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As your editor I have an apology to make. This issue will not have many pictures of those folks that have been working so hard while they were doing the work. Your editor missed most of the past meet as I had prior commitments. However, there are lot's of pictures of the results of their hard work.

Contrary to popular belief, all of Oregon is NOT on fire! The closest fire was the Skunk fire about 18 miles away. The nearest at the moment is about 60 miles to the west and is the source of most of our smoke. However, the smoke at times is so thick you can't see Central Station from the BackShop!

For those that braved the terrible news reports and attended the August Meet, we thank you. What a neat kind of meet it turned out to be. No major projects, no time crunches or deadlines, no special happenings! What we ended up with is a ton of projects getting completed. Here's some examples, we had car maintenance to new track laying, we had building painting and finishing to weed whacking. Some projects had teams of folks working on them and some were individuals. Bottomline, Train Mountain gained a ton from the help this month.

For those that did attend, they also joined in with all the social activities that are becoming more a part of any Train Mountain meet. From the opening dinner hosted this month by the great staff of Train Mountain, the Work Week thank you dinner hosted by Chuck and Sherry Stutts (see the special note below), the regular Beer and Pizza party by Russ and Linda Wood, and of course the Saturday Night Banquet. In between all of these evening festivities were the Chiloquilters Thursday afternoon sewing and craft social, great evening train rides including a major derailment by yours truly (the ride cut short by the fact the drive shaft fell out of the engine we were running at the time). Even the breakfasts and lunches at the beanery have become fun social gatherings. It's not all work and no play, we do know how to PLAY!

The September meet should be more of the same. From weed whacking to track maintenance, to having a good time, it all helps us get prepared for the Triennial next year. We look forward to your visit, bring trains, bring friends, come prepared to have a great week at Train Mountain.

A special note, Fred Vertel was not feeling well during the August meet and so reluctantly he and Tom decided that putting on their regular Thursday night dinner was not going to be possible. That's when Chuck and Sherry Stutts picked up the gantlet and in the old show business tradition, the 'show did go on'. They hosted a wonderful dinner at the Over The Hill facility on the Klamath and Western division of Train Mountain. The guests arrived by train and were feasted to a delicious dinner and a fun evening. Well done Chuck and Sherry, thanks!

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

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Gazette@TrainMountain.org

or snail mail to

The Mountain Gazette

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Russ Wood, editor

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Only you can prevent wildfires.

FROM THE MANAGER

The latest information for the September 2002 Meet

This column will appear in the August issue 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.

Wow! We got through another one, and what fun we had. We managed again to complete some wonderful projects. I'm sure Russ has covered them in one or more of the departments. Thank you to all.

Also thank you to everyone for observing the rules and regulations that keep us safe from fires. We had zero incidents! And special thanks to Rodney and Suzy Cogliati; anyone that knows Rodney will understand, but anyhow he was especially careful. I don't see much relief in sight but we're in good shape on the

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south side. We will possibly have to limit operations on the north side to non-coal and wood burning locomotives and possibly shut down mid afternoon to all running. We are under Oregon State Forestry's fire protection and the resources have been in short supply due to all the fires we have had, which is why the restrictions may be more severe this time. We will also be restricting vehicle travel on Train Mountain; travel only on improved roads and only when absolutely necessary.

It would appear our modifications to the six wheel gators have been successful. The shifting of weight in the box when carrying ballast is working, and we haven't had to replace a single lift cylinder yet this year! Knock on wood.

The maintenance of the right-of-way is going well. Weeds are always an issue but the crews seem to have them on the run. One of our objectives this meet will be getting the train yards into shape. If you have walked or run through the Main Yard you have noticed the lean which is caused by freezing and thawing and the angle of our winter sun which heats up one rail faster. We need some innovative ideas for solving and correcting this problem. The Blue Mountain Coal Mine Yard is done and Art Crisp has been working on some of the Crisp Yard. Lots more to do. I have noticed we need to start on repainting railings as well as finishing the paint in the Crisp Yard Steaming Bays. Anyone like to paint?

