



The Mountain GAZETTE

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Kitsap Live Steamers got us going in grand style this month. Check out the What Works article. With this kind of momentum started, 2002 should be another record year for Train Mountain.

Let's build us a railroad! Just 10 more days until the first *official* meet of 2002. Are you as excited as we all are? We have so many plans for Train Mountain and it's members that I just don't know where to start. Well, let's start with this meet, ok? We have lot's to do and they are all very important projects. Please refer to the Next Work Week column for particulars. Most important for the May meet is the finishing of the Serpentine. Kitsap got us through the critical switch laying and Diamond Back Junction area, what' left is the track down to Youngstown, and then from Youngstown to the valley floor. Only 4 or 5 switches, two sidings, and lot's of track, sounds like fun to me!

Just like Train Mountain itself this newsletter is always undergoing changes and this issue is no exception. First new column is from our General Manager, Ross Perrin.

Another new column this month, it's the actual Schedule for the May 2002 meet including some fun stuff (not that shoveling dirt, laying track, spreading ballast, and other sweaty type activities isn't fun, but . . .).

Even though it's early in the season we still want to remind you all that it does get warm here, we are at 4200 feet, and we do sometimes do some strenuous work here! Please remember to bring water bottles (enough for your crew too!), sun blocker, a good hat, and maybe a little bug spray would also be a good idea. Keep drinking lot's of fluids (make that water) and don't over exert yourself. Remind your crew and visitors too, especially if they have never been here before. On a normal work day at Train Mountain I drink about a half gallon of water per day (I know it's hard to believe but I do drink water on occasion).

Welcome to our newest patron willing to support the membership at Train Mountain. They are our good friends at Roll Models Inc. Let's all say howdy and thanks for their support.

Congratulations are in order for our good neighbors to the south, the 15 inch gauge Redwood Valley Railway at Tilden Park in the San Francisco bay area is celebrating it's 50th year in operation! Wow! Their special celebration will be held the same weekend as our May meet June 1st and 2nd. They expect to have 10 steamers and 3 gassers in attendance in 15 inch gauge!

Congratulations are also in order for fellow member Noah Cash as he was a nominee for the United Way Volunteer of the Year Award. You would think after being a member here he would know better than to volunteer, but congratulations Noah!

Late Breaking News: we have a special occasion to thank Carol for a job well done (above and beyond) her normal duties. Once upon a time one of our very energetic resident volunteers came to help Richard load and transport into storage some relay cases weighting in at about *400 pounds each*, during this movement Richard was hauling a case away and his helper was moving the dolly he encountered an obstacle and tripped backwards causing the *400 pound* case to land on top of him and finally resting on his legs, in a call for help, Carol who was working close by ran to his aid and *removed the case from his legs* saving him from further injury. We are all grateful Carol was close! Thanks to Carol a cut and many bruises were the only injuries and all is well on the Mountain.

Another example of why Train Mountain is so great, (people who care, *not to mention in pretty good shape! Ed.*).

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FROM THE MANAGER

The latest information for the May 2002 Meet

This column will appear in the May, June, July, and August issues of *The Mountain Gazette*. Ross Perrin (the Train Mountain General Manager) will give us the latest information on what to expect during the upcoming meet. ED.

As most of you have figured out, our top priority for this work-week is to get the Serpentine in operation.

Thanks to Dick, Boyer and Bill Shepherd the re-grade has hap-

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pened, the dirt hauled out, and a new and extensive storm drain system is now in place under the Serpentine to handle run off from K&W and the east bank of Train Mountain. At this moment block work is under way on the three new retaining walls needed. With a little luck and good weather we should be ready for track by workweek.

For those of you who enjoy thinking about how a project like this can happen so quickly, let me give you some insight. This project involved all of us, including the folks that have spent time removing the track; Bill Shepherd did the survey work, volunteers such as Art Crisp and Charlie Schubert separated all the panels, the crew in October removed the track panels. Dick and Boyer removed gravel to a staging area for later use on roads; they then started the re-grade work removing the occasional tree and stump. Matt came over from the track shop and started cutting up old plastic pipe from water lines and irrigation and hauled it off for proper disposal, Debra had to come in and move plants and shrubbery around or away, our concrete crew had to start retaining walls, Richard had to determine drainage levels and work on water services. In the final stages Richard will establish new irrigation and power to operate Youngstown etc., Debra and her crew of Louis, Sarah and Sonja will come back and plant stuff.

