wishing to load and unload will queue up at the bottom of the hill, and allowed up the hill when there is a vacancy in the loading/unloading area. There will be no one waiting topside and no unattended vehicles allowed topside without a properly issued permit. Otherwise you will be subject to being towed at your expense.

We will be particularly stringent on topside access on Saturday for the Big Toot and Parade. There will be no loading or unloading between the hours of 8:00 am and 4:00 pm this day. This also applies to vendors. If you need to pack up or load trains, you must do so before 8:00 am or after 4:00 pm on Saturday, or load-up Friday night. Before 8:00 am means you must be finished by 8:00 am. This is necessary for the safety of the large number of pedestrians in the area. For the 2012 Triennial, we had in excess of 1400 pedestrians topside. We expect a larger attendance for 2015.

Committee Chairs:

Some of our Committee Chairs are already preparing, while others will be unable to accomplish much until we get closer to the Triennial. I do encourage all Committee Chairs to begin recruiting other committee members as soon as possible. Many volunteers will not become members of a committee, but will be willing to volunteer for shift work at the various stations. I would encourage all attendees of the Triennial to give some committee at least two hours of your time during the event.

The Office will have sign-up sheets available for any committee that needs them. In the past, the sign-ups were done based on two hour shifts, and these are the forms we now have available. If a Committee Chair desires to have something other than two hour shifts,

then you may make you own, or let the Office know asap what you need, and we can make them for you. Please do not ask for these things at the last minute!

Some Chairs have kept us updated on their status. We would like to receive a status update from each of the Chairs, via email to twatson703@gmail.com, on or before the 10th of every month so I can report a summary to the Membership in the Gazette. Please include any needs or requests that you would like put out to the Membership.

Woody Lewis (dspprr@gmail.com) has reported he is ready to begin taking sign-ups for the South Portal Inspection Station. This is a great place to be for train watching, as all the Trains pass by this area giving endless photo opportunities.

Don't forget, the Triennial Forum is a great place to post questions, ask for help, etc. <http://trainmountaintriennial.org/forum/>

Boy Scout Camporall Event (May 16, 17, 18, 2015):

On Dec. 9, 2014, I attended a phone conference meeting held by the "Scoutrageous" committee. I learned that their last "Camporall," held at Lost Creek Lake in 2010, was attended by 750 people. They discussed how Train Mountain was such a unique and different environment that there is a great deal of early enthusiasm from the Scout Districts planning to attend. They exhibited what I will call "guarded apprehension" because as many as 1250 could potentially decide to attend the 2015 event at Train Mountain. I could relate to the feelings, as this is exactly how we feel as we organize the Triennial. There is always apprehension about, "Can we handle all these people? What are we going to do if we get more than 300 trains?" Having a highly successful event is a great problem to have, but it is also very scary!

The Scouts will hold a monthly conference call meeting up to the event. It is expected that many of the unknowns will be known by the January meeting. At that time we hope to get a better attendance guesstimate and need assessment.

There was discussion on Saturday night entertainment. They plan on bringing in professional entertainment and setting up a stage. Power and lighting will be from one or more large trailer mounted generators. The site is not yet determined, but it will need to be somewhere in the South Meadow area, as that is the only area large enough for the number of people expected. We are preparing a Grant Proposal for a Amphitheater to the west of South Meadow. The Scout event is exactly why we need an Amphitheater in that area.

Also discussed were Events. Each Scout District will bring and put on specific Events. They expect to have approximately 20 Events. When the Scouts were at TM in 2014, TM volunteers put on three Events for the Scouts. They thoroughly enjoyed these Events and asked if it would be possible for TM volunteers to provided them again in 2015. I informed



the Scouts that I will ask. The events requested are: the Switching Puzzle, a Rail Bike Event, and the Acid Rain Event. I have had a chance to speak with Jim Rickman, who did the Switching Puzzle Event in 2014. He said he has so much fun doing that event in 2014, that he would do it again in 2015.



Above is the 2014 Railbike Event.

Left is the Switching Puzzle Event.

Right is the Acid Rain Event.



The Scouts will be paying for their own Porta Pottys from Jefferson State, the same company that TM uses.

