



The Mountain GAZETTE

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WOW, WOW, WOW! There is nothing more that can be said about the 2003 Triennial other than **WOW!** Having been through some 30 plus Train Mountain Meets, the Triennial was beyond all expectations. For years I have gone to many train meets in many scales. But the Triennial with its 9 day format was just a dream come true. Normally at a Train Mountain meet, or any other meet for that matter, it's the hustle and bustle of Friday unload, Saturday run and Sunday reload. But this meet was laid back, and most relaxing. Spread over the nine days was the comings and goings of some 800 plus members, their trains and their guests. You could actually sit down with one of our great vendors and spend some time with them and learn about their products and their companies. You could attend some of the great seminars we had, or you could go for a train ride, or you could sit back and enjoy the great weather and scenery. WOW, what a meet! The members who are also the guests ALL helped on the many volunteer positions and made the week most enjoyable. I wish to thank them all for their help and their friendship, what a week. This issue will not try and single out all the participants or even try and show pictures of all the trains, but what I will do is try and give you a slight bit of flavor for one of the most remarkable events to ever happen to and by our hobby. Let me close this paragraph with just one more **WOW!** Thanks gang I had a ball!

The Seminars were great! Greg gathered together the who's who of our hobby and they put on some really terrific seminars. Central Station was a constant sea of folks coming and going to the seminars. I'd like to see us have some seminars at all future Train Mountain meets, maybe even target certain meets to certain subjects.

Quentin's seminar on the making of Train Mountain was very well attended and he gave us all a look at the past, the present, and the future of Train Mountain. Look for it on video from the folks at 7+ later this year.

Speaking of videos, I've never seen so much camera equipment except for my last visit to Japan! My goodness! There should be pictures of Train Mountain on every website around the globe. And special shoots by Trevor and Greg should produce some outstanding videos. The nightly picture review that Trevor set up was terrific and everybody went to see if they made the 'cut'! Good job guys I can't wait to see the results.

Because of our monthly space requirements for the Gazette I won't have lots of pictures in any one issue but I will add a new column next month called the Triennial Review. It will be an on-going picture gallery and a critique of what we did right and what we can improve on for 2006. Remember this is YOUR membership newsletter, please **SOUND OFF** and let me know what you thought about the 'big one', good or bad!

Triennial pictures and stories are spread throughout this issue so please look around for what happened and when, who was involved and how great a meet it turned out to be.

The Peoples Choice Awards for the Triennial are listed on the next page.

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

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Table of Contents

Triennial Awards	1
From The Manager	2
Meet Schedule	3
Next Work Week	4
For the Ladies	5
What Works	5
Prototype	6
Rules of the Road	7
Operations	7

TRIENNIAL AWARD WINNERS

The People have spoken!

Here's the winners. Now remember these were voted on by your peers, no arbitrary set of rules and no special judges or anything like that. Just your fellow members voting on what they came to see and boy did we get to see some great stuff. Congratulations to our winners.

(Continued on page 2)



Best Looking
Steam Locomotive
Bruno Platzer



Best Looking
Diesel Locomotive
Cinthia Biros



Best Overall
Kevin Doe



Best Steam
Locomotive "Stack Talk"
Dean Willoughby



Best Sounding
Steam Locomotive Whistle
Paul Hunter



Best Diesel
Sound System
Dave Bosbery



Best Steam
Locomotive and Consist
Chuck Hackett



Most Relaxed
Engineer



Youngest
Engineer?



Best Diesel
Locomotive and Consist
Paul Karczewski



Most Technically
Interesting Locomotive
Larry Anderson



Best Railroad
Name!



Best Target and
Shot Combination!



Best Dressed
Engineer
Dewey Burnham



Best Dressed
Conductor
Lynda Thomas

FROM THE MANAGER

The latest from the General Manager

From the Manager, Ross Perrin:

Triennial time has come and gone, what a great meet! I know you will read and listen to many stories of the Triennial in the future and you will hear many different statistics from an abundance of statisticians so I will only say that it was the most, the best, the greatest all rolled up in one. It was truly amazing.

(Continued on page 3)

As I mentioned before, the chance to see all of your projects and chat with many of you was absolutely great. The pride and craftsmanship you show in your equipment is truly inspiring. Watching you go out for the long run, especially the first timers, was a confirmation that we have done something right by building Train Mountain. The real pleaser for me was the comments and smiles as you returned from the trips around the track, and as you expressed your excitement.