A list of projects is shown in the Next Workweek Column. In addition Jerry has cars to assemble, rail benders to overhaul, and safety cables to build. Debra has flower beds to clean; trimming and weed control is always needed. Debra also has an exciting new project on Saturdays that she may want some help with. Ron and Caroline are always building or refurbishing those little buildings that add so much to the train ride, I'm sure they can use a hand also. Dave has been working on our Burro Crane; you can check with him on the progress and see if he is in need of help. I would like someone to put together some history and document the crane's life also.

If you see something that needs attention and would like to pitch in, please bring it to our attention; if you can't get a word in edgewise, use the suggestion box in Central Station. I have a record of all suggestions and solutions and will be sharing these with you at some future date. They are a very valuable tool.

I would like to ramble on but Russ will start to object soon I'm sure, one last thing though.

In the beginning we had a problem of moving ballast rock around so we could get it on the RR. First was the gons and shovels, and we are testing or have tested many versions of the "perfect" ballast rock car. Many forms of this "perfect" car are in use for different facets of rock placement and repair tasks and you will see them here and there, but the Gator has become the best solution. Time is of the essence when you begin ballasting, not only because there is so much to cover and everyone has worked for a few days to lay the track but also the day is close at hand to go railroading! Remember, the gons and shovels (very hard work and slow), then a single gator for a few years which towed a large belly dump (faster but cumbersome and tore up track and the irrigation system, not to mention hard on the gator). Now we have four 6-wheel gators that haul rock (fast, easy and about all the crew can keep up with). Isn't progress great? Over time we have tried to find the perfect spreader box for these gators and I think we are very close with our newest ones. To protect you from the occasional lift cylinder through the box floor, which can cause equipment damage, but more importantly severe damage to you, we have built a complete box insert which also moves the load toward the rear making it easier for the electric lift cylinder to lift, resulting in fewer of those \$400 repair bills a year.

I think there is a moral here: Please use the gators safely and follow the directions you are given for loading and operating them. Remember the more you overload them the faster they will break down, and I don't want to have to use the back up gons, do you?

See you at the meet, Ross

THE SCHEDULE May 2002 Work Week

Welcome to the schedule of events for the May 2002 meet. This includes the working part, and the playing part. The working part is where we actually accomplish some of our goals of building the world's best and biggest 7 1/2 inch gauge railroad. The playing part is where we have some additional fun doing it! The items listed are subject to change (welcome to the club) and are presented here as a reminder that **all work and no play is not the club I want to belong to!**

DATE	TIME	ACTIVITY
Saturday, May 25th	9:00 AM	Begin Work Week, which runs through Thurs., May 30th at 4:00 PM
Saturday, May 25th	6:00 PM	Recognition Dinner for all volunteers who worked on the first day of the May Work Week. Location is Central Station, Sharon Breen hostess.
Monday, May 27th	7:00 AM	Food service starts at the Beanery. Open Monday through Saturday. Breakfast 7:00 to 10:00 AM, lunch 11:00 AM to 2:00 PM, snacks from 2:00 PM to 5:00 PM
Thursday, May 30th	4:00 PM	Work Week ends, no work permitted for the remainder of the week.
Thursday, May 30th	6:00 PM	Recognition Dinner for all volunteers who have worked at least one day during the work week. Host's Tom and Fred Vertel— see special notes below.
Friday, May 31st	9:00 AM	Train Meet begins, which runs through Sun.. Company Store open Fri. and Sat. 9:00 AM to 5:00 PM, Sun. 9:00 AM to 11:00 AM
Friday, May 31st	6:00 PM	Pizza and Beer celebration for all train meet attendees. Host's Russ and Linda Wood— see special notes below.
Saturday, June 1st	6:00 PM	Train Mountain 15th Anniversary Banquet, held at Central Station, tickets available from tmrr@cvc.net or 541-783-3030. See menu on page 1.
Sunday, June 2nd	4:00 PM	The May 2002 Meet ends.

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Special Notes about some special events:

If you have not been a volunteer or an attendee at Train Mountain, here's an opportunity to come a day or two early, get to know the Train Mountain Experience first-hand, and finish with some great fun and the camaraderie of new friends.

Tom and Fred Vertel will be hosting a dinner for all **Work Week** volunteers who have spent at least one full day during the Work Week contributing to the Train Mountain effort. The dinner will be an ongoing event and will be held at 6 p.m. each Thursday evening prior to the Train Meet weekend. The first will be this May 30th at their home at Train Mountain. Bring nothing but your own choice of alcoholic beverage. Setups and everything else is provided. PLEASE SIGN UP at the Train Mountain Main Office located in the Central Station building as soon as you arrive. Directions are available at the Office.