Just a brief note on our upcoming Triennial, those of you that experienced the IBLs 2000 meet will recall all of the departments that were staffed by you the volunteers. If you care to specify an assignment please call or email me at tmrrgm@aol.com .

The adopt-a-track program is picking up momentum; we now have 5 adopted areas! These folks have taken on the responsibility for maintenance of the track and roadbed. Thanks for your help. Let me know what area you would like to adopt so I can get it recorded.

This seems like a good opportunity to give my personal thanks to all you folks that make Train Mountain the wonderful place it is and it would not be without you. To all our staff and families and all of the volunteers and families THANK YOU VERY MUCH for all your hard work and sharing your time with us. You Too Boss.

See you at the meet, Ross

THE SCHEDULE

September 2002 Work Week

Welcome to the schedule of events for the September 2002 meet. Here's what's happening during September Meet Week 2002.

DATE	TIME	ACTIVITY
Saturday, Aug 31st	9:00 AM	Begin Work Week, which runs through Thursday, Sep 5th at 4:00 PM
Saturday, Aug 31st	6:00 PM	Recognition Dinner for all volunteers who worked on the first day of the Work Week. Location Central Station Hosted by Quentin and Sharon Breen.
Monday, Sep 2nd	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, Sep 5th	1:00 to 3:00 pm	Chiloquilters. Sewers will meet in Central Station, show and tell, beginners welcome- SEE NOTES.
Thursday, Sep 5th	4:00 PM	Work Week ends, no work permitted for the remainder of the week.

DATE	TIME	ACTIVITY
Thursday, Sep 5th	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, Sep 6th	9:00 AM	September Train Meet begins, which runs through Sunday. Company Store open Friday and Saturday 9:00 AM to 5:00 PM, Sunday 9:00 AM to 11:00 AM
Friday, Sep 6th	6:00 PM	Pizza and Beer celebration for all train meet attendees. Host's Russ and Linda Wood— SEE SPECIAL NOTES BELOW.
Saturday, Sep 7th	6:00 PM	Train Mountain Banquet, held at Central Station, tickets available from tmrr@cvc.net or 541-783-3030. See menu on page 1.
Sunday, Sep 7th	4:00 PM	The September 2002 Meet ends.

SPECIAL NOTES FOR 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 firsthand, and finish with some great fun and the camaraderie of new friends.

Chiloquilters will hold a special Thursday Sewing Social at each of the Train Mountain meets. They meet in the Central Station from 1:00 to 3:00 pm. This is not just for quilters, this is for all kinds of sewing, needlework, crafts, etc.. What ever project you are working on, please bring it for show and tell.

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 Thursday evening prior to the Train Meet weekend. **All members are suggested to arrive at their house by TRAIN! If you do not wish to bring your train, you may ride the special trains that will be departing Central Station at 5:00 pm.** You may drive your vehicle to their house but parking is limited. YOU MUST SIGN UP at the Train Mountain Main Office located in the Central Station building as soon as you arrive, the **deadline for signups is Wednesday at 5:00 pm—no exceptions.** Directions are available at the Office.

Russ and Linda Wood will be hosting their regular Pizza and Beer night. If you are going to be running at Train Mountain please keep your consumption directed towards the pizza and not the beer! The event is an ongoing event and is held at 6 p.m. Friday evening during all **Train Meet** weekends. Their home is located a short but scenic three miles from Train Mountain. Bring nothing but your appetite. 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.

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Highlights from a couple of last month's special social events. (again I apologize on not getting pictures of all the events. ED).



Left to right, top to bottom, the Chiloquilters with their community project quilt, and we can't blame Chuck for all that smoke from his BBQ, the real Thursday crew! And the banquet at Central Station.

NEXT WORK WEEK
What do we do next!

If you can make it for the whole 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 September Work Week.

