



The Mountain GAZETTE



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An Official Members Only Publication of the Train Mountain Railroad Museum Issue: #13 September 2002

Happy birthday to The Mountain Gazette. This marks the first issue of the second year of it's existence. Let me start off by saying thank you for all the encouragement and good comments I have received. As I've stated in the past I get the credit but lots of folks put their two cents into the mix to make this thing happen. I've got spell checkers, grammar checkers, content checkers, and readability checkers, and they are NOT software, they are memberware! I have a group of about ten dedicated folks that help me get this to you every month. Some can only help once in awhile while others check every issue including the one or two preliminary issues you folks never see. It is to these folks that I dedicate this issue number 13. Thanks folks. Ross Perrin, Carol Lanctot, Bob Rufenacht, Pop Wood, Hubert Wetekamp, Bob Ferguson, Bob Johnson, Glenn Peterson, Dick Couden, and of course the boss, Quentin Breen. What a team.

What a meet! Wow, this was one for the books! We had a great turnout, lots of trains, lots of members, lots of friends and family, lots of great fun! This meet was our first of three meets to tune up the track in preparation for the 2003 Triennial meet next year. Well, it lived up to its' billing, we got a great start on the tune-up of Train Mountain. Some switches got replaced, lots of track got the once over with the track tuning crews, some new switch 'gadgets' got some testing, and lots of grounds keeping got done as well. Also in keeping with the Train Mountain tradition of throwing some great parties, we got a head start on the art of throwing the 'big one' next year. The social calendar at this meet was exceptional and shows what we can expect for next year.

This meet also saw some added train running that had not been planned but worked out extremely well. Quentin gave the crews the Sunday of work week off so that we could all go over and haul passengers on the Klamath and Western. Mark Flitton related that in the 6 or 7 years he has been coming to Train Mountain meets, he never got to haul the public (the Idaho mafia are usually working on track the first Sunday of a meet and on the way home on the second Sunday of a meet). As it turns out the Over-The-Hill Live Steamers had an 'all steam' day on the Klamath and Western. Check out this month's Operation section for photos. Thanks to all that participated, it was really a lot of fun and wow, watching the kids faces

(young and old) with all the steamers!

Make sure you get your 2003 lodging reservations made real soon as some of the local places are already getting booked up for the Triennial. Also for those of you that helped out for the 2000 meet, Mark Flitton will be gathering names for committee heads for the 2003 meet. As a committee head it will be your responsibility to complete your committees and recruit additional help as needed. As Mark gets some of the committee heads picked, he will be reporting them in The Mountain Gazette. For the winter months we will add a new column, Triennial Preparations. One more new column starting this month is For The Ladies, check it out.

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

Gazette@TrainMountain.org

or snail mail to
The Mountain Gazette
P.O. box 927
Chiloquin OR 97624.
Russ Wood, editor



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FROM THE MANAGER

The latest from the General Manager

SEPTEMBER MEET AND BEYOND

Thank you everyone for making “The September Meet” one to remember. So much fun, you even looked like you were having fun working! A lot was accomplished, which will make next Spring much easier to handle. I am always amazed how well it turns out when you (the volunteers) take on a project and run with it. Great job to all of you! One of the things that we almost always overlook is your experience; yes, we all read this and that, but the practical experience you bring is always a pleasure. This doesn't mean we don't need ideas, it just means we don't have to do so much research if you've done it before and we get that benefit and can progress all that much faster.

Just a short word or two about the Triennial. As some of you know by now, the ball is rolling to insure we have an even greater success than last time. With winter on its way, we are busy planning the infrastructure and “Hey Mark” (My favorite nick name for Mark Flitton) is hard at work on the labor end. Don't be shy about submitting ideas. Send suggestions to TMRRGM@trainmountain.org anytime. I hope you all can be here.