A Saturday night campfire was discussed. They would like to be able to have one, but also understand the fire danger situation. Based on what they know at this time, they are expecting the US Forest Service to be attending the event with Six Fire Engines. Thus, it may be very possible to obtain a Burning Permit for a Saturday night campfire if the weather conditions and fire danger conditions permit.

As with all visitors and groups that come to a Train Park, which is what we asked the Planning Commission and State of Oregon to zone us as, the Scouts also want TRAINS!

Other than those items reported above, the Scouts really are not asking for a lot from Train Mountain Volunteers. What they really appreciate is the use of the property and facilities. They come with their own program, and part of the scouting experience is for the boys, and now also girls, to organize their own program and events. There are some small things they will require some assistance with, and we will ask for some TM volunteers at that time.

We have two major events next year, about a month apart, so we will be very busy. Any volunteers willing to come to Train Mountain next Spring will be greatly appreciated, as we will need lots of help getting the Mountain ready for these events and general Train running.

The Pulaski Fire Tool

By Jeff Mills

The summer of 1910 Idaho brought one of the largest Forest Fires in modern history. Over three million acres of virgin forest lands were burned that year in Idaho. Big Ed Pulaski was a US Forest Service Ranger in charge of a forty-five man fire crew working on a fire in Southwestern Idaho. His crew was surrounded by fire and escape was not immediately obvious. Big Ed was familiar with the area of Placer Creek Idaho and knew of some mine shafts. He directed his men to go into one of the mine shafts. When they refused he held the forty-five panicked men at gunpoint. Deep in the mine they were safe from the extreme heat outside, however the oxygen became depleted and all the men passed out. Early the next morning the men started to wake up amazed that they survived but Big Ed was still unconscious closest to the mine entrance. The men stepping over Big Ed revived him allowing him to lead them back to town.



After that fire season Big Ed saw the need for a more effect tool for firefighting. All the existing tools were specific to one task be it chopping, digging or shoveling. This required each man to be able to perform one task or carry multiple tools, neither being efficient. Having previous blacksmith experience he welded an adz blade to the flat end of a single bit ax. Now he had a tool that could chop wood, cut brush, dig up roots, trench without changing tools. The rest is history as the tool became known as the Pulaski and is used around the world as a primary wild fire fighting tool. The TV show Mysteries at the Museum has short feature on this story look for Season#6 Episode#3 on-line.



Proper carrying of a Pulaski; your hand should grasp the handle a few inches from the head and carried with the blade to your front and always on the downhill side. If you were to fall it could be dropped and not fallen upon. When carrying any fire tools 10 foot spacing between workers should be maintained. Never carry a fire tool on your shoulder.

Proper use of a Pulaski; the axe blade of the Pulaski can be used for chopping trees or cutting of limbs or brush. The adz blade can be used for digging stock piles of dirt for throwing with a shovel, trenches on the fire line to prevent rolling debris from crossing the fire line and digging up roots and small stumps on the fire line. Thanks to Big Ed Pulaski we have a proven multiple-use fire tool.

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 (Winter) 10:00 AM until 2:00 PM Monday through Friday. To arrange other hours visitors should call the office at 541-783-3030.

Why Train Mountain Can Not Be Run Like A Club! - Staff

It sure would be fun to just run Train Mountain like a small neighborhood club. We would have a gathering of some folks and decide what you want to do, run down to Home Depot, pick up some supplies, and then go about the task at hand.

Train Mountain Railroad is NOT a small neighborhood club. It is part of a multi-corporate conglomerate and as TMRR, the club is chartered with helping to maintain the 2,200 acre train park. As such things need to be well controlled before, during, and after the tasks need to be done. This especially applies to funding and how funds get dispersed. To that end the following are guidelines for getting funds approved and for getting reimbursed for approved expenditures:

Proposals for projects need to be:

1. Written proposals (not verbal at Beer Thirty)
 - a. State the objective, problem, enhancement, new feature, budgets, etc.
 - b. If a problem how is the problem addressed with this proposal
 - c. What is the benefit to Train Mountain
2. Timeline: when start, how long to complete, estimated completion date
3. Estimated Costs: in dollars, materials required
4. Estimated Man Power in hours
 - a. Volunteer or paid staff

These proposals do not need to be fancy or formal, but they do need to be written proposals (or computer printed is the same thing). Just make sure to cover all four of the points outlined above. These proposals then need to go to their respective BOD's for approval. If you don't know which BOD, check with the Office for some guidance.