I think some thank yous are in order, first to all the attendees. I'm glad you came and saw and enjoyed. For some this is a once in a lifetime chance to get to Train Mountain just because of location, I hope we proved worth the trip. The commitment to be at Train Mountain for a meet like this isn't an easy one for most of the core group of volunteers that made this meet work. Many of these people were here in April for a week and in May and early June for the first meet then back for the Triennial workweek and meet. I know I would never be able to spend that much time away from home and work. And I can't forget the local members that take time from their daily lives to spend with us. Then there are the volunteers who stay at Train Mountain for months at a time to help out. What a great bunch. We couldn't do it without you and it wouldn't be much fun without you either.

Thank you to everyone for making this meet a safe meet. No serious problems with fire, first aid or campers were reported. And only one traffic mishap other than my gator getting run into.

As with any organization there is a central core that does the work and makes the difference between a mediocre club and a great club. We have the latter and I have to commend them on their skills and determination. Without these few always hard at it and advancing forward Train Mountain, could not be what it is today. Thank you for making it work.

How about all those vendors? Thanks to them for showing us what's hot and new to the hobby and why.

Many times I have heard the comments from members such as "what do you care it's a paycheck." "it's just a job to you" and similar words of wisdom. So my biggest thank you is to the Train Mountain Staff. These are the folks that put in the extra hours, are always there when needed and most of all make Train Mountain the place you get to enjoy as members. If you think about it, we are most likely the only club in existence that has a year around staff to maintain and build the infrastructure for its members, and build the dream for our founder and owner. I would venture a guess that every staff member here would disagree with the statements above; most are active in the hobby in everything from HO to 7.5, and all take great pride in the creation of Train Mountain.

And of course a grand thank you to Quentin, without your vision and desire we would not be building Train Mountain. Thank You Quentin.

A topic I have mentioned in the past is suggestions; please email me anytime with your suggestions. Only a few made their way to the suggestion box this meet but I heard a lot of suggestions being voiced.

I hope everyone made it home safe and sound and I'll talk to you soon.

Ross
tmrrgm@trainmountain.org



Quentin said it best when he said there are lots of first editions out there (I.E. IBLs 2000) but if it's a hit and it makes the 'Best Sellers List' then there is a second printing and that was Triennial 2003. I can't wait for Triennial 2006! We all should be proud of what we have created and just importantly we should also be proud of the way we choose to display our wares! Great trains, great people, great weather. and great fun! Thanks gang!



The King and his court. The start of the famous Triennial Parade. Quentin Breen our gracious host and benefactor is the first to leave Main Yard at 10:32, followed by track wizard Art Crisp and passenger, next came the head of the volunteers and the Idaho Cookie Queen, Mark and Debbie Flitton. The last train in the parade left at 12:10—one hour and 38 minutes later and some 5,000 plus feet of 7 1/2 inch gauge trains! Another 'Mile of Trains'!



Just to prove it was a 'parade' here's the 'sidewalk' spectators lined up to see the show!

JULY MEET SCHEDULE

The list of activities for the July Meet

Welcome to the schedule of events for the July 2003 meet. This should be a quiet and subdued meet after the excitement of the Triennial, however it will still be a lot fun. We look forward to seeing all of you and don't forget to plan to spend some time looking around the area. It's a great place to visit!

(Continued on page 4)

DATE	TIME	ACTIVITY
Sat, July 26th	9:00 AM	Begin Work Week, which runs through Thursday, July 31st at 4:00 PM
	6:00 PM	Quentin & Sharon's Recognition Dinner for all volunteers who work on Saturday—SEE SPECIAL NOTES
Tue, July 29th	6:00 PM	Recognition Dinner for all volunteers who have worked at least one day during the work week. Host's Jim, Wendy and Sierra Kincaid—SEE SPECIAL NOTES.
Wed, July 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.
Thu, July 31st	1:00 to 3:00 PM	Chiloquilters. Sewers will meet in Central Station, show and tell, beginners welcome—SEE SPECIAL NOTES.
Thu, July 31st	6:00 PM	Recognition Dinner for all volunteers who have worked at least one day during the work week. Host's Chuck and Sherry Stutts at OTH—K&W Track—SEE SPECIAL NOTES.
Fri, Aug 1st	9:00 AM	July 2003 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
Fri, Aug 1st	6:00 PM	Pizza and Beer celebration for all train meet attendees. Host's Russ and Linda Wood—SEE SPECIAL NOTES BELOW.
Sat, Aug 2nd	6:00 PM	Train Mountain Banquet, held at Central Station, tickets available from info@trainmountain.org or 541-783-3030.
Sun, Aug 3rd	4:00 PM	The July 2003 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.

Quentin & Sharon will not be here for their regular Volunteer Recognition dinner this work week; the dinner will be hosted by Train Mountain staff in their absence. It will be held at **6 p.m. Saturday** at Central Station.