In the “Suggestion box”, over the last few meets I have asked folks if we have water for steam engines where we need it; little did I know you want to dump ashes too. I have some great ideas for water and with Woody Lewis advising as to ash pits we can make that work. The Dirty Two-some (You'll have to view staff photos on the web site to know who they are) has built the prototype ash pit and it was approved by the boss, so on we go. Bob Lovell and Steve Alley, with his American, determined the water stop issue. Thanks guys.

Talk about ideas! I need one, OK maybe more! Hugo Meisser and I have been trying to figure out a good, easy way to hold and protect (keep the straw dry to keep it from rotting so fast) the brooms at crossings. Send me your suggestions at TMRRGM@trainmountain.org. Thanks

All summer I have listened to you talk about the activities and food. Almost always you were positive and praised the folks involved; thank you all. Some of the highlights as I recall them were about the social activities in the evenings bringing us together and the warm feeling of being part of it all when we gathered at the banquets. We learned a lot this year about what you like and I, for one, would like to thank all those who provided the opportunity to grow. A wise man once said, “The trains may be the catalyst but the people make the magic.” (Al Witcombe, Train Mountain Member).

See you soon.

Ross

TRIENNIAL PREPARATIONS

The latest information for the Triennial

Watch this column for words of wisdom from Mark Flitton, Head of Volunteers 2003 Triennial Meet. We will list all committee chairpersons and their contact information. E-mail requests to mjflitton@msn.com or call 541-783-3030 and we'll pass the information on to Mark, who will have full responsibility for selecting committee heads.

Once committee heads are picked, please forward all requests to the specific committee head listed. You can be on more than one committee, Just remember the Triennial is a loooooong meet and we usually start at day break and run until the weeeee hours of the morning, sooooo be careful with your time, and leave lots of time to enjoy yourself.

NEXT WORK WEEK

What do we do next!

First a little clarification, the things listed here are things that might / maybe / could be accomplished / finished or should be accomplished / finished by the Triennial 2003 meet. They are not the goals for the next work week! We get a little of each of these things done every 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!

Possible May Work Week Projects May 24th--June 1st, 2003

Aspen Grove Loop - 5,200 plus feet—work crew
(depending on rail)

Anytime Projects

Siding Extension - 2 people one day

Steuer siding, extend from 120 feet to 140 feet, install new switch.

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.

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
May 2003	First	Sat May 24	Fri May 30 -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 lots of fun in the sun!

RIGHT OF WAY Constructing the right of way

The summer building frenzy is over and now it's back to 'normal'. Of course, we are talking about Train Mountain, so our normal and other people's normal might not be quite the same. There are lots of construction projects in the works and which ones get worked on is a matter of scheduling, and the weather. You can be assured the 'crew' will be hard at work all winter to get things ship shape for the 'big one' next year!

CURRENT YEAR What we've accomplished in 2002

The last official work week for 2002 is over and just look at the list of things 'we' did this year, WOW. We all appreciate the extra effort and the Train Mountain experience is directly derived from your efforts, thanks.

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 fire / water use
40. Replaced switches—main yard BackShop approach
41. Main Yard tune-up
42. Replaced curve on Rio Grande, steel track panels
43. Grounds Keeping along mainline right of way
44. Switching Contest installed and ready for ballast
45. Crossing Signals painted
46. New crossing signals assembled and ready for use
47. Klamath and Western engine 56 rebuilt
48. Fire Pit track reworked
49. New building installed on Concrete Plant spurs
50. Grand Junction track connections improved
51. Roofing on fuel sheds
52. Train Mountain in the Guinness Book of Worlds Records
53. Sign holders made and installed at fuel docks
54. First RMI motorized switch installed
55. First Kitsap manual switch installed

Applause, applause, applause! Well done Train Mountain members. What a great season. Just look at this most impressive list of things **YOUV'E DONE!**

(Continued on page 4)

September Meet Attendees, thank you!

