



# The Mountain GAZETTE

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An Official Publication of the Train Mountain Railroad - Issue: Vol. #3 Issue #37 - **August** 2016

## Annual TMRR Board of Directors' Meeting

The annual TMRR Board meeting is scheduled for Thursday, September 8, 2016, at 3:00 pm in the upstairs Conference Room. We will move the meeting to the Hall of Flags if we have a large turnout of members.

## Town Hall Meeting and Discussion

As we have done at every meet this year with a banquet, immediately following dinner, TMRR and TMI have held a Town Hall Meeting. These meetings feature informational presentations followed by question and answer sessions.

Rather than relying on all the rumors floating around, if you have questions about what is happening at Train Mountain, please attempt to attend a Town Hall Meeting and ask your questions. If you cannot attend, you may email or phone the office with your questions, and Joyce will forward the question to the appropriate person(s).



Toni Brooks passes the noxious plant duties and equipment to Marcia Furseth.

For the past many years, Toni and Sheri Beauchamp have been battling noxious plant species at Train Mountain.

Thanks Toni and Sheri for all the hard work. It has made a difference. Have a happy retirement.

## Fiber Optics has arrived Train Mountain

On Wednesday, August 10, 2016, Train Mountain completed switching its telephone service and Internet connection from Century Link to Hunter Communications. We began connecting the Internet to fiber optics on Friday, August 5, and it was screaming fast. It took until Monday to get everything operational.

To complicate matters, John Cooper and Dave Waterstreet decided to remodel the Tower during the August Meet, thus the CTC and computers were disconnected most of the week. Once the Tower was reassembled, it only took a few hours to get everything working through the new fiber optics connection.



The Tower remodel looks great, and will be much more functional. The messy wiring both inside and outside the Tower have been replaced, and this will greatly reduce the intermittent and weather related downtime. The door now opens out greatly increasing the inside available space. The walls were paneled and shelves to hold equipment were installed. It really looks nice! Stop by and take a look next time you visit TM.

The new Internet connection will eliminate three DSL lines, one at Central Station and another in the Tower, and the connection at Blue Caboose. Combining the Tower and Central Station required a fair amount of rewiring with CAT 5 cables, but now that the job is done everything works much better. The latencies associated with the previously very slow system and lousy DSL connection are now gone.

The third DSL line, which is at Blue Caboose Campground, will be disconnected after the Big Build, and that area will also be connected to the fiber optics connection. There is just not enough time to get that done prior to the Big Build.

The Central Station WiFi is now password protected. Members and Guests are welcome to use the WiFi while at TM, but will need to obtain the password from the office.

### EMAIL PROBLEMS

We have been experiencing issues with [info@tmrr.org](mailto:info@tmrr.org), and it will soon not work at all while we are in the process of moving to the new server. Please instead use [info@trainmtn.org](mailto:info@trainmtn.org)

## Train Mountain Brush Clearing Fundraiser Continues

Many of you have had the distinct pleasure of cutting brush at Train Mountain. Or you have that same good faire at your own homestead. We ALL know what a giant PAIN it is to do. We have been looking at forest mulching options for some time. Forest mulching is the art of cutting brush via some kind of machinery. Now we are not talking about a weed wacker, what we are talking about is some sort of 'tractor' born machinery that would allow us to maintain our 2,200 acres without killing our staff or volunteers.

We believe we may have found the answer. It is called a Peco Brush Blazer.



We have 'Matching Fund' donor to help purchase this machine. The total cost delivered is \$14,000, so our share is \$7,000.

**We're almost there. As of this writing, tmrr has raised \$5146, or 73.5% of our share. Please donate whatever you can afford. No amount is too small.**

Please help support this fund raiser and either use the donate button, or send your check for any amount to:

**Train Mountain  
%Brush Blazer  
PO Box 438  
Chiloquin, OR 97624**



There are many videos of this machine in action on Youtube, but disregard the couple that show the operator 'riding' on the machine. That is extremely dangerous, so we will use it in the standard WALK behind mode. It is self-propelled, and operates like a zero turn lawn mower. It uses a 28 hp Kohler Fuel Injected engine, hydra-static drives and the tracks are eco friendly to the forest floor so little if any repair is required to the land when done. Please watch some of these videos and if you think this is a good plan, please send in your check to help us get this terrific device.

