



# The Mountain GAZETTE

©Copyright 2002, Train Mountain Railroad Museum

An Official Members Only Publication of the Train Mountain Railroad Museum Issue: #8 April 2002

**It's** nice to have friends and supporters of Train Mountain and it's members. What am I talking about? It's the addition of a couple of sponsors to help underwrite the cost of preparing and mailing The Mountain Gazette each month. They started appearing in the hardcopy version three months ago and last month in the online version. I owe an apology to the group as I neglected to say any thing about them, they just sort of appeared. This is our third month with Crater Lake Realty (second month with the online version, thank you), and the second month with the Company Store (again thank you). Let's all give them a big hand and thank them for the support of our hobby and of the membership.

**The** first meet of 2002 is coming quickly (about 45 days or so from when you receive this issue). The locals and the employees are eager for your arrival (well most of them anyhow)! As you read through this issue you will see that a lot of things are already in progress and are ready for your help.

**I** need help with my new column My Favorite Memory, please send me your memory, wait, that doesn't sound quite right does it?. What I meant was please send me your favorite memory of a visit to Train Mountain. If you meet someone for the first time and the subject of Train Mountain comes up, what is it that you tell that person? What do you tell a fellow livesteamer who has never had the privilege of coming to Train Mountain? That's the kind of help I need (no Ross, I know I need the other kind too, but what I was talking about—oh never mind!).

**If** you have ANY suggestions, or changes, or additional information please email to:

Train Mountain or:  
Gazette@TrainMountain.org  
or snail mail to  
The Mountain Gazette  
P.O. box 927  
Chiloquin OR 97624.  
Russ Wood, editor

## Table of Contents

<b>My Favorite Memory</b>	1
<b>Right of Way</b>	2
<b>Rules of the Road</b>	2
<b>Prototype</b>	2
<b>TrackShop</b>	3
<b>Current Year</b>	3
<b>Next Work Week</b>	4
<b>Major Project Status</b>	4
<b>Featured Product</b>	5
<b>What Works!</b>	5
<b>The Park Grounds Operations</b>	6



The early birds are starting to arrive

## MY FAVORITE MEMORY

### What Makes This Place Special

**Welcome** to the My Favorite Memory column. Each month I'll feature a couple of 'your' favorite memories of a visit to Train Mountain. This months entry is from me your friendly editor.

**My** favorite memory of Train Mountain is that feeling you get on a spring time morning while running a train through the Aspens out in Douglas Meadow. The wild iris smell so good and the morning sun shining off the shimmering leaves of the aspen trees, it's really a pretty neat feeling. Besides, your running a train at Train Mountain!

**For** my second fond memory I'll relate my first visit to Train Mountain about six years ago. We arrived about 5:00 in the evening. We pulled into the parking area by Central Station. Mark Flitton walked over, introduced himself and asked if we wanted to go for a ride! We piled into his gondolas and embarked on a 2 hour ride at sunset at Train Mountain, I WAS HOOKED! Thank you Mark, thank you Train Mountain and thanks to all of you volunteers that made it all possible!

**Again** no pictures, just words and memories.

(Continued on page 2)

---

## RIGHT OF WAY

### Constructing the right of way

---

The ground is starting to thaw and there are signs of outdoor activity all over the place. Dave Kelley is working on our regular mobile crane getting it ready for the season of lifting, loading / unloading. He is giving it a good tune-up and cleanup. Richard Cox is having cabin fever from being indoors for so long fixing up Carol and Ross new digs over at Central Station. For the whole gang at the Motor Pool it's time to tune up all the heavy equipment that they will use preparing the Right of Way for us 'grunts' to lay more than 3 miles of track for this year! We certainly appreciate all their effort and good work on our behalf, thanks guys!



Top, Dave Kelley and Jerry Day got the motors purring again so the portable crane is ready to go. Upper right, Dick Wright has a different slant on things as he prepares the ground for more steaming bays on the Klamath & Western. Lower right, Mr. Boyer is busy moving the dirt from one part of Train Mountain to some other part, I wonder what he does with it all!



---

## RULES OF THE ROAD

### Reviewing the Rules

---

**Night Running**, the only night running I've been doing lately is, oh never mind you really don't want to read about that in YOUR newsletter do you?. With the approach to the regular operating season it's time to review the Operating Rules governing Night Running at Train Mountain. You'll need to have these things ready to go before you get here or you'll have to get them from the Company Store.