Russ and Linda Wood will be hosting their regular Pizza and Beer night. The event is an ongoing event and is held at 6 p.m. Friday evening during the **Train Meet** weekend. Their home is located a short but scenic three miles from Train Mountain. Bring nothing but your appetite and thirst. PLEASE SIGN UP at the Train Mountain Main Office located in the Central Station building as soon as you arrive. Directions are available at the Office.

NEXT WORK WEEK

What do we do next!

Here's the list of things that can be accomplished / finished or that need to be accomplished / finished 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! Check out The Schedule for additional activities during the May Work Week.

Work Week Projects

May 25th--June 2nd, 2002

Serpentine Upgrade - 5,500 plus feet remaining—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

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!

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!

RIGHT OF WAY

Constructing the right of way

Equipment and our gang are busy workin' da' dirt! Boyer and Dick are getting the footings dug for the cement folks on the Serpentine (three new retaining walls). Richard Cox can be seen almost every place you look. The new steaming bays and transfer tables are in and are already seeing lot's of action from the Track Shop gang.



What ever happened to pick and shovels? They never have this much equipment for the volunteers to use!



First they dig it out, then they fill it back in, what's going on here, looks like a military project!



Bill Sheperd has this idea for Caboose Ridge, what do you think folks?

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CURRENT YEAR

What we've accomplished in 2002

The first official work week / meet is about to start and already the list is growing for accomplishments in 2002.

- 1 Dog Walk exit switches and 200' track headed west, completed.
- 2 Installed storage yard at Main Yard for switch storage, completed.
- 3 Installation of 2 transfer tables, 10 steaming bays, garden tracks, ballasting at Klamath and Western, completed.
- 4 First 1,000+ feet of Serpentine re-laid, 7 switches and partial ballasting.
- 5 Rewired crossing signal Grand Junction, completed (it works!)
- 6 Rewired electrical outlets north side Back Shop, completed (winter damage)

MAJOR PROJECT STATUS

What is ahead for Train Mountain

Klamath and Western has their new transfer tables and steaming bays in and operational. Quite an improvement and all the pieces came together nicely. From the Fabrication Shop, to the volunteers, another well done is in order so, well done folks!

TRACKSHOP

What's built and waiting for installation

The new track arrangements that Art and Charlie 'Bill' designed, installed and ballasted for the Klamath & Western are working perfectly. They mate up with the new transfer tables and steaming bays so track production is really cooking. There is a daily train load of track panels being shuttled over to main yard. A very welcome addition to the 'tools' of Train Mountain, well done all!



First official track panel car out of the Track Shop using the new transfer table and steaming bays.



Paul has no more excuses, there are no more obstacles in his way (other than *Evil* Mark that is!).

TRACK INVENTORY	
May 1, 2002	
Alum Straight	86
Steel Straight	76
Steel 165' Radius	78
Steel 150' Radius	76
Steel 135' Radius	112
Steel 120' Radius	117
Steel 105' Radius	96
Steel 90' Radius	65
Steel 75' Radius	195
Sub Total (Steel)	901
Used Alum (wood)	511
Total	1412
<i>Total Feet (miles)</i>	<i>2.67 miles</i>

SWITCH INVENTORY	
May 1, 2002	
Alum 75' Right	45
Alum 75' Left (4 on wood)	64
Alum 75' Wye (all wood)	16
Alum 100' Right	2
Alum 100' Left (2 on wood)	3
Alum 100' Wye (on wood)	2
Steel 75' Right	15
Steel 75' Left	4
Steel 100' Right	16
Steel 100' Left	3
Alum 50' Right	13
Alum 50' Left	1
Total	184

WHAT WORKS

Ideas that seem to make a difference

Kitsap Livesteamers, that's what works! What a group of really nice folks! Thinking of starting up a new club or trying to modify your old club, look no further than this group for inspiration. We look forward to their every visit and this marks the second year they have arranged for their own **special club work week** at Train Mountain. Twelve members made the perilous trip down from Washington State. Several of their members make almost every regular meet at Train Mountain, but this is **THEIR WEEK!** Check out the photos and see if they look like they are all having as much fun as we did! BTW, they also managed to get done a ton of work!