For those that think our brush might be too tough, check out the cinder block, gray dust, then pea gravel!

<https://www.youtube.com/watch?v=fdaSirzTpcl>

<https://www.youtube.com/watch?v=137eG27Z-jl>

<https://www.youtube.com/watch?v=xScgp0hZIQ8>

# How is Fire Danger Determined?

By Jeff Mills

This was asked of me many times during this year's August Meet. The South Central Oregon Fire Management Partnership is the agency that collects the data and determines the Fire Danger Level. Definitions for these levels and the current fire danger level can be seen on their website [scofmp.org](http://scofmp.org).

The South Central Oregon Fire Management Partnership also coordinates manpower requirements along with needed equipment in their region of responsibility.

There are a number of weather stations in our region that record "fire weather" daily. This data is combined with radar and meteorological forecasts for Medford National Weather zones #624 and #625. They also gather the following information; Temperature, Wind velocity/direction, Humidity and Dew point. Local weather cameras from the ODT are also utilized. Other considerations are the days since last significant rainfall and Oregon "fuel moisture" data from WIMS (Weed Information Management System). All of this is compiled, run through a complex series of tables and calculations to establish a Fire Danger Level to be broadcast throughout the region.

Put simply, this Fire Danger Level allows Forest Managers to know how easily a fire can be started and how fast we can expect it to spread.

At Train Mountain, our Signs show the current Fire Danger Level using an adjective. This is commonly referred to as the "Adjective Level". There is also an Industrial Fire Precaution Level which at this time is not indicated on our signage.

Our facilities and land are NO SMOKING except in the 3 designated areas; the East End of Central Station, Back Shop Door and Motor Pool Door. Only in these areas are APPROVED receptacles for Ashes and Cigarette butts.

Please pay attention to these signs and be diligent with sources of ignition. Our best defense against a devastating fire is early detection and quick action for extinguishment. And let's have a SAFE Fire Season!



# Train Mountain Forest Management Plan

Jeff Pape

Last Fall I felt the need for TM to formally plan the care of our forest asset. I volunteered to research and write a plan. So far a lot has been learned and the beginnings of policies are starting to appear. Today's article is to inform the membership about the effort so far and to offer interested members the opportunity to contribute their views.

I started by seeking advice. I found the Oregon State University Extension office in Klamath Falls. The advisor there is Dr. Daniel Leavell, PhD. His career expertise involves "Dry Side" forestry. I have met him and he has visited TM. We have entered into an agreement to seek his advice. The advice is free to us.

My assumption is that we will set a goal of promoting the health of our trees but not harvest solely to generate revenue. Toward that end I have identified cases in which trees might be removed: dead, dying, hazard (likely to fall), disrupting the track by root intrusion, and infested by pests.

When Dr. Leavell visited we gave him the best briefing about our club possible: a round trip ride to Hope. His evaluation is that our woods are healthy, most of the trees are of a size to have commercial value and that the biggest concern is to manage brush and ladder fuels such as dead lower limbs on trees. We did find one dead tree that was killed by beetle infestations beneath the bark. Arrangements are in place for us to remove that tree and all its debris this Winter and to burn everything. If you are between Hope and Panzik and see a stake with red ribbon by the track, look down the hill about 75 yards and see the dead tree. Look but do not remove anything, it is a quarantine zone.

Since a large portion of the few trees we remove have commercial size and thus value I want to try to sell those trees to support forest care activities at TM. We are fund raising to buy a first brush control machine. I think that to manage the large amounts of brush on the north side of S.