Jim, Wendy & Sierra Kincaid will host 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 Tuesday evening at the Kincaid's home. YOU MUST SIGN UP at the Train Mountain Main Office located in Central Station

prior to the **deadline of Monday at 5:00 p.m.** Directions are available at the office.

Quilters of Chiloquin will hold a special Thursday Sewing Social at each of the remaining Train Mountain meets. They will 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 Wednesday 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 can 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 Tuesday at 5:00 pm—no exceptions.** Directions are available at the Office.

Please Help the Hosts and Hostesses by signing up for those events you wish to attend. These nice folks need to know how many are coming! Sign up in the Central Station 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.

NEXT WORK WEEK

What could we do next!

The Triennial pressure is off so the projects will be somewhat subdued from the hectic pace of the past couple of months. We still have lots to do and we can always use the help so please plan and spend a little time at Train Mountain during one of our upcoming Work Weeks.

For this meet it would great if you all brought your trains and ran them during the work week (that's what Kitsap does during their work weeks). As you are running and discover those annoying little glitches, stop and fix it. Just remember to flag two blocks behind your train when you stop. Even after all the work that was done before and during the Triennial there seems to be a fair amount of green blocks lingering about so those could be worked on as well.

(Continued on page 5)

Possible July Work Week Projects

July 26th--August 3rd, 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!

FOR THE LADIES

Something for our 'other' halves!

The Triennial meet is over but not soon forgotten! Everyone worked so hard and put in so much time it's hard to remember all the great things that happened during the Triennial. But I for one know of one great event that happened during the meet and that was the Ladies Socials! We had one on each Thursday during the work week and during the regular meet. All those hard working ladies that we had seen around Train Mountain the rest of the week just all disappeared and went to the social, from all reports they were just as successful as the Triennial itself. Well done ladies. In addition to the Train Mountain ladies, there were ladies from the local Chiliquilters group and the Klamath Falls Piecemakers.



The Ladies had a great time with the Thursday Social's, one during the Work Week and one during the Triennial. Some 44 ladies signed in and all agreed it was a great success, in fact they want to have more days for the 2006 Triennial. We also had some great vendors lined up for the ladies as well. Everyone agreed it was a lot of fun!

WHAT WORKS

Ideas that seem to make a difference

Quentin's version of Tom Sawyer and Huckleberry Finn, is what works! What am I talking about, well it's the story of getting 'us' to paint 'his' fence and think it's fun! Well it is and thank you Quentin for having such a great 'fence'! I've said this before but Train Mountain is unique for lots of reasons not the least of which is that the membership is made up of members from around the globe. Our guests are from around the globe, in fact it's the same people! Our members are our guests and our guests are our members! In order to put on a show like the 2003 Triennial took thousands of volunteers hours doing all sorts of different kinds of jobs. Who were these volunteers, they were our guests and our members! Mark Flitton summed it up best at one of the morning volunteer briefings when he said 'you folks are great!, whenever I needed something done all I had to do was ask, and it got done!, I never heard a single no!'. With 'members' like that it's no wonder the 'guests' all had a great time!

To all of you who volunteered some of your precious Train Mountain stay we thank you. We certainly could not have pulled off this tremendous undertaking without your unbelievable support. You were magnificent, the meet was magnificent, come on 2006!

I won't try and list the kudos due all but there are just a few that I think need to be at least highlighted. These folks actually gave up almost their entire Triennial to make sure that we all had a great time and that things ran smoothly. These are not in a numbered list of importance, just my list of folks that really helped us 'all' out. First is Mark Flitton and his terrific Idaho Mafia gang. From working on track, to heading up the volunteers, to stepping in to fill some mighty big shoes, when Mark Flitton was suddenly rushed off to the hospital, what a gang of folks! Thanks gang! Next was Art Crisp and Charlie Bill. If you had a derailment or had some track problem a simple call to dispatch was all it took to see that 'gator' go roaring off with the dynamic track duo to the rescue. Cal Tinkam and his crew did much the same whenever called upon to 'fix it'! And speaking of dispatch, Jim Haas and his crew handled the communications system for the entire meet without a single hitch, my hat's off to that crew! And speaking of roaring gators let's not leave out Jeff Phillips and his trusty gator. He was everywhere we needed some help and always without any fanfare, just a great job whenever we needed it. Now I know there were literally hundreds of you doing all kinds of 'thankless' jobs out in the woods, the back gate, the front gate, the end of the main yard, and all sorts of places, well believe me they were not 'thankless' jobs, cause here's a great big THANK YOU ALL! Next comes the staff at Train Mountain, well, what can you say about this crew? For weeks before the Triennial they worked many, many hours getting ready for the May Meet and then the Work Week of the Triennial and all the days in between. Finally the Triennial started and where were they, right in the middle of it all, day or night and weekends too! Ross, Richard, Carol, Jerry, Paul, Debra, Sonya, Sarah and Louis, words cannot repay you