These proposals are for projects that directly benefit Train Mountain ONLY. These are not projects that help you build more cars for your trains or replenish screws and bolts to put in your tool box. If you are not sure ask the Office for some guidance and we will see if what you want to do fits within these guidelines. We do not want to stifle creative doings on the Mountain, we just want to have control over what is being proposed and how it is to be paid for.

Once proposals are approved, then PURCHASE ORDERS can be issued for acquiring the materials required. The man power can be scheduled as part of a Work Week if the project can be done by volunteers; otherwise it has to fit into the paid staff schedules. Remember the paid staff works for a different corporation (TMI or FTM) and as such has a different set of priorities than we do as TMRR. Reimbursement for such supplies can ONLY be done if the Purchase Order procedure is followed. DO NOT assume you will get paid because some individual suggested that you go get some supplies. If in doubt, ASK!

A new saying for Train Mountain, NO P.O. NO MONIES! (*otherwise, thanks for the donation!*)



Train Mountain Railroad Purchase Order / Project Request

Project Proposal. Objective, problem, enhancement, new feature, benefit to Train Mountain, etc.,

(use backside if more room is required)

Timeline. Start date, estimated completion date, etc,

(use backside if more room is required)

Estimated Costs. List of materials, costs, availability, etc.,

(use backside if more room is required)

Estimated Manpower Required. Volunteers or paid staffers or contractors, etc.,

(use backside if more room is required)

Requestor: _____ Date: ___/___/___

Approved: _____ Date: ___/___/___

P.O. Number Assigned: _____

Who Owns Train Mountain

The concept of who owns a nonprofit organization can be hard for some to grasp, especially given that the answer is, “**No one...and everyone!**” We encounter this confusion with new members on a fairly regular basis. And, given people’s understanding of how basic business operates, it is understandable. In order to fully appreciate the concept of “non-ownership”, it is helpful to first talk about the various types of business entities. Then, we’ll look at organizational purpose. By the end of the article, it might make more sense.

There are several different types of business entities. For-profit companies make up most of them. Here are a few (there are others)...all of these **have** an owner or owners:

Sole Proprietorship: One person who conducts business for profit. The sole owner assumes complete responsibility for all liabilities and debts of the business.

General Partnership: Two or more individuals as co-owners of a for-profit business.

Corporation (for-profit): The Corporation itself assumes all liabilities and debts of the Corporation. A corporation is owned by shareholders. A shareholder enjoys protection from the corporation’s debts and liabilities.

S-Corporation: A corporation may seek to obtain “S Corporation” status for federal income tax purposes. The income of an S Corporation is taxed only once: at the employee or shareholder level.

Limited Liability Company: An LLC is a formal association which combines the advantage of a corporation’s limited liability and the flexibility and single taxation of a general partnership. An LLC has members rather than shareholders.

With the exception of the LLC, the business entities listed above **cannot** be used for nonprofit organizations. Even the use of an LLC is extremely rare; all nonprofit LLC members must be recognized 501c3 organizations, not people or other entity types.

The most popular business entity for nonprofits is the **nonprofit corporation**. This type of corporation is different from a typical for-profit corporation or S-Corporation. Those have shareholders (owners). A nonprofit corporation has no owners whatsoever, only **stakeholders**. A stakeholder is not an owner, but rather someone who has a stake in the successful operation of the organization. Stakeholders could be members of the non-profit, or even beneficiaries of the nonprofit’s activities. One thing stakeholders have in common: they have no legal ability to profit personally...hence, **nonprofit**. A nonprofit corporation is formed to carry out a public purpose, whether that be religious, educational, charitable, scientific or whatever. It is prohibited from acting in a manner that result in private inurement (profit) to individuals.

How can that be? Someone has to own it, right? No, not really. The nonprofit organization is not “owned” by the person or persons that started it. It is a public organization that belongs to the public at-large. The **parties responsible to operate** the organization for the stakeholders are the **members of the board of directors**.

Also, a nonprofit corporation **cannot be sold**. It is simply not allowed. If a nonprofit corporation were to “close down”, or dissolve, the board of directors of the nonprofit must distribute all of the **nonprofit’s assets** to another nonprofit corporation after all debts have been settled.