Ackerman, Ed and Sara, Hillsboro, OR
Adams, Floyd and Gladys, North Richland Hills, TX
Aguirre, Henry and Sandra, Nevada City, CA
Anderson, Roy, Corvallis, OR
Andrus, Bill and Jenny, Lakewood, CO
Auburg, Doug, Vancouver, WA
August, David and Geraldine, Monterey, CA
Balf, Jerry and Louise, Chiloquin, OR
Barningham, Barney, Boise, ID
Bartel, Richard and Jack Pearson, San Bruno, CA
Bartlow, Jerry and Velma, Shoreline, WA
Bell, Bob and Patty Lomanto, Truckee, CA
Bennett, Ralph, Brisbane, CA
Bosbery, Dave, Redwood City, CA
Boyd, Bob, Arcadia, CA
Breuer, Lee and Joanne, Garibaldi, OR
Brooks, Lee, Toni, J.C. & Ginny, Kennewick, WA
Buell, Nick
Butler, Boyd, Kennewick, WA
Carroll, James F., Lafayette, CA
Crane, Jerry, Auburn, WA
Crisp, Art and Genevieve, Chiloquin, OR
Dabroi, Larry, Mt Shasta, CA
Deffley, Don, Auburn, WA
Deviny, Jim and Mary, Bellevue, WA
Devlon, Dana and Arlene, Caldwell, ID
Ediger, Dennis, Camas, WA
Ellis, John L. and Sandra, Mishanaha, IN
Everett, Paul, Cumberland, MD
Flitton, Mark, Debbie, and Jeff, Caldwell, ID
Freihube, Walter and Theresa, Eugene, OR
Fulton, Doug and Jean, Weimar, CA
Garin, Paul and Marge, Fresno, CA
Gates, Ron and Diana, Port Orchard, WA
Gochnour, Ralph and Rosie, Salt Lake City, UT
Graham, Curtis and Linda, Las Vegas, NV
Haas, James, Klamath Falls, OR
Harold, Robert and Maylene, Carson City, NV
Haugh, Bruce N., Florissant, CO
Hayes, Bob, Chiloquin, OR
Heath, Michael F. and Stephanie, Bothell, WA
Hill, Holly and Nancy Burns, Eugene, OR
James, Ron, Minden, NV
Jarvinen, Roger and Gay, Chiloquin, OR
Jones, Courtney and Amy, Hobart, WA
Kesselring, Gerald, Eugene, OR
Knowles, Art, Seabeck, WA
Lane, Jim, Vancouver, WA
Ledyard, Rich, Boise, ID
Lewis, Woody, Colorado Springs, CO
Lizonbee, Fred and Otis Oredson, Medford, OR
Mairs, Richard, Spanaway, WA
May, John and Shirley, Bonney Lake, WA
McCaleb, Bob and Carol, Portland, OR
McInnes, Ian and Cheryl, Puyallup, WA
Meisser, Hugo and Jeanne, Sun City, AZ
Middleton, David and Greg Middleton, Aloha, OR
Miller, Arthur and Amy Winter, Florence, OR
Moore, Rhyce, Connie, and Juanita, Park City, UT
Moran, T.M., Orinda, CA
Mossop, Bill and Vi, Boulder City, NV
Patrick, Chris, Lyle, WA
Peterson, Glenn, Kenmore, WA
Phillips, Jeff, Saanichton, BC
Pickett, Joe and Evelyne, Yerington, NV
Pirtle, Lee, Chiloquin, OR
Presson, Michael, Jackson, CA
Ptacek, John, Boise, ID
Puccinelli, Kris and Gary & Karen Miller, Modesto, CA
Robinson, Geoff, Retsil, WA
Roscoe, Bill, Janyce