Possible September Work Week Projects
August 31st--September 8th, 2002

- Super Tune Mainline** - Lot's of crews working together
- Aspen Grove Loop** - 5,200 plus feet—work crew (depending on rail)
- Paint All Bridge Railings**—2 people 5 days
- Tune Central Station Yard**—4 people 1 week
- Paint Inside of Tunnels**—2 people 1 week

Anytime Projects

- Siding Extension** - 2 people one day
Steuer siding extension to minimum 140 feet length
- Main Yard Tune up** - 2 people two weeks
- Six Acre Siding and Yard** - 2 people 1 week
Six switches, one siding, four stubs.
- North Portal Siding, Wye, and Yard** - 4 people 1 week
Seven switches, two sidings, one wye, and one stub.
- Repaint Steaming Bays Crisp Yard** - 2 people 1 week
- 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 and pull weeds fun and games!

Meet	Work Week	Run	Days
Sep 2002	Fourth	Sat Aug 31	Thu Sep 5 -Sun Sep 8
May 2003	First	Sat May 24	Thu May 29 -Sun Jun 1
June 2003	Triennial	Sat June 14	Sat Jun 21 -Sun Jun 29

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

Looking around the Train Mountain property one day I thought to my self that all the regulars must be on vacation at the same time! Upon further investigation I discovered that most had been pulled away from their normal Train Mountain duties to do some work for the boss and his lady. Just what that work was is still under investigation by this editor, but they used lots of heavy equipment and were gone for several days! Hmmmmm! Future projects for the Right -of-Way gang include completing the earth work at Klamath & Western TrackShop and then the long process of building Caboose Ridge, Ross expects that phase 1 will take two years!

CURRENT YEAR

What we've accomplished in 2002

The fourth official Work Week / September Meet is about to start and the list of accomplishments we have made in 2002 is most impressive by anybody's standards. For all those folks that came and helped this summer, please standup and take a bow, well done all! As I've stated before, please don't get mad at me if I've missed your favorite project and it's not on the list. Just drop me a note and tell me the project, I guarantee it will be in a future Gazette! Bold faced items signify items completed during this issues time line.

Late Breaking News Flash! It's official. After one whole year of

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persistent inquiries, Train Mountain is now in the Guinness Book of World Records, **the world's longest hobby miniature railway!** You can all take pride in the announcement but especially Pop Wood, as it was his one full year of persistence that paid off! Thanks Pop! Now he's talking about Knighthood for Quentin! Oh my goodness, will it ever end!

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)
7. Extended Dam 2 siding, installed three switches, ballasted, completed.
8. Installed new track Lower Serpentine, ballasted, completed.
9. Ballasted new track at Diamond Back to Bottleneck, completed.
10. Installed additional track Elizabeth River Loop, ballasted.
11. Rebuilt one railbender and repaired many other shop tools.
12. Assembled 28 rail flat cars, new Train Mountain trucks and safety cables.
13. Raked, stacked, weeded, gardened, hauled tumble weed, etc, etc, etc.
14. Installed new model powerhouse at Youngstown.
15. Re-installed repaired miniature buildings Little Falls and Youngstown.
16. Transported switches to new switch storage yard in Main Yard.
17. Replaced track panels approaching grade crossings, several completed
18. Over The Hill Live Steamers rebuilt their miniature town (looks great), completed
19. Realigned and super tuned Blue Mountain Coal Yard, completed
20. Removed, relayed, rewired the mainline from Crisp Bridge to Long Tunnel, completed
21. Removed old paint, primed and two coats on Flanger.
22. Spruced up the Passenger Car, Fixed picnic benches
23. Repainted Perrin Bridge, Wright Bridge
24. Painted transfer tables and steaming bays Klamath and Western
25. Relaid Serpentine, ballasted, sidings and spurs, completed.
26. Completion of trackage for Elizabeth River Loop, ballasted, completed.
27. Water Fall at Little Falls rebuilt and made operational
28. Blue Mountain Coal mine building restored
29. Removed and replaced exit switches from South Meadow
30. **Laid sidings and spur for Cement Plant**
31. **Final Tune on Serpentine**
32. **Lead in tracks Coal Tipple, repaint coal tipple**
33. **Additional tracks for Klamath and Western Yard**
34. **Track Tuning (Blue Caboose area, Blue Mtn. Coal, etc)**
35. **Track Adoption continues (Kitsap, Woodside Lumber, etc)**
36. **Lumber Camp, Steuer Siding**
37. **Final ballasting Elizabeth River Loop**
38. **Repaired Log Train**
39. **Built Water Cars for general use**