(Continued on page 6)

for your effort on our behalf so please just accept this Thank You from all of us to all of you, we really do appreciate your efforts. Lastly I would like to thank all the Train Mountain locals and summer regulars that work so hard and never seem to get the thanks they all deserve. I've already mentioned Jeff and his gator but he was the first member of Train Mountain to adopt some track. He adopted all of Rio Grande Division including South Portal. In between meets this year he relayed 'deadmans curve' with all new steel rail (track between Sannich and Phillips sidings). As far as I can tell he has adopted the rest of the track as well 'cause he seemed to be working on it all, thanks Jeff! Art Miller is one of our summer regulars and when he is not working in the track shop setting new records with Paul, he is filling in wherever needed, thanks Art. Next comes Sherry Stutts. Sherry decided that because Train Mountain was having food service problems just before the Triennial and the pending arrival of 800 plus guests she would open the Over The Hill Concession stand to help feed the members/guests at the Triennial. She arrived every morning at 5:30 am! She opened at 6:00 am and served meals until 5:00 pm, everyday of the Triennial work week and the Triennial! On behalf of all of us volunteers that ate breakfast there every morning and the many others that had lunches there everyday, thank you, thank you, thank you! Now she will quickly add that she did not do it alone and she did have helpers, but Sherry—THANK YOU! And of course thank them too for they all pitched in just like all of our 'members' did to help our 'guests'!

I think every group that came as a group also had their own identities and projects. We all know about the Kitsap bunch and the Idaho bunch even my Woodside Lumber bunch, but each group that came from afar seemed to have that special 'wanting to help' feeling. My gang manned the Information Booth, ran the passenger service so that anyone who wanted a ride got one (close to 400 rides!), and we also tried to keep Pop occupied, for that we are sorry, Pop is Pop after all!

Before I get off my soapbox there is also another group that needs some thank yous thrown their way as well. What a great bunch of vendors we had at this 'show'! I saw some really great looking products. I saw broad ranges of products from lots of different vendors. I think our hobby has a very bright future. These folks really knew their stuff and with the nine day format all of us were able to spend some time with them, to learn about them and their products, and they in turn got a lot of feedback from us. Thanks folks for taking the time, the money, and the energy to be at our show to help make it a 'great show'!

And thank you Quentin for having such an incredible dream and for sharing it with us all, we will be back for as many years as you will have us. We are looking forward to the next 'big one' the 2006 Triennial!

Thank you one and all!



From inspection, to loading/unloading, to shuttle van driving, to working in the yards, to whatever it took to get it done, that's what you all did. Like I said earlier, I can't list you all and so please don't take offense if I didn't list your group or your job specifically, you know what you did and so do all of us, thanks for a Great Job.

PROTOTYPE

The growing collection at Train Mountain

Train Mountain is a prototype of a live steam club. It is establishing new standards with every passing year. It is establishing these standards not by force of will but trial and error. If you want to see what 'your' track will look like with wooden ties, dirt ballast and aluminum rail after 15 years come and take a look, we have several miles of it, Or how about with 3/4 washed ballast and super grading with plastic underlayment we have several miles of that. How about steel rail with all the above, we also have several miles of that. During Quentin's seminar on the process of building Train Mountain he emphasized over and over don't just look at what we've done but learn about how we got there. Learn by our mistakes. Quentin says we don't claim to be the experts, we've just built more of it than anyone else! And we have rebuilt more of it than anyone else! And we are still rebuilding more of it than anyone else! Train Mountain will always be a 'work in progress', it will always be changing and experimenting. Why is this so? Because things happen here that can't happen else where at this current time. As an example, remember last summer when we upgraded all of our sidings to a whopping 140 feet minimum and remember our main yard holds over a mile of rolling stock? Well guess what, the Triennial saw the average attendee with equipment brought, on the average, an extra 2 pieces of rolling stock over IBLS 2000. So what's the big deal? Average length of say 5 feet to keep the math simple, total of 250 members with trains, 250 times 2 new cars this meet is 500 more cars than at IBLS, 500 cars times 5 feet is 2500 feet of extra car storage required over the last big meet.

(Continued on page 7)

Quentin was finishing up the track assignments during the Triennial Work Week when it became very apparent we were in deep trouble with our storage capacity for electric locos and their battery recharging requirements. The end result was Art Crisp designed and with help from the Idaho Mafia