Ross, Dick, Roger Mahany
Rufenacht, Bob and Jewell, Pleasant Hill, CA
Sanderson, Jim, Vancouver, WA
Schubert, Charlie and Peg, Philadelphia, PA
Shepherd, Bill, Fort Bragg, CA
Shifley, Alan, Philomath, OR
Shuler, Kevin and Bonnie, West Jordan, UT
Simon, Joe, Dallesport, WA
Snider, William, Redding, CA
Snider, Brian, Redding, CA
Springer, Howard and Jeanie, Poulsbo, WA
Steuer, Frank, Sherwood, OR
Stewart, Hugh, Hugh IV, and Emily, Round Mountain, CA
Swenson, Karen, Edmonds, WA
Tate, Steve, Olympia, WA
Tinkham, Calvin and Mignonne, Reno, NV
Vertel, Tom and Fred, Chiloquin, OR
Weaver, Dennis and Marie, Retsil, WA
Wilkins, Nayland, Lyle, WA
Wilkinson, Douglas, Seattle, WA
Willoughby, Dean, Corona, CA
Witcombe, Allan, Sidney, BC
Wood, Russ, Linda, Chiloquin, OR
Wood, Pop, Pleasanton, CA
Young, Curt, Snohomish, WA
Young, Ron, Chiloquin, OR

MAJOR PROJECT STATUS

What is ahead for Train Mountain

The World's largest gathering of 7 1/2 inch gauge engines at the *World's Biggest Hobby Miniature Railroad* is what's ahead for Train Mountain. We may have as many as 200 plus engines and some 1,500 to 2,000 people at the 'big one' next year. We need lots of planning, lots of volunteers, and some of your time to make it as enjoyable as the 'big one' in 2000. If you are coming and can volunteer some time to help out on any of the many committees, please do so. Check out the Triennial Preparations column each month to see what is needed and when. This is going to be another Train Mountain spectacular, I can't wait!

Just in case you are thinking about NOT coming to the Triennial, imagine all the fun you will be missing. How much fun? Check out these photos from the September Meet to see how much fun 150 or so members can have and then multiply that by 10!



The opening dinner Saturday night hosted by Quentin and Sharon. How good was it? Check out photo number three for your answer!

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Even breakfast at the Beanery is becoming part of the social time at a Train Mountain Meet. Imagine 10 times this many people for breakfast each day!



It's Thursday night and all these people hanging around Central Station, what's going on? Thursday night means it's time for Tom and Fred Vertel's thank you dinner for all the volunteers that worked during work week. However the bees decided this would be a good week to swarm all over Train Mountain! The Tom and Fred show moved indoors at Central Station. It was probably a good thing too, judging by the 'crowd' that showed up for the great chow served by the dynamic duo!



Sunday after the OTH running saw a gathering of the troops down at the Blue Caboose campground area. The Idaho mafia hosted the festivities. As you can see it was very casual except for some wild man in the caboose!



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Tom did the taste testing, Fred did the thank you remarks, and then off to another great Vertel dinner. Thank you Tom and Fred, we do appreciate you and your support of our efforts.

Also happening during this meet week, was the second annual Train Mountain Staff appreciation dinner hosted by the Kitsap gang. The usual dinners out on the town. The Thursday Sewing Social was another smash hit. The Friday night bash at our house, Linda and I had a cozy bunch of about 60 or so for pizza and beer. By the way, Linda and I would like to thank all of you who have taken the time to drop us a thank you note for having the parties, we love doing it!



The closing festivity of any meet is always the great banquets that Quentin and Sharon host. September was no exception. Great food, great friends, and a great time. Thank you Quentin and Sharon.

TRACKSHOP

What's built and waiting for installation

Trackshop noises are getting softer and softer these days. The frenzied activity of the summer building schedule is behind us. Paul and Mark are back to their regular pace and fulfilling the back order list for track panels and switch panels.