Chiloquin Road a really big machine will eventually be needed. According to Dr. Leavell if we adopt a formal forest management plan and if we also publish a map showing the various kinds of plant communities we have along with management goals we will then be in a position to apply for grants to assist us in “fireproofing” our forest asset. Most grants are challenge grants in that we would have to raise a portion of the money needed ourselves. For example a large brush control machine, even used, will cost over \$50,000 and our portion could be anywhere from \$20,000 or up. (these numbers are conjectural and do not reflect research at this time).

I keep mentioning the commercial value of most of our trees. Again I am not suggesting that we deliberately harvest trees to raise money. I am suggesting that if we do need to remove a few trees we should try to sell them rather than let them go for firewood. If we make two or three thousand dollars in a year I strongly suggest that the money be kept in an internal account and accumulated over several years and used as seed money to support grant applications.

Activities for member work to enhance our forest center on brush management, thinning seedling trees and removing ladder fuels by removing dead lower limbs. Identifying sick, dead, and hazard trees is everyone’s job. For starters removing seedlings up to 5 inches in diameter at chest height within thirty feet of the track is proposed as a priority activity. The intent is to prevent more pine needles from falling on the track in the future, we already have our hands full cleaning the track, let’s not let it get worse.

Once a master plan is adopted guidelines for each zone will be published and shown on maps for the members to use when doing work in the forest. This article is for member information, it is not the actual plan that will be considered by the board of directors. Member suggestions are requested and will be carefully considered before a plan is submitted this Winter.

# What to do with Y

By John Lovely

What to do with the letter Y in relation to Train Mountain? I think we are slowly getting rid of "TH" adjectives connected to TMRR, but I think we are still having trouble with Y as in YOUR TMRR. Take out the Y and we have OUR. Some are getting better at thinking and saying OUR TMRR. Let's put that Y with an M and think MY TMRR. Maybe it is the word "volunteer" that sticks in your craw. You don't volunteer to take care of your home, it is a duty. It is my duty to take care of MY TMRR. Maybe we ought to change "work week" to project week or member week.

Cynthia and I don't get to TMRR as often as we would like, it is 1000 miles from Flagstaff, but when we do we always try to do something to improve OUR railroad. After Operations meet we had the layout to ourselves on July 4, so we grabbed a couple of the pine needle gons and spent the morning filling and emptying them. It only takes a few minutes to fill the gons mostly full of pine needles and cones, then you get to take a train ride to the burn pit. (If you don't get them too heavy they are easier to dump.) Pretty soon it was time for beans and we realized we were having fun in the sun. Actually most of the pine needles are in the shade.

When I was a Boy Scout I was taught to leave my campsite better than when I arrived. We had several families camping by needle/cone covered sidings in South Meadow. How nice it would have been if they had thought, "I had better clean up MY siding." How about 6 acre and Blue Caboose? Were they in better shape when you left? The same goes for steaming bays and the back shop. Maybe you did, I didn't inspect them after you left. I confess, I didn't fix the towel rack and burned out light bulbs in the Southern Pacific room as I could have.

Just remember TMRR is a member's only club; only members can run on it and only members should take care of it.

## Pre Sale of the Second Row of Storage Containers

Our plan at Train Mountain is to have the second row of storage containers ready for use late this year. The transfer/lift table and its foundations between the two rows of containers is complete and the rails for the table are now being installed. The concrete foundations for the second row of containers will soon be poured. An agreement for the purchase of the containers has been made with a Portland firm and an arrangement has been made for delivery to Train Mountain.

We are now accepting orders for the containers. The cost for an installed container with roll up door is \$5,000. A down payment of \$2,500 is required to secure your order. When your down payment has been received you can choose the spot in the row where you would like to be located. The locations will be on a first come first served basis. The roll up door is installed at the end of the container opposite the cargo doors. The containers will be installed with the roll up door toward the transfer/lift table.

When you purchase a storage container, you will own it. You will be required to pay Train Mountain a yearly lease for your location and access to no additional cost electricity. The 2015 cost for this lease was \$375. You can sell your container and lease at any time, but the container cannot be removed. There are other restrictions on how the container can be used. A copy of the lease agreement can be requested from the office.