---

#### NIGHT RUNNING

**12. WHITE HEADLIGHT MOUNTED ON FRONT OF ENGINE.** Steam engines may need battery-powered headlights.

**13. RED TAILLIGHT MOUNTED ON REAR OF LAST CAR.** The flashing lights sold in bicycle stores are a popular way of meeting this requirement.

---

## 14. CONDUCTOR TO USE FLASHLIGHT TO FLAG TWO MILEPOSTS (210') BEHIND ANY STOPPED TRAIN.

---

**Seems** like good items to have for night running doesn't it? I've run my Rail Systems engine on several tracks at night with the regular factory installed lighting. I had no problems at those other tracks. However running at Train Mountain presented me with another view of lighting, I couldn't see where I was going! At most tracks there is plenty of ambient light, enough so you can safely walk around the facility and still not bump into anything, well at Train Mountain you are out in the woods and unless there is a full moon IT'S DARK! I've since added some high powered lighting from one of those high tech bicycle shops and now I can see! This is not a requirement, just some food for thought. I also carry several additional hand held lights to help with those pesky little night time derailments! Yes we do derail sometimes at Train Mountain! If you do derail, remember it's the conductors job to protect the train from the rear, not help put the train back on the track. Safety first, always! Trains don't stop any quicker in the dark than in the light, be safe, please!

---

## PROTOTYPE

### The growing collection at Train Mountain

---

**Tank** cars in the Train Mountain collection will play an important part in the future of our summertime operation. They are decorative and very functional. They will serve as water storage for irrigation and fire suppression. The 6Domer will be a 'special' project for some of us, as it was once owned by the Delano Wine Co-op!

OCE2018 is all ready for the trains to arrive up on top of Caboose Ridge.



OCE2019 is installed on the Shepards Grade portion of Caboose Ridge.



The 6Domer is installed just to your right as you enter the main gate at Train Mountain adjacent to the 6 Acre Campground area.



Of course this joke is getting old, but here is the proposed reserved parking sign next to the 6Domer!

**Reserved  
J. Lane  
R. Wood**

*(Continued on page 3)*

## TRACKSHOP

### What's built and waiting for installation

The Trackshop is really cooking now. Paul Aragon is back up to full steam and the panels are just flying out the front door (that's because there is no backdoor, see the pictures of the progress at Klamath & Western on the bottom of the Major Project Status page). Check the photos and look at all the fun stuff we will have to play with this summer



75 foot radius on the left, then 90, 105, 120, and so forth and so on. Just a mile or two to play with that's all.

Oops, is that some empty flat cars I see, wait till Ross Perrin finds out about this, OH PAUL!

TRACK INVENTORY	
April 1, 2002	
Aluminum Panels (plastic)	36
Steel Straight	109
Steel 165' Radius	100
Steel 150' Radius	17
Steel 135' Radius	110
Steel 120' Radius	119
Steel 105' Radius	78
Steel 90' Radius	80
Steel 75' Radius	195
Sub Total (steel)	844
Used Aluminum Panels (wood)	511
<b>Total</b>	<b>1355</b>
Total Feet (miles)	2.56

SWITCH INVENTORY	
April 1, 2002	
Aluminum 75' Right	45
Aluminum 75' Left (4 on wood)	64
Aluminum 75' Wye (all wood)	16
Aluminum 100' Right	2
Aluminum 100' Left (2 on wood)	5
Aluminum 100' Wye (on wood)	2
Steel 75' Right	15
Steel 75' Left	4
Steel 100' Right	16
Steel 100' Left	3
Aluminum 50' Right	13
Aluminum 50' Left	1
<b>Total</b>	<b>188</b>

## CURRENT YEAR

### What we've accomplished in 2002

This space is available for use. Any member or members that would like to help fill out this space, please join us this summer for some **Fun** in the Sun!

**THIS SPACE IS AVAILABLE  
NEEDS HELP FROM YOU  
PLEASE INQUIRE WITHIN**

Just to prove a point about how someone can help, check out some of Glenn Peterson's web changes as he is our webmaster guru!