1. Repaired wiring north side of back shop (torn down this winter by ice and snow).
2. Repaired and redesigned wiring for Grand Junction crossing signals (they really work).
3. Along with Charlie 'Bill' and Peggy, finished ballasting Red Ant Junction
4. Laid the critical first batch of track on Serpentine (1,000+ feet, around past Motor Pool).
5. Along with Charlie 'Bill' and Art finished ballasting the new turnout storage yard.
6. Many other smaller tasks but just as important. Including gate control repairs, repair of our additional milling machine, rail car assembly, SW1500 Owl repairs, wiring of the new steaming bays at K&W, name badge preparation, and a new drilling jig for the Back Shop. **All done with a smile and all done well!**

Attending Kitsap Live Steamers; Art Knowles, Howard Springer, Dennis Weaver, Jim Sander-son, Geoffrey Robinson, Don Deffley, Jerry

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Crane, Richard Mairs, Bill Hartung, George Hayden, and Gary Douglas.

Also showing up and lending a helping hand was Idaho Mafia Boss Mark Flitton. During this week we were also joined by Mr. Surveyor Bill Sheperd, and some more summertime regulars, Frank Steuer, Arthur Miller and Amy Winter.

Thanks gang, what a week!



Kitsap has these great 'work' systems, as an example, you send ONE guy after some ballast then



Or, one guy is working and the other guy is drinking on the job, but when they got all through it worked! What a system!



Or their other system works something like this, **keep working or I'll get a bigger club!** Or something like that!



Then you attack the poor guy with an entire regiment!



MY FAVORITE MEMORY

What Makes This Place Special

My cry to the masses has yielded but a few Favorite *Memories* for this column, but of the few, some are pretty funny. Take the following example from my dad, better known to you as 'Pop Wood'.

Pop related the story to me like this;

At one of the Train Mountain meet banquets sometime in the past, Pop met a tall distinguished looking gent and asked him where he was from.

"Chiloquin". He replied.

"Oh, then you must know my good friend "Quentin Breen," Pop said.

The reply was, "I AM your good friend Quentin Breen."

Now this is not quite the *memory* story I had in mind for this column, but it's still a great story, thanks Pop! My pop can usually be found at any meet setting in the gazebo at Central Station telling some other great stories. Don't

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worry if you miss a meet or two though, with his *memory* he will get around to telling it again! Love ya' Pop!

Again no pictures, just words and *Memories* (sort of!).

Mark Flitton of the Idaho Mafia fame has given us all a great Favorite Memory and some terrific publicity to boot! Check out the latest issue from Live Steam Magazine May/June 2002, and the article entitled 'September on the Mountain, 2001'. Well done Mark! In his spare time he also managed to sneak over for a couple of days to have some fun in the sun with the Kitsap crew!

PROTOTYPE

The growing collection at Train Mountain

Chiloquin is a great place to railfan. Not just because there is this place called Train Mountain, but because Chiloquin is on a unique piece of west coast mainline railroad. It is joint trackage shared by the BNSF and the UP railroads. Also twice daily you might see an Amtrak train come rolling through. All different kinds of engines, loads, and train configurations are there for your picture taking pleasure. Summertime train traffic is usually in the 50 trains per day neighborhood. The line is single track with Chiloquin having a very long siding, so lot's of action to watch.

THE PARK GROUNDS

Its not just trains!

Spring has sprung at Train Mountain, Chiloquin Style. What is Chiloquin Style, well let's see last week it snowed, then this week Kitsap was here and it was in the 60's and this weekend it's snowing again! For the week of the 60's Debra and staff were out in force, pruning, weeding, planting 'stuff' and cutting grass, what a place!

FEATURED PRODUCT

From the Company Store

The Company Store has a complete line of consumables as well as the regular fare of t-shirts and trinkets. Consumables in the form of gasoline, diesel fuel, propane, coal and other goodies for your hard working trains. Contact tmrr@cvc.net or call 541-783-3030 for details and pricing. Propane tank cars require an advanced reservation so call now!

RULES OF THE ROAD

Reviewing the Rules

As this is our first running meet of the 2002 season, a complete listing of the Operating Rules are listed below. During the off season we have had occasion to review, debate, and otherwise completely discuss these rules. Please read through them as they are enforced during all Train Mountain meets.