## What is Amazon Smile?

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

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

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

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

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

[Click here for more information.](#)

## Greetings from Joyce at the front office:

This past month has seen cloud-free days and temperatures in the 80's and hot 90's. With the 90's it is like a blast furnace when the office door gets opened. Isn't any wonder that things seem to quiet down during the hot afternoons, but pick back up again with tourists and all in the cooler mornings.

The August Meet was fun. This being my first, I didn't know what to expect and I was thinking it might be one of the smaller meets. Wrong, I was and glad I was! We had a good turn out with around forty or so and a good number of tourists showed up in addition!



Thank you to Frank & Delores Bartholomew, Rodger Rude, Al Taylor, Tom Watson, Russ Wood, Mike Dietzen, Bill & Joyce Kludt, Jeff Pape, Leonard Houpt, Jeff Mills, Chris Alessi and any others who have docented, engineered or conducted on rail tours. Our visitors love the tours and we appreciate you.

Our 2016 membership count is over 530 now and folks are continuing to sign on and to renew.

When you visit, you should check out our new internet service! Holy Moley! It is S-O-O-O much faster than that "high-speed" (ha!) DSL service we used to have--you know, the one that was frequently acting like slower-than-dial-up. What an amazing difference you will experience!

We have completely moved over to the new website. As I understand there are a few glitches still to be ironed out, but it is much nicer. If you have gone to the old site and gotten a "This page is not accessible" or other similar message, it is because we have closed the old site down. **The [trainmountain.org](http://trainmountain.org) domain now points to the new site. The [tmrr.org](http://tmrr.org) domain will be reactivated in the future, but is presently NOT active.**

**You can reach our new website at [www.trainmtn.org](http://www.trainmtn.org).** This will take you to a landing page with all of the Train Mountain organizations. Click on the Train Mountain Railroad logo or the link below it to get to the members area. There you can become a member, renew your membership, register for meets, make donations, read current and past issues of The Mountain Gazette, view our live camera pages, link to videos and lots more. Tip: when you reach the Members Home Page, save it as a bookmark. You can then go directly to the page by clicking on your bookmark without needing to go through the Landing Page.

**Upcoming are E-mail address changes.** Our e-mail addresses will be changing near the end of this month. I don't have info on the new addresses yet, but this is related to the website and server changes.

We are still looking for ideas for activities that member's spouses, children, parents or friends would like to do while their spouse, child, parent or friend are out playing on trains. Perhaps you would like to set up a game of volleyball, organize a trip to Crater Lake, cook meals for the volunteers or whatever, but I would really like to hear *your* ideas. Call or write me at 541-783-3030, P.O. Box 438, Chiloquin, OR 97624. We will only know what you want if you tell us, so please do.

Hope to see you soon, either at the Big Build or at Fall Colors!

# LET US KNOW YOU ARE COMING

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

## BANQUETS

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

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



# NEWS FROM OTHER CLUBS

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

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

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

Please visit our website at [www.cindersniffers.org](http://www.cindersniffers.org) for lodging and other information to be posted shortly.

We look forward to seeing fellow railroad enthusiasts in September.

Best Regards,

William C. Mense

Vice-President

Cinder Sniffers

## Visitors to Train Mountain:

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

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

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

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

## PUBLICATION DEADLINE:

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

Presently, many members believe they should begin submitting the material on the tenth of the month. This is incorrect. The tenth of the month is supposed to be the last day to submit material. Material received after the 10th of the month may be held until the following month or rejected.

# EXTREME FIRE DANGER

The fire danger in Southern Oregon and at Train Mountain has been raised to **EXTREME**. The IFPL (Industrial Fire Protection Level) is now at 3.

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

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

From the SCOFMP website:

The South Central Oregon Fire Management Partnership is an interagency fire management program that provides comprehensive wildland fire service to south central Oregon and northwest Nevada.