Special note from the editor: Some of these projects have been accomplished in between meets by the regulars and I would like to thank them for their tireless efforts in making Train Mountain a better place for all of us.

August Meet Attendees, Thank You

Anderson, Larry, Salem, OR
 Bennett, Ralph, Brisbane, CA
 Breuer, Lee, Joanne, Garibaldi, OR
 Brooks, Lee, Toni, Kennewick, WA
 Buckle, Robert, Andy Leonard, Victoria, BC
 Buell, Nick, Bev, Federal Way, WA
 Cogliati, Rodney, Suzy, Columbia Falls, MT
 Cooper, John, Laurie, 3 kids, Klamath Falls, OR
 Crary, Edward, San Mateo, CA
 Crisp, Art, Genevieve, Chiloquin, OR
 Dabroi, Larry, Mt Shasta, CA
 Dollosso, Frank, Nice, CA
 Easlon, Steven, Alturas, CA
 Farmer, Bill, Sierra Madre, CA
 Freihube, Walter, Theresa, Eugene, OR
 Graf, Al, Saratoga, CA
 Graf, Walter, Folsom, CA
 Gray, Richard, Milwaukie, OR
 Haas, James, Klamath Falls, OR
 Harold, Robert, Maylene, Carson City, NV
 Hartung, William C, Sylvia, Karina & Alicia, Federal Way, WA
 Hill, Holly, Nancy Burns, Eugene, OR
 Hovanitz, Karl, Eric, Arroyo Grande, CA
 Hovland, Peer, Norway,
 Jones, Jim, Millbrae, CA
 Kincaid, Jim, Wendy, Sierra, Paradise, CA
 Lane, Jim, Vancouver, WA
 Liggins, Mark, Deane Busch, Surrey, BC
 Lisonbee, Fred, Otis Oredson, Ashland, CA
 McMillan, Bob, Round Mountain, CA
 Meinshagen, Charlie, Redding, CA
 Meisser, Hugo, Jeanne, Sun City, AZ
 Miller, Arthur, Amy Winter, Florence, OR
 Moore, Rhyce, Connie, Park City, UT
 Phillips, Jeff, Saanichton, BC
 Pickett, Joe, Evelyne & Daniel, Yerington, NV
 Pirtle, Lee, Chiloquin, OR
 Reinhardt, Greg, Alturas, CA
 Rhinehart, Jim, Pat, Dayton, OH
 Rufenacht, Bob, Pleasant Hill, CA
 Severns, Bill, Diane, Albuquerque, NM
 Stephenson, Ronald, Daniel, San Francisco, CA
 Steuer, Frank
 Vertel, Tom, Chiloquin, OR
 Wood, Russ, Linda, Amy, Chiloquin, OR

MAJOR PROJECT STATUS

What is ahead for Train Mountain

2003 Triennial is only **TWO** meets away! We have just this coming September meet and the first meet of 2003, the May meet to prepare Train Mountain to be the host for another Live Steam extravaganza! Please come and help us get ready!

TRACKSHOP

What's built and waiting for installation

The dynamic TEAM in the TrackShop is not speaking to your editor these days. Seems your editor neglected to keep up with

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all the record setting performances being put out by the team. The previous record of 54 panels in a day was broken and I neglected to report it. Sorry guys! Oh, what was the record? Oh, just 60 panels, 600 feet of track, in a single day, that's all. 120 rail joiners, 120 pieces of rail, 1,800 ties, 3,600 tie plates, 7,200 screws and several pots of coffee, that's all it takes. Oh, and a great team!