TRACK INVENTORY	
Sept 1, 2002	
Alum Straight	85
Steel Straight	167
Steel 165' Radius	153
Steel 150' Radius	137
Steel 135' Radius	103
Steel 120' Radius	111
Steel 105' Radius	81
Steel 90' Radius	73
Steel 75' Radius	2
Sub Total (Steel)	1423
Used Alum (wood)	511
Total	1934
<i>Total Feet (miles)</i>	<i>3.66 miles</i>

SWITCH INVENTORY	
Sept 1, 2002	
Alum 75' Right	38
Alum 75' Left (4 on wood)	57
Alum 75' Wye (all wood)	16
Alum 100' Right	1
Alum 100' Left (2 on wood)	3
Alum 100' Wye (on wood)	
Steel 75' Right	3
Steel 75' Left	10
Steel 100' Right	11
Steel 100' Left	9
Alum 50' Right	
Alum 50' Left	
Total	152

WHAT WORKS

Ideas that seem to make a difference

The track adoption program is working and thanks to members like it's pioneer adopter Jeff Phillips, is actually spreading faster than the weeds at Train Mountain. The track is looking great, running great, and all it needs now is some more of you the members to volunteer to adopt some track to maintain. Register for as little or as much as you think you can handle on your visits to Train Mountain. We have **officially 13.42 miles of mainline track** now and only about 3 miles has been adopted so far. That leaves you 10 miles of Train Mountain Mainline to pick from. Let's hear from you so we can get your name on the list!

PROTOTYPE

The growing collection at Train Mountain

That 'adopt a track' fever is spilling over into the prototype area now. Seems like we are getting all kinds of interest in adopting some piece of prototype rolling stock to restore and get ready to show our many visitors. The latest relic to show signs of getting back into viewable shape is the burro crane that Train Mountain acquired this summer. Seems that Dave Kelley is going to have some help from Boyd Butler and Holly Hill on the restoration project. Thanks guys we look forward to seeing your progress. OK, let's see that only leaves 10 tank cars, 34 cabooses, 6 box cars, 5 log cars, assorted flat cars, some speeders, some other interesting speeder accessories, some OK let's see the hands of those that want to adopt a railcar!

THE PARK GROUNDS

It's not just trains!

With all the smoke this summer it didn't seem like we had much of our normal sunny weather. But since it's the end

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of the season we are starting to feel the changes that are coming. Just take a quick look at the change of colors in the aspens and you will see it is autumn and boy is it pretty! Check out the pictures on page one to see!

FEATURED PRODUCT

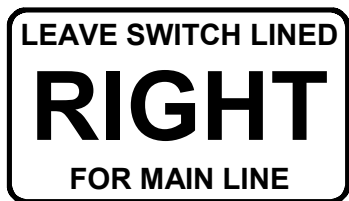
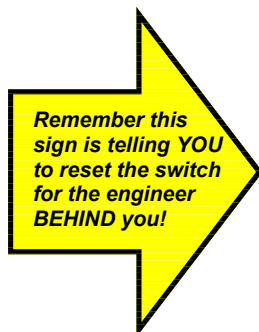
From the Company Store

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 info@trainmountain.org 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

Those wonderful little white signs are great sources of information. They guide us down the mainline of Train Mountain. They tell us that if we Keep Left or Keep Right we will be headed down that mainline. With some 50 plus trains running on Saturday of the September meet that would have been wonderful to see, but! What do you mean BUT! Well the BUT here folks is that you have been reading my columns on operation and all the fun routes you can take at Train Mountain. You are just forgetting one little piece of the puzzle to make it more enjoyable, rule number 11 is NOT for YOU, it's for the poor guy BEHIND you. RESET THE SWITCH SO THAT IT IS POINTING IN THE KEEP LEFT OR KEEP RIGHT DIRECTION WHEN YOU LEAVE THE SWITCH. This means stopping your train and letting your conductor reset the switch after you've taken the alternate route. If the switch is already thrown to the alternate route as you approach it, and you decide to take that alternate, PLEASE RESET IT BACK! I know you didn't throw it, but please reset it to normal. About 1/5 of all meet attendees are first timers. Give them the courtesy of matching the switches to the signs.



OPERATION

More than round and round!