1. **ALL TRAINS MUST HAVE BOTH AN ENGINEER AND A CONDUCTOR.** This specifically excludes radio controlled trains. The minimum age for a conductor is seven
2. **SEVEN MILES PER HOUR MAXIMUM SPEED EQUALS TEN SECONDS BETWEEN MILEPOSTS.** Exceptions are posted trackside.
3. **210' MINIMUM SEPARATION BETWEEN TRAINS EQUALS TWO MILEPOST LENGTHS TO THE END OF THE NEXT TRAIN.** The absence of signal blocks means that safety requires separation between trains.
4. **ALL CONDUCTORS TO BE EQUIPPED WITH A RED FLAG.** Minimum flag size is 12" x 12".
5. **CONDUCTOR TO FLAG TWO MILEPOST LENGTHS (210') BEHIND ANY STOPPED TRAIN.** This rule probably prevents more accidents than all of the other rules combined.
6. **SAFETY CHAINS OR DRAWBARS REQUIRED BETWEEN ALL CARS.** Some grades are more than a mile long. This rule prevents runaway cars.
7. **ALL TRAINS TO HAVE A CB RADIO TUNED TO CHANNEL 1 OR AN FRS RADIO TUNED TO CHANNEL 10.** Someday, one of these radios will save the life of someone who has a heart attack while miles away from Central Station.
8. **SOUND HORN OR WHISTLE (--- --- - -----) AT W SIGN.** These signs are located 60' before the track crosses roads or other tracks.
9. **SPARK ARRESTORS & ASHPANS REQUIRED ON ALL COAL & WOOD BURNERS.** The summer fire danger in Klamath County is always "High" and often "Extreme."
10. **DROP A GREEN BLOCK AT ANY DERAILMENT LOCATION.** Not only does this tell track crews where problems are, it warns the next train that there is a track problem.
11. **LEAVE SWITCH THROWS LINED FOR MAIN LINE.** This is particularly important when the next train may have an engineer on his or her first trip on Train Mountain track.

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.**



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OPERATION

More than round and round!

Switches at Train Mountain are very important for all those traffic moves we have been talking about. However, how you throw or set those switches is the topic for this month's Operation column. As an engineer or conductor knowing the different types of switch throws can help you from having those embarrassing moments like I have had. Try dumping a loaded flat car full of track panels right in front of the Backshop, all I did was *back through an un-thrown switch!*



A regular ground throw mechanism, spring loaded.

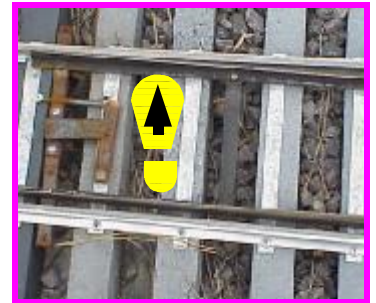


Some main line switches have the 'big throws' on them, the arrow indicates it's direction. These have 'lot's' of leverage, please don't force them!



For the new 'kick switches' you don't have to kick them hard enough to move the whole switch, just the points. Kick away from the spring mechanism, please!

The 'kick switch' type mechanism. They work great and you will find them everywhere!



Still in the experimental stages, but here is an electric switch machine that may appear at some strategic spots for testing.

Train Mountain Railroad Museum

Listed on this card is every major junction on the railroad. Usually you will see a **Keep Left** or a **Keep Right** sign at each of these places. If you are not sure look for the closest **Mile Post** marker.

Continuing our discussion of the **Junctions and routes of Train Mountain** I've made up this little pocket chart, listing the location of each of the Junctions and where you go if you go **Left** or **Right**. The **bold one's** are the 'normal route' and the grayed one's are the 'alternate' route. Make copies, fold 'em over and stick 'em in 'yer pocket. It's all the Keep Left, Keep Right signs that take you on different routes. (P.S. Gas up before you go, just in case!)

MP	Left	Right
0.098	Grand Junction	Klamath & Western
0.152	More Switches More Switches Central / Fuel #4	Outside Loop #1 Six Acre #2 Inside Loop #3
0.689	BottleNeck	Outside Loop
1.321	Douglas Loop	Rio Grande
2.138	South Portal	Midway
2.209	Midway	Firewood Loop
2.263	Midway	Serpentine
2.263	Midway	South Meadow
2.263	Midway	Serpentine
2.649	Dog Walk	Serpentine
2.997	Hairpin	Serpentine
3.699	Klamath & Western	Main Yard
4.000	Grand Junction	Klamath & Western
4.604	Serpentine / Youngstown	Klamath & Western
4.645	Long Tunnel / Main Yard	Klamath & Western
5.421	Klamath & Western	Grand Junction

Special Notes:
Please remember to **reset any switches** you throw. While stopped make sure your conductor is flagging the **rear** of your train (2 MP). **Don't tailgate**, keep 2MP between you and the train ahead. To set your speed it's **10 seconds between MP, maximum speed is 7 mph**. Make sure you have your **radio on** and working, CB ch. 1, FMR ch. 10.