#### Date Added Description

**2002 Mar 26:** We added the first graphs of the IBLs 2000 registration data.

**2002 Mar 21:** We have posted the March 21, 2002 version of the Train Mountain Railroad Encyclopedia with the bridge spans completed and a new poem entitled "Quentin Breen's Dream" by

Robert "Pop" Wood added under "Q". ([way to go Pop! Ed:](#))

**2002 Mar 19:** The generation of fractions has been changed to better support Macintosh (MAC) users.

**2002 Mar 17:** **Happy Saint Patrick's Day.** The music switches were made case-insensitive. Optional music was added to the "Accommodations" and "Mystery Photo" pages. The explanation of music was clarified and a table of pages and song titles was added to it. The old text-only URLs for the web site with and without music were changed to links to allow easier conversion. For more information, please visit the music page (Home -> Archive -> Music).

**2002 Mar 11:** The size of the labels on the buttons has been increased to make them easier to read.

**2002 Mar 8:** We've finished recovering from the unexpected March 1<sup>st</sup> upgrade of the server software at the site's hosting company. Thank you for your patience. Please let us know if you experience any problems with broken links or other errors. We know the Visit Counter is not operating properly.

Helping out at Train Mountain can be a lot more than just 'grunt' work! We need help in all sort's of areas, drop me a line and I'll send ya' a list of stuff I / we could use some help with.

Speaking of help this summer, the 'Early Birds' are starting to return for their summer of fun in the sun. Charlie 'Bill' and Peg Schubert have returned with their motor home and are the first official residents of the Blue Caboose Campground for the 2002 season (the squirrels and the chipmunks were there first). The next to arrive should be Arthur Miller and Amy Winter. We are also expecting Mr. Surveyor, Bill Shepard to make a visit some time soon, since he is now a man of leisure (congratulations on your retirement). Anyhow, it is starting to feel like Train Mountain again, with all the activity, running trains, seeing old friends, running trains, doing 'some' work for Ross and the gang, running trains (I know I said that already). We can't wait until you get here to join in the fun. See ya' this summer.



Charlie and Art Crisp have already got back to work installing more great track for us to run on, this is the new Dog Walk Junction, Art wants to rename it Red Ant Junction, seems there is this colony of red ants that doesn't like train crews! (Continued on page 4)

## NEXT WORK WEEK

### What do we do next!

**Here's** the list of things that can be accomplished or that need to be accomplished by the Triennial 2003 meet. Some of these are full work week projects, some are one or two day projects. They all need to be done. If you can make it for a work week, terrific, if you can only come up for a day or two, terrific. We can certainly use the help. Remember to plan enough time to have **fun** while you are here!

### Work Week Projects

#### May 25th--June 2nd, 2002

**Serpentine Upgrade** - 6,500 plus feet—work crew  
**Elizabeth River Loop** - 2,500 plus feet—work crew  
**Aspen Grove Loop** - 5,000 plus feet—work crew

### Other Projects

**Siding Extensions** - 2 people two days  
 Minimum siding length is now 140 feet—extend all that are not.  
**Main Yard Tune up** - 2 people two weeks  
**Cement Plant Sidings and Stubs** - 2 people 1 week  
 Six switches, two sidings, 2 stubs.  
**6Acre Siding and Yard** - 2 people 1 week  
 Six switches, one siding, four stubs.  
**North Portal Siding and Yard** - 2 people 1 week  
 Five switches, two sidings, one stub.  
**Dam Two Wye** - 2 people three days  
 Three switches, one siding, two stubs.  
**Repaint Steaming Bays Crisp Yard** - 2 people 1 week  
**Blue Mountain Coal Yard Tune Up** - 2 people two days  
**Build and Install new Steaming Bays Klamath and Western**  
**Grade Crossings Upgrade** - 2 to 4 people 2 days each  
 Replace any wooden tie sections within two track sections of all grade crossings (this can be an ongoing project).  
*And of course there is the always popular, rake pine needles and pine cones fun and games!*

Meet	Work Week	Run Days
2002 First	Sat May 25	Thu May 30 -Sun Jun 2
2002 Second	Sat Jun 29	Thu Jul 4 -Sun Jul 7
2002 Third	Sat Jul 27	Thu Aug 1 -Sun Aug 4
2002 Fourth	Sat Aug 31	Thu Sep 5 -Sun Sep 8
2003 First	Sat May 24	Thu May 29 -Sun Jun 1
<b>2003 Triennial</b>	<b>Sat June 14</b>	<b>Sat Jun 21 -Sun Jun 29</b>