Train Mountain mainline is now up to **13.42 miles** with lots of alternate routes. With some 50 plus trains all running at the same time on Saturday of the September meet

the power of the design of that mainline and its routes was in full view. I never had to wait for another train, I saw around 15 or so of those trains on each of my several 2 and 3 hour rides. What a great place to run trains.

When I said I never had to wait for another train, what I meant was I could always look ahead and see if there was some type of congestion and possibly take an alternate route. Or 'most' engineers that were running slow kept a watchful eye to the rear of their train and when appropriate pulled into a siding to let a faster train by. Thanks to all of them for being so courteous.

And now some pictures of members having fun on the railroad, also some shots of just *trains, trains, trains!*



Now honestly Jim, aren't you carrying this 'fire water' thing too far? Jim Lane had the new Train Mountain fire cars up and running. How good a job did he do? How about three trips around the Klamath and Western nonstop, and never ran out of water! Pretty impressive.



Contrary to popular belief, Train Mountain is not just for diesels and electrics. All it takes is a cold high mountain morning, a little hot water, and you have all the ingredients for a first class steam in! Doesn't that just look like lots of fun?



Speaking of Steam In's how about this nice gathering of hot water bottles over at the Klamath and Western. What a treat to have all those great steamers to entertain our guests. Great time was had by all. 52 trips by the steamers by the end of the day.



Some of the steamers even came to visit! With all the steamers running the trains and hauling the public, us lawn mower jockies didn't have much to do but enjoy the scenery and the fun the crowds were having. Poor Art and Mark didn't even get a break in the action. What a great way to end the operating season for the Over-The-Hill Live Steamers. Thanks to all who participated.

FOR THE LADIES
Something for our 'other' halves!

Train Mountain has been hosting the Chiloquilters sewing group during the meets this summer. The locals and our club members wives have been enjoying some great fellowship and exchanging many great ideas. The quilts they have been bringing to share are just beautiful. The ladies have decided that they would like to have a 'block of the month' quilt project and they have chosen to do, of all things, a train quilt! Imagine that, a train quilt. So starting next issue of The Mountain Gazette, expect to see some strange drawings enclosed in your copy of The Mountain Gazette. Shown below are just a couple of


highlights from the last Sewing Social at the September Meet. If you would like to participate drop us a line at Gazette@TrainMountain.org or snail mail to The Mountain Gazette, P.O. box 927, Chiloquin OR 97624.



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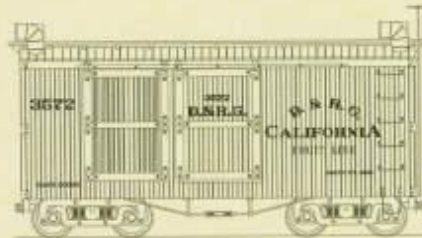
OUR BOXCARS, REEFERS, AND STOCK CARS FEATURE STEEL BASES, STEEL INTERNAL BODY BRACING, LASER CUT MARINE PLYWOOD SUB-STRUCTURES, AND NEWLY DEVELOPED, CUSTOM MILLED, HARDWOOD TIMBERS AND TONGUE & GROOVE PLANKING. ALL DOORS HAVE A STEEL CORE TO MINIMIZE WARPING AND ARE SUSPENDED FROM BALL-BEARING ROLLERS. THE HIGHLY ORNATE LETTERING AND HARDWARE FOUND ON TURN-OF-THE-CENTURY (20TH THAT IS)

ROLLING STOCK ARE FAITHFULLY REPRODUCED. ALL CARS HAVE REMOVABLE TOPS AND CAN HAVE OPTIONAL FOLD DOWN SEATS. COMBINE THESE NEW OFFERINGS WITH OUR BROAD RANGE OF FLATS AND GONDOLAS AND OUR 5 VERY POPULAR CABOOSE MODELS, AND YOU CAN ASSEMBLE MANY TRULY IMPRESSIVE NARROW GAUGE TRAINS.




*D&RGW 1881
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(Class 2a)* 

*D&RGW 1904
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