Use of motor vehicles, including motorcycles and all-terrain vehicles is prohibited, except on improved roads. Possession of a shovel at least 26 inches long and a 2.5lb fire extinguisher or larger or filled gallon water container is required while traveling in a motorized vehicle, except on state and county roads.

The Train Mountain ballasted track right of way is considered “improved roads” providing it has been cleared of flammable material. It is for this reason we spend so much time and effort in raking and removing pine needles from our right of way.

Only some of our service roads can be considered “improved roads” for fire purposes. Thus while the fire danger is at EXTREME, all Train Mountain Service Roads will be closed to all personal vehicles that do not have official business and have received prior approval from the Office.

For Train Mountain Members only, the main paved road to Blue Caboose, K&W, and to Katy Lane, and Katy Lane itself are “improved roads” that may be used by Members only (NOT VISITORS), providing the vehicle used is carrying the above listed required fire tools.

## **Notice to all Members**

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

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

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

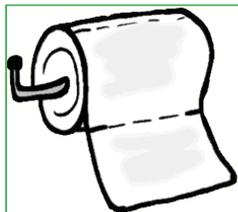
- (1) Outside the front of the Backshop
- (2) Outside the east door of the Hall of Flags
- (3) Outside the Motor Pool (Maintenance Building)

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

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

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

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



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



# WEB-CAM GALLERY

Photos by: The Web-Cam



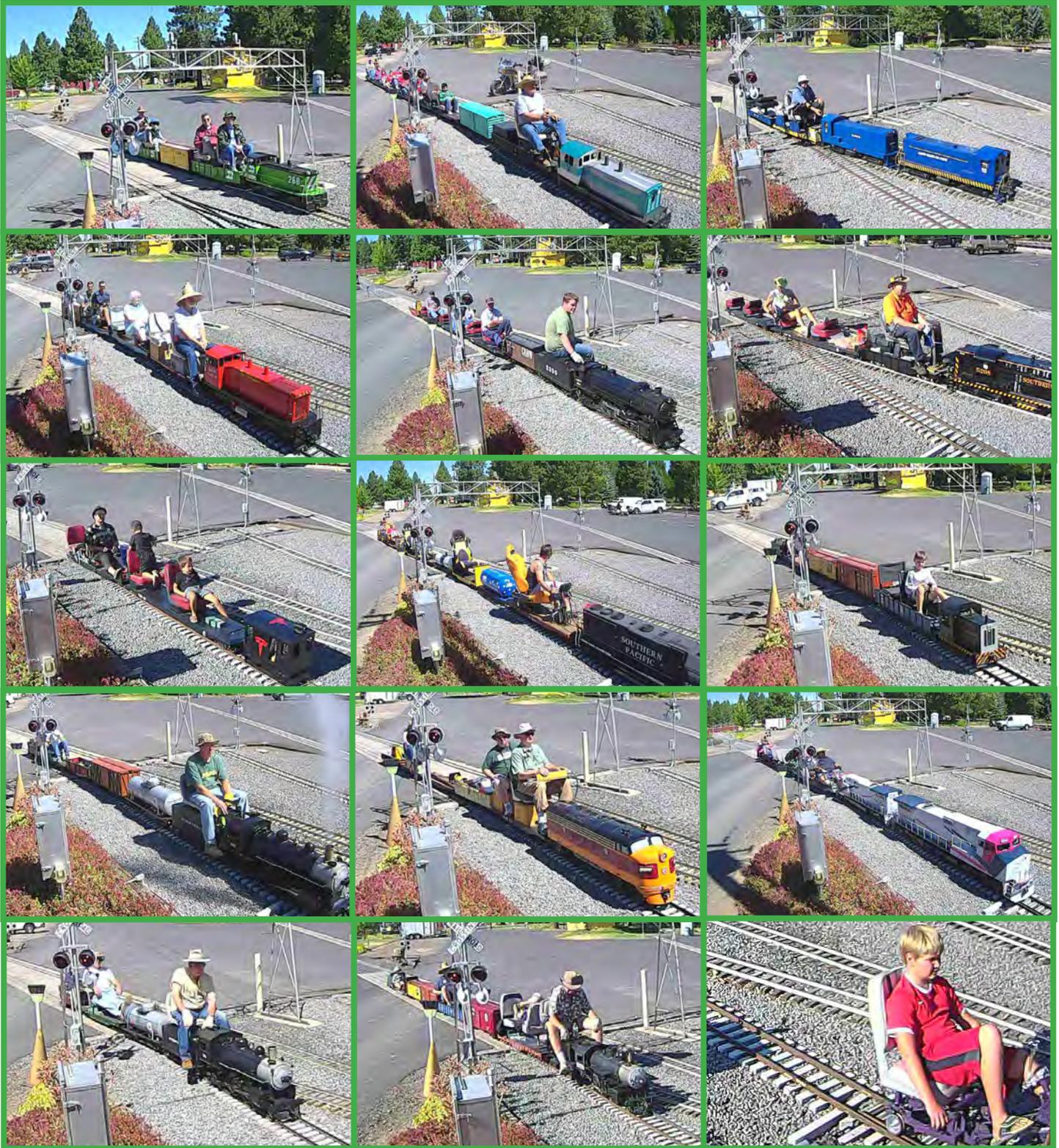