*A special note about the Triennial schedule, there is a work week just before the Triennial June 14—20, for all those last minute, clean up, finish up, set up kinds of things. Come early and get a good spot to park, it will be lot's of fun in the sun!*

## MAJOR PROJECT STATUS

### What is ahead for Train Mountain

**Our first** meet of 2002 May 25th, is fast approaching and the Major Project for that meet will be the start of the re-laying of the Serpentine. Our thinking at this point in time is that we will start laying the uphill track starting at the Blue Caboose Campground and work downhill to Youngstown. We will continue downhill (on the uphill track) until we reach the bottom of the grade. After that we will lay the downhill track starting at the Blue Caboose Campground until we hit the first switch. The set of switches (six) and the two diamonds need to be set by our resident track expert Art Crisp and crew so we will leave them alone until they have those things all set.

**Second** item on the agenda is to finish laying the Elizabeth River Loop out in the Douglas Division.

**With** very little snow remaining on the right of way we are now able to start to move some of the rolling stock around in the yards and on the main line. The first order of business was to move all the bundled and palleted track panels from the TrackShop over to the storage yard at the BackShop. The panels were loaded on to the rail flat cars at the Grand Junction crossing and then off loaded at their designated siding in the northwest end of main yard. The flat cars were then reloaded with more track panels and the process was repeated. During all this handling of the track panels Jerry Day was building and installing the new freight trucks on the next set of 12 foot flats. By the first meet in May we should have 50 flat cars completed and loaded with track panels (5 panels each 10 feet long, 50 feet per car, equals 2,500 feet or half a mile on the cars). The ultimate goal is to have the yard full of track panels and 150% of what we need for any given work week fully loaded on the flat cars.

**Quentin** is very keen on building Train Mountain while 'playing the railroad game'. If you don't know what that means let me explain. 'Playing the railroad game' means doing as much as we can by rail, train, and crews. Sure we could load up the flat bed with track panels and haul them out to some meadow somewhere on the property, but what fun is that! The plan is to operate just like we did last summer. Ron Young and Joel Slagg ran the 2 work trains at the track building site. Walter Friehe ran most of the long distance heavy hauling from main yard to the track building site. Myself and Bob Rufenacht took turns running my engine in main yard, hauled some track panels out to the site and hauled lots of empties back up to main yard. The 2 work trains are made up of 5 or 6 flats of various radius curves and straights. The two engines assigned to the work crew shuttle between the work crew and the closest siding and load and reload their flats. The road engine delivers fresh track panels to the siding and returns back uphill with the empties. This summer with so many projects going on we may need additional engine

*(Continued on page 5)*

crews. With the Main Yard rail storage area and our radios we 'should' be able to keep up with our 'crack' track crews, 1,000 feet per day, 1 mile per week! Amazing isn't it!

**The** mainline trains run at around 3 to 4 mph because of the loads, the grades, and the fear factor! There is something exciting that happens while hauling track panel flats while coming down grade and trying to maintain a 'safe' speed, it's called an 'adrenaline rush'! My SW1500 has a good time hauling 3 loaded panel cars, not 4 just 3. You learn to plan far ahead when anticipating things like 'stopping' or 'slowing' or the 'hairpin', or the . . . .

**In** past years we have also done some pre-staging of track panel cars at various sidings and spurs close to where ever the track gang is working. This year with all the work that needs to be done on the Serpentine project we are fortunate because we have Blue Mountain Coal yard and Vitz Yard at Blue Caboose Campground. We can also run some equipment up Dogwalk and stage at Youngstown. The Train Mountain track gangs can lay in excess of 1,000 feet of new track per work day, that's 20 full flats per day times 5 work days or 100 cars for the work week. The Serpentine is only 30 minutes away from Main Yard, Elizabeth River Loop is 45 minutes away from Main Yard, and Aspen Loop is 1 hour away from Main Yard. Should be fun this summer to build Train Mountain while 'playing the railroad game'!

**Depending** on how many members show up for the May 25th meet we have many smaller projects to keep everybody busy! Hope you can ALL come! Remember to bring a friend or two along, Train Mountain is all about sharing!