TRACK INVENTORY	
August 1, 2002	
Alum Straight	43
Steel Straight	150
Steel 165' Radius	153
Steel 150' Radius	167
Steel 135' Radius	103
Steel 120' Radius	116
Steel 105' Radius	81
Steel 90' Radius	67
Steel 75' Radius	2
Sub Total (Steel)	882
Used Alum (wood)	511
Total	1393
<i>Total Feet (miles)</i>	<i>2.64 miles</i>

SWITCH INVENTORY	
August 1, 2002	
Alum 75' Right	43
Alum 75' Left (4 on wood)	59
Alum 75' Wye (all wood)	16
Alum 100' Right	
Alum 100' Left (2 on wood)	1
Alum 100' Wye (on wood)	
Steel 75' Right	3
Steel 75' Left	11
Steel 100' Right	11
Steel 100' Left	9
Alum 50' Right	
Alum 50' Left	
Total	153

WHAT WORKS

Ideas that seem to make a difference

The Chiloquilters sewing social is a great success. This will be a regular feature at all future Train Mountain meets. Check out the Thursday afternoon schedule. Remember this is for all crafts not just quilting or sewing, but all crafts. For the September meet the Chiloquin ladies have also invited the sewing ladies of Klamath Falls to attend. Should be a large group with lot's of goodies to share. Please come early and plan on staying late!



The Chiloquilters are working on a maple leaf lap quilt that will be raffled off for a benefit for the Chiloquin Library fund. The drawing will be held at the second annual benefit Auction also held at Train Mountain on September 22nd. Those interested in a Quilt Raffle ticket should contact my wife: (\$1 each or 6 for \$5).

Linda Wood

P.O. 927

Chiloquin, OR 97624 or linda@hobby-tronics.com

This community involvement by the members of Train Mountain is good for the community and is certainly good for the image of Train Mountain. Thanks to the many local members and their families who help on these types of projects, Train Mountain has a great reputation locally. Well done, and thanks to all the families and members we love ya!

The adopt a track idea is gaining momentum with Jeff Phillips being the original and now we also have #2 the Kitsap Live Steamers adopting some track and #3 yours truly (Woodside Lumber Co.) has adopted some track along with my regular guys, #4 Holly Hill/Nancy Burns have also adopted some track, and last but not least (for sure) is #5 Jim Lane. What's involved you might ask? Well it's very simple, just let Ross Perrin, GM, know what track section you would like to adopt, specified by milepost to milepost. On your next visit that's one of your project areas. Weeding, pine needle and pine cone removal, brush clearing, track maintenance, etc,. All these projects are under your guiding hand. If you discover some project that needs to be done but is not in your area of expertise, recruit some helpers, it's your area to beautify and expand the beauty of Train Mountain. Check with Ross about the scope of work that you can do in your area.

MY FAVORITE MEMORY

What Makes This Place Special

My favorite memory of Train Mountain is my whole visit but there are two things that stand out. The first is running upgrade from Hairpin to Six Acre Campground with my Santa Fe Hudson pouring the coal and water to her and listening to the engine talk as it climbs the grade, especially at night. The second is riding the train at night, stretched out in a car and looking up at the bazillion stars in the sky. WOW!

I was at TM for the IBLs meet.

Karl Losely

Lake Shore Live Steamers.

Still no pictures just memories! How about yours!

PROTOTYPE

The growing collection at Train Mountain

'Check out the old girl now' is a lyric taken from Hello Dolly. But check out the old girl now is also a remark about the Train Mountain work train flanger. With scraping, sanding, grinding, priming, treating rust, and a brand new paint job the old girl does look pretty good to me. Well done Larry Dabroi.



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THE PARK GROUNDS

Its not just trains!