# WEB-CAM GALLERY

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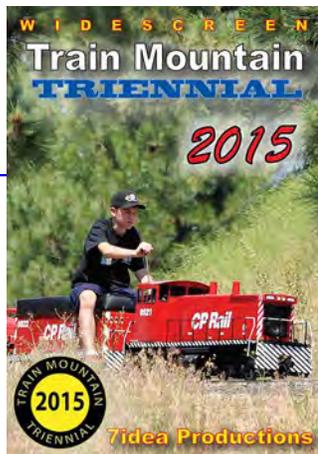


# CLASSIFIEDS



## 2015 Triennial Video is available now!

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



Our good friend Jim over at Discover Live Steam has placed ads for us on his terrific website, thanks Jim. [discoverlivesteam.com](http://discoverlivesteam.com) Did you see the great article and front cover story from the November / December 2015 issue of Live Steam and Outdoor Railroading? It is a great article covering the 2015 Triennial. and the great gang of folks that hang around the place and put on terrific live steam train meets. Pretty cool! web: [livesteam.net](http://livesteam.net)



**Donations\$ Needed!**

### HAVE SOMETHING YOU WANT TO SELL?

Place an ad in the Gazette!  
1/8 Page: \$25/month or \$250/year  
1/4 Page: \$40/month or \$400/year  
1/2 Page: \$70/month or \$700/year  
Full Page: \$125/month or \$1250/year

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





For sale. 2-4-2 Colombian locomotive. See Discover live Steam, for description, pictures, video, and price.

John Kelso - jkel12@yahoo.com

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



For Sale: 2-8-2T West Coast logging engine with prototypically correct water tender (use optional). \$19,000. See details in my ad on Discover Live Steam. Doug Auburg  
cdauburg@wa-net.com

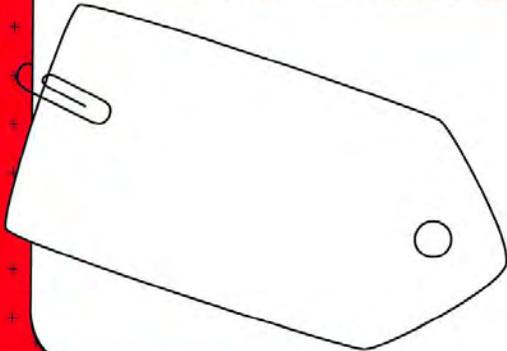
[http://www.discoverlivesteam.com/discoverforsale/forsale/6\\_Auburg/index.htm#2-8-2T](http://www.discoverlivesteam.com/discoverforsale/forsale/6_Auburg/index.htm#2-8-2T)



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



# FOR SALE



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

Lee Brooks  
541-783-3119



## Kla-Mo-Ya Casino

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