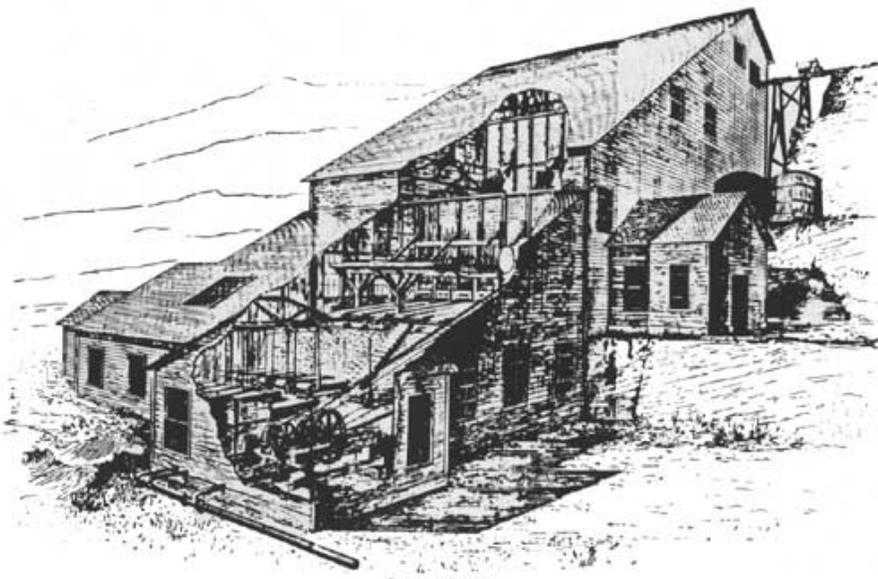
Train Mountain Needs Help

By: Jerry Crane

Several people have stated that they would like to do volunteer work for Train Mountain but they do not live in the Chiloquin area. They ask what they can do. Since I have assumed the position of President of Train Mountain Institute I have identified several tasks that need volunteer help. These are jobs that do not require you to live in the Chiloquin area. Some will require attendance at some of the work weeks while others can be done entirely from your home. Here is a list of some of the jobs. If you would like to take on one of these responsibilities or have questions, please contact me at Jerald_crane@q.com or call me at 253-939-3629.

- We need someone to take on the responsibility for new track installation. This person, working with the boards, would determine what track would be installed each year. They would set up the schedule for that work, order all the required materials, oversee volunteer preparation work, arrange, through me, for paid staff help, and direct the track installation work. This person would not have to be at TM except during some of the work weeks.
- We need someone to oversee our grant program. This individual would not have to write grant requests. We will be hiring a professional grant writer to actually write the grant requests. The holder of this position would help determine for what projects we should make grant requests. They would help acquire the information the grant writer will require from the person in charge of a chosen project.
- We need someone to acquire trade marks for our Train Mountain names and logos.
- We need someone to write articles for the Gazette about other volunteers and the things they are working on. For example, we need an article about Duane and Pat Kaase and all the work they have been doing restoring the full sized cabooses. There are dozens of other stories that need to be told.
- We need someone to inventory all Train Mountain owned motive powered and rolling stock equipment. This individual would find and identify all of the scale equipment that belongs to us and create a data base of this equipment. The individual would then develop a identification and storage plan for our equipment.