We all know how hard Debra and her crew work on the grounds at Train Mountain. This year there is new lawn at Blue Caboose, new rock garden areas, a redo of the fuel depot area, and nearing completion of the 6 Acre campground. We all appreciate that effort. This summer though, several of our members wives have jumped into the spirit and have done a superb job of weeding, cultivating, and overall gardening almost everywhere. They have worked in the obvious spots like Central Station, to the non-obvious spots like around the Fueling Station area. They never seem to get any credit for their hard work, but we all can appreciate the great park like atmosphere of Train Mountain. Thank you Jeanie Springer, Mignonne Tinkham, and Toni Brooks, we really do appreciate what you are doing!

FEATURED PRODUCT

From the Company Store

The Company Store is featuring one of those gorgeous Rolling Models Sweet Creek Steamers this month. Check out the ad! What a beauty! How does she fire, why just ask Evil Mark, he loves it!

RULES OF THE ROAD

Reviewing the Rules

9. **SPARK ARRESTORS & ASHPANS REQUIRED ON ALL COAL & WOOD BURNERS.** The summer fire danger in Klamath County is always "High" and often "Extreme."

This is the price we pay for being in the high mountain desert area of Oregon. Current conditions warrant that no coal or wood burners can operate on the north side of the tunnel (see notes From The Manager). The spark arrestors and ash pan rule is enforced on the entire railroad but movement is only restricted on the northern runs. We had a local fire over in the Sprague River area that covered 1,200 acres in it's first four hours! PLEASE watch your stacks and pans. Check your fires while at a water stop and then have your conductor check the track as you pull out. Catching a cinder while it's still a cinder is a heck of a lot easier than fighting a wildfire! The Forestry Service requires that while working in the woods that you have in your possession an axe or pulanski shovel (you know the folding G.I. kind), a gallon of water or 2 1/2 lb. Fire extinguisher or bigger. While NOT required at Train Mountain, it might not hurt if some of us added that kind of stuff to you work or tools cars, wadda' ya' thing?

OPERATION

More than round and round!

Start working on your switching skills and make sure your couplers are in good working order. Come September Train Mountain will be sporting some new tracks to spot cars on. Start practicing your facing point, trailing point, and run around moves. The new track will give you a flavor or real railroading and switching puzzles. Got ya' interested? Come in September and show us how to do it!

During the summer months I'll use this column like a photo gallery of the members using Train Mountain. I will also review any operations that may change do to track changes made during the last work week.





Sweet Creek

When narrow gauge railroads began to thrive and expand, their operating departments felt the need for larger, more capable locomotives to handle heavier loads over longer distances. To fill this need, Baldwin built many Mogul class locomotives for passenger, freight, plantation, and mining service. These engines were sold around the world, and some are still in service.

Sweet Creek is an excellent example of this type of locomotive. The ride is exceptional and extremely realistic. A heavy-duty, 2-6-0 Mogul, it is built in 3 3/4" scale and runs on 7 1/2" or 7 1/4" gauge track. Sweet Creek is a large locomotive; the operator sits in, not on, the tender, allowing easy access to all controls, even for the largest scale engineers. It is the ultimate club/estate engine, capable of hauling very heavy loads up steep grades for prolonged periods.

Specifications

Features

- 3 3/4" scale power house
- Designed for heavy, continuous duty
- Built of the finest materials
- Available as individual parts, kits, or ready-to-fire
- Produced by the most modern techniques
- Runs comfortably on normal railroads
- Spacious, ride-in tender
- Free steaming Briggs style boiler

Standard Features	Sweet Creek 2-6-0
Slide Valve Cylinders	3" (76mm) x 4" (100mm) stroke
Drive Wheels	10" (250mm) diameter
Pony and Tender Weights	6" (150mm) diameter
Overall Length(loco&tender)	160" (4000mm) diameter
Overall Width(loco&tender)	28" (712mm) diameter
Overall Height(loco&tender)	42" (1066mm) diameter
Briggs Style Boiler	120 psi pressure, 10" (250mm) diameter
Valve Gear	Walschaerts
Minimum Radius Curve	40' (12m), 60' (18m) recommended
Weight of Locomotive	1540 lbs.(700kg) (in working order)





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