---

## FEATURED PRODUCT From the Company Store

---

**You** may not know that the Company Store is a Roll Models dealer and has been for some time. Check this month's ad from the Company Store for availability and pricing information. Thanks again Company Store for sponsoring The Mountain Gazette.

---

## WHAT WORKS

### Ideas that seem to make a difference

---

**Ross** Perrin and I were talking the other day and the subject of members suggestions came up. He said that once upon a time the suggestion box in the Central Station was used by the members for suggestions. He said most of them were really good suggestions and that Train Mountain implemented as many of them as they could. But then he added, that lately it's been a deposit box for kudos for Train Mountain. You know what a kudo is, it's a pat on the back for a job well done. While Train Mountain certainly appreciates the kudos, it was really looking for suggestions to go into the suggestion box. So how about me making a suggestion to go into the suggestion box for 2002. I'll get the new ball rolling with a suggestion for 2002, like how about a

couple more trash cans for the main deck area at Central Station. Now let's here from you! Send me your suggestions and I'll make sure they get into the suggestion box. Better yet, why don't you bring them with you when you come for a work week this summer!

**In** the area of What Works, it's my crew for The Mountain Gazette. As much as I would love to take the credit for The Mountain Gazette, I do have a crew. I have several folks I send pre-release copies to and let them pick it apart before you folks get to pick it apart! They get no compensation other than that they know that without them this would be a really hard job and an even harder job for you to try and read every month! So let me say thanks to Quentin, Ross, Carol, Glenn, Pop, Hubert, Ruf, Fergie, Dick, B.J., Mike and to Mr. V for his help on the print, staple, fold, stamp, tape, address, and whatever day. Thanks gang for all your help, I'm sure the members appreciate it too!!

**Several** issues back I promised to give the RV/campsites that are available around the local Train Mountain area, well here they are finally. They are also available online at the [www.trainmountain.org](http://www.trainmountain.org) website with sample rates and other information.

### Chiloquin

Oregon State Parks & Recreation Dept	(800) 452-5687
Agency Lake Resort	(541) 783-2489
For Nature Lovers Riverside RV	(541) 783-2697
Melita's RV Park	(541) 783-2944
Potter's Trailer Park	(541) 783-2253
Sportsman's River Retreat	(541) 783-3857
Walt's Cozy Camp	(541) 783-2537
Water Wheel RV Park	(541) 783-2738

### Crater Lake

Crater Lake Resort-Cabins/RV	(541) 381-2349
Sun Mountain Campground	(541) 381-2210
Mazama Village Campground	(541) 830-8700

### Klamath Falls

Alta Gardens Mobile Park	(541) 882-1097
Greensprings RV & Mobile Home Park	(541) 882-0823
Oregon 8 RV Park	(541) 883-0482
KOA Klamath Falls	(541) 884-4644
Plaza Gardens Mobile Home Park	(541) 882-6475
Plaza Manor	(541) 882-3746
Round Lake Mobile Home Park	(541) 884-2520
Silver Tip Mobile Home Park	(541) 884-9151
Tingley Lake Estates	(541) 882-8386
Wiseman's Mobile Park	(541) 884-4327

### Other

Rocky Point Resort	(541) 356-2287
Whispering Pines Motel	(541) 365-2259
Holiday Village Motel & Trailer Park	(541) 365-2394
Sand Creek Station	(541) 365-4416

P.S. I'm told that some of these RV/Campgrounds may allow pets, please give them a call to find out before you make any plans to bring your pet, remember no pets are allowed at Train Mountain (other than Walter that is, isn't he cute!).

---

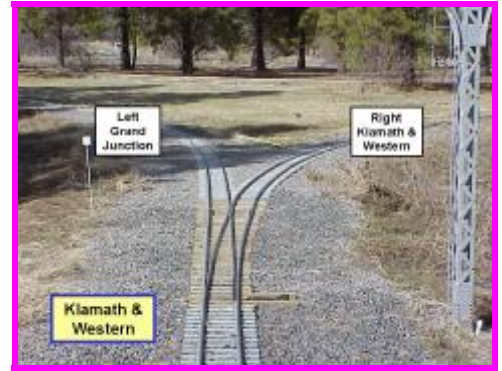
## THE PARK GROUNDS Its not just trains!