Lillyville -- by Seymour Skandals



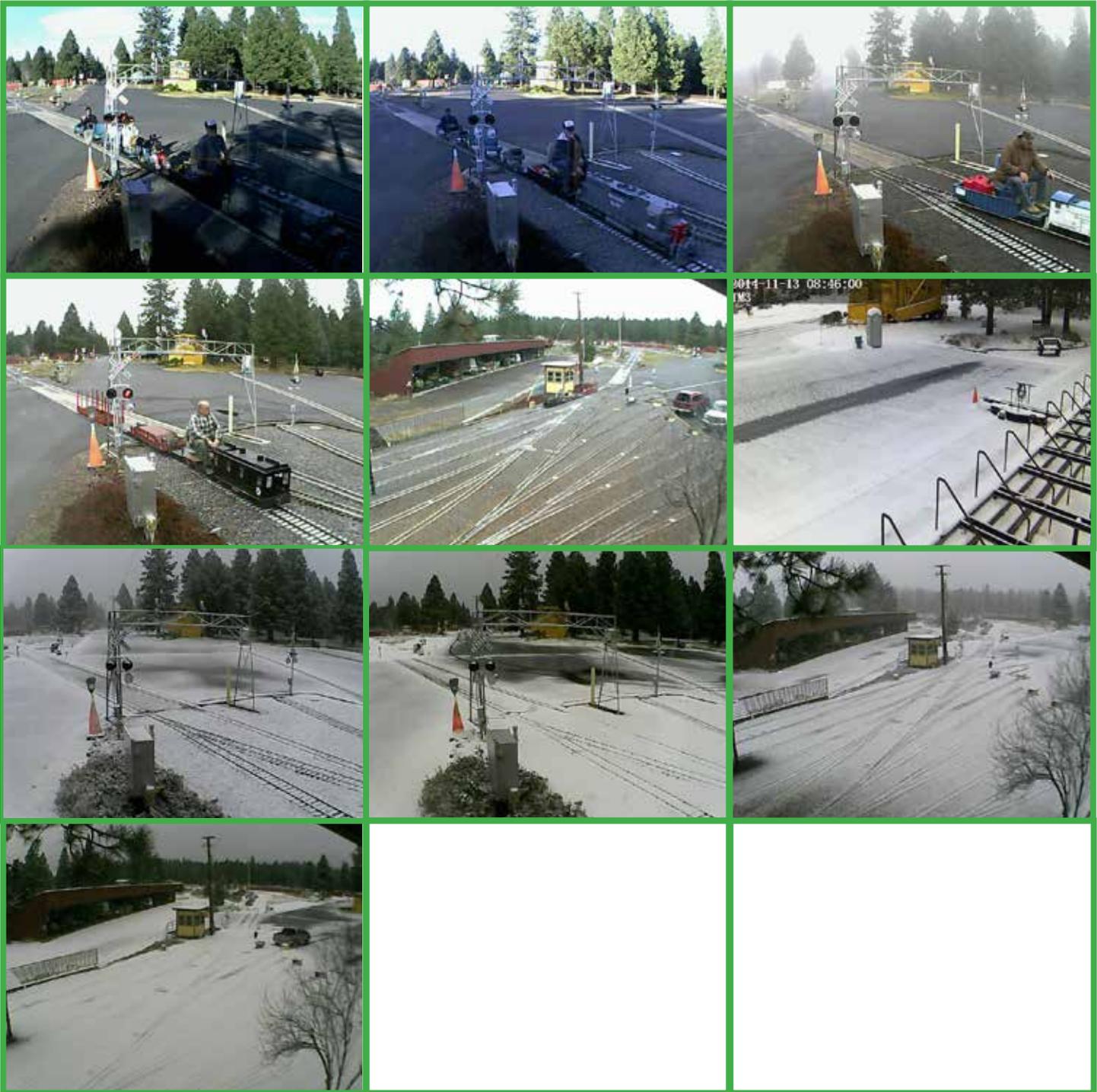
The news from the Lillyville Building Department this month reports ten new mining cabins are now under construction. Plans have been submitted for a Stamp Mill for the Gold Mine, but it appears that the church and school house will be the completed before the Stamp Mill.

Old McDonald is planning on replacing his aging dairy herd with 70 new milk cows, 25 Springers, and will be raising 10 calves.

Due to the increasing number of ranchers in the area, it is expected that the stock yard will be very busy next year. The town folks should expect to see a constant flow of range steers in the stock yards waiting to be shipped out by rail.

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.

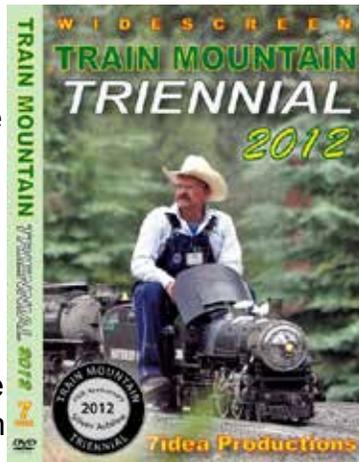
Prices reduced! Lots are located in an established subdivision just a few minutes from Train Mountain. Home owners association provides free water and well maintained all-weather roads. Lots range in size from .7 acre to .25 acre, all lots have phone and water to the lot, 1 has power to the lot, power 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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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 – One 40 foot container (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) 783-2268





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.