Have fun and enjoy Train Mountain.

Dear Train Mountain Membership,

First, in my heart, I wish to welcome you to the creative joys and atmosphere of Train Mountain again. It has always been a wonderful place to enjoy, work and play for me and I want it to always be so for you as well!

Some of you are or will be curious about real estate property. I've been and am pleased to let you know about a few of the properties that are available in the Chiloquin area through the Crater Lake Realty-sponsored pages in the Gazette! I know that many a time, the focus is on just getting to Train Mountain, and often the housing here is not readily viewable. When you to plan to investigate property here, I will arrange time to show you the whole of the area to help you understand the market and pricing better, before you buy! As we tour about, I will learn more exactly about what you are looking for and we will get to know each other better too! It has been my privilege to assist eight member families into homes and property here.

I will always be glad to introduce train-loving folks and family to the beautiful area surrounding Train Mountain.

Hope to see you soon for some great times this summer!

With appreciation for all you do here,

Sharon

FOR THOSE WHO WOULD LIKE TO BUILD A HOME

We have some interesting home sites at encouraging prices



This lot has an unobstructed view to the south toward Klamath Falls. Only \$7,900.



This lot at \$12,500 as well as the neighboring lot at a firm \$11,000 are for sale; both lots look west across Upper Klamath Lake and the Cascade Mountains.

SHARON E. BREEN
541-891-2040

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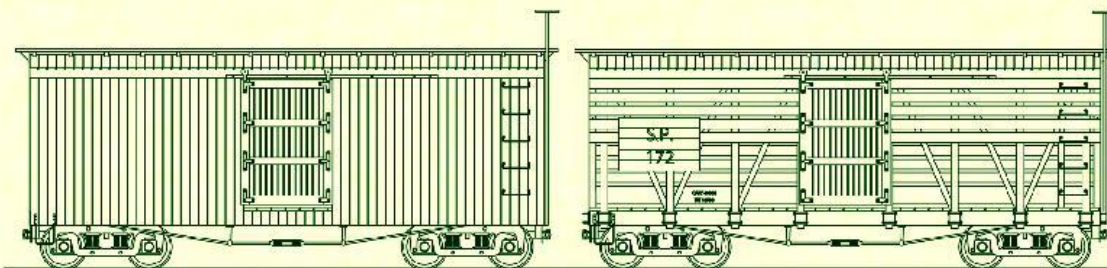
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Legends. Series

ROLL MODELS HAS EARNED AN ENVIABLE REPUTATION FOR PRODUCING RUGGED, RELIABLE, AND AFFORDABLE RAILROAD EQUIPMENT. WE HOPE THESE PRODUCTS HAVE AND WILL CONTINUE TO ATTRACT MANY NEW INDIVIDUALS TO OUR HOBBY.

OUR NEXT GOAL IS TO APPLY OUR TECHNOLOGY AND MANUFACTURING TECHNIQUES TO A LINE OF HIGHLY DETAILED LOCOMOTIVES AND CARS WE CALL THE "LEGENDS SERIES".

THE INITIAL OFFERINGS IN THIS LINE ARE THE CURRENTLY AVAILABLE CNJ 1000 BOX CAB, D&RGW 50, SACRAMENTO NORTHERN #654 STEEPLE CAB, FORT DODGE, DES MOINES & SOUTHERN STEEPLE CAB, AND THE PETALUMA & SANTA ROSA STEEPLE CAB. FOR FALL 2002, A 50HP BALDWIN GAS-MECHANICAL TRENCH LOCOMOTIVE WILL JOIN THE SERIES.



TO COMPLEMENT THESE LOCOMOTIVES, RMI IS ALSO DEVELOPING A FULL LINE OF EQUALLY ACCURATE AND DETAILED 2 1/2" SCALE ROLLING STOCK. JOINING OUR POPULAR LINE OF CABOSES, FLATS, AND GONDOLAS ARE A SOUTHERN PACIFIC NARROW GAUGE STOCK CAR AND A D&RGW BOX CAR (ILLUSTRATED ABOVE).

THESE CARS FEATURE STEEL FRAMING AND REINFORCEMENT COMBINED WITH CUSTOM MILLED WOOD SHEATHING TO PRODUCE A VERY DURABLE AND HIGHLY REALISTIC PRODUCT.

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