---

**Expansion**, expansion, expansion, everywhere at Train Mountain we see expansion. The latest is in the new Cen-

tral Station office complex. Check out Carol Lanctot's new office set up and the array of filing cabinets to help keep Train Mountain organized. Down that long hall and around the corner is Ross Perrin's new office but the General Manager won't allow cameras in that area yet! (wonder who has a key!)

Klamath & Western, left Grand Junction, right Klamath & Western MP 0.08



Blue Caboose Exit, left downhill via the Serpentine, right Klamath & Western NP 4.60



Now that the snow is gone the concrete folks are back at work on the new steaming bays for Klamath & Western. The two runners are the footings for the new transfer tables (2) that Dick Wright and 'CREW' built this winter. (you know Boyer Leivsay just hate's it when I say 'CREW').

Blue Mt. Coal exit, left up the hill via Inside Main through long tunnel, right Klamath & Western MP 4.64

**OPERATION**  
**More than round and round!**



Here are but a few of the major Junctions at Train Mountain, all of these will take you from the Main Line and send you off into new directions. Boy, I bet ya' this will bring out the track plans!



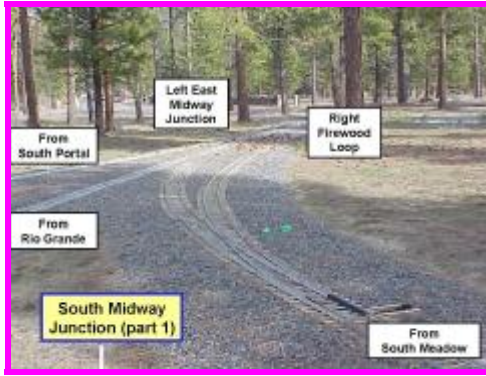
Grand Junction, #1 Outside Main, #2 Six Acre, #3 Inside Main Line via Serpentine, #4 Backshop etc. MP 0.18

Turntable leads, #14 from Crisp Yard, #15 L to Crisp Yard, #15 R Main Line, #16 Main Line MP 0.00

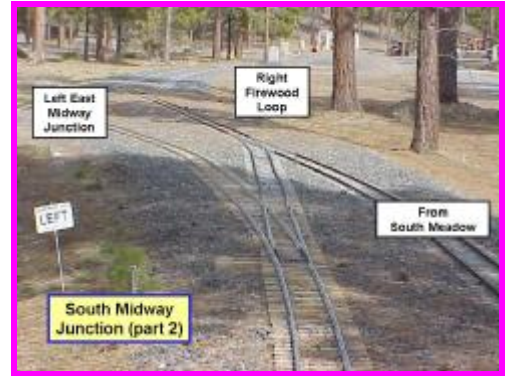
Double Crossover, left Crisp Yard, right Main Line MP 0.01



Rio Grande Junction, left South Portal, right South Midway Junction, Main Line MP 2.14



South Midway Junction part 1 from South Meadow Loop, left East Midway Junction, right Firewood Loop MP 2.20



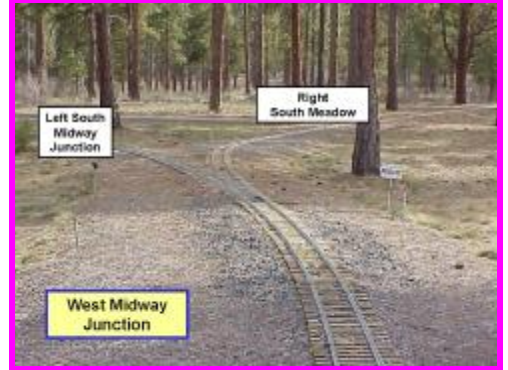
South Midway Junction part 2 from Rio Grande, left East Midway Junction, right Firewood Loop MP 2.20



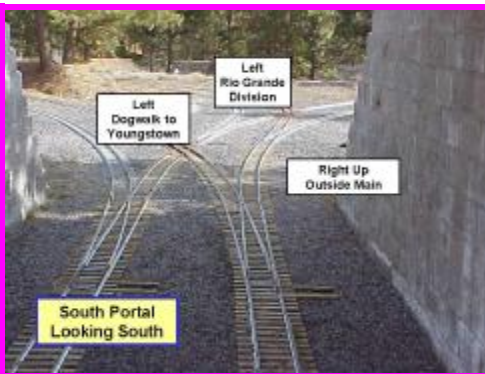
East Midway Junction, left North Midway Junction, right up the Serpentine



North Midway Junction, left West Midway Junction, right South Portal



West Midway Junction, left South Midway Junction, Right South Meadow Loop, Main Line



South Portal heading south just under bridge as you exit tunnel, left #1 Dogwalk, left #2 Rio Grande, right up Outside Loop to Central Station MP 8.30



Uphill approach to Hairpin, left up Main Line, right Bottleneck MP 10.00



Exit from Serpentine at Youngstown, right down Dogwalk, left down main MP 6.52

**REMINDER:**

To avoid interruption of delivery of *The Mountain Gazette* and your subscription to the Train Mountain E-mail List, be sure to get your membership renewal **dues** in by **May 1, 2002!**

New exit from Dogwalk, left South Portal / Rio Grande, right Douglas Division MP 6.82



AFFORDABLE CHILOQUIN HOME ONLY 6 MILES FROM TRAIN MOUNTAIN!



HERE IS YOUR HOME IN THE WOODS! THIS '99 FLEETWOOD (WITH 3 BED-ROOMS & 2 BATHS) IS SETTLED ON ONE ACRE, LANDSCAPED AND FENCED WITH WILLIAMSON RIVER ACCESS AND LOCATED IN A GREAT HORSEBACK RIDING AREA!  
JUST \$92,500 TO MOVE IN!



**SHARON E. BREEN**  
**541-891-2040**

**CRATER LAKE REALTY**



Located at the junction of Hwy 62 and 97

BUS: 541-783-2759  
Or 1-800-262-1939  
FAX: 541-783-2724  
P.O. Box 489  
Chiloquin, OR 97624

Ranches • Rural Residential • Land





# Company Store and Roll Models

A Winning Combination



**You** may not know that the Company Store is a Roll Models dealer and has been for some time. The **main** advantages of buying your Roll Models engine or rolling stock from the Company Store are;

1. You can pick it up while you are here for a meet.
2. VERY IMPORTANT Prices shown for Roll Models equipment are FOB Train Mountain, no freight!
3. No sales tax in Oregon.
4. You already have it here so why not run it!

If you are interested in these or any of the fine products manufactured by Roll Models Please contact;

## Train Mountain

**541-783-3030**

36941 S. Chiloquin Road  
Chiloquin, Oregon 97624



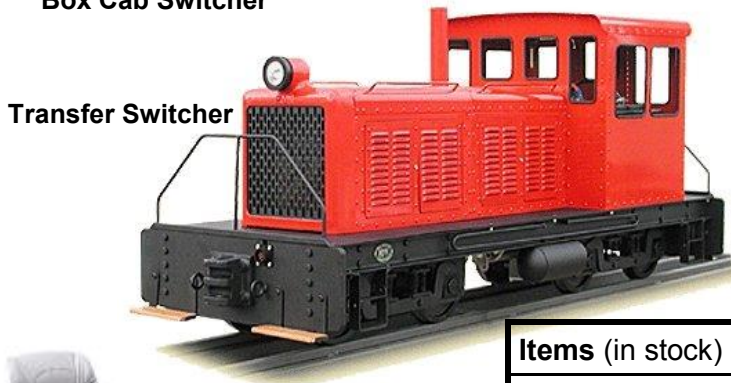
Box Cab Switcher



25 Ton Switcher



65 Ton Switcher



Transfer Switcher



Truss Rod Flat Car



Operators Car

Speeders  
And Speeder  
Trailers

Items (in stock)	Qty	Base	Sound	Price
Transfer Switcher	1	\$4,950	\$550	\$5,500
65 Ton Industrial Switcher	1	\$4,950	\$550	\$5,500
25 Ton Industrial Switcher	1	\$3,250	\$300	\$3,550
Alco GE Box Cab	1	\$5,750	\$550	\$6,300
Speeder Heavy Duty (2 motors)	3			\$2,750
Speeder Regular Duty (1 motor)	2			\$1,995
Speeder Trailers	2			\$745
Flat Cars, Truss Rod, 72"	4			\$1,300
Operators Chair Car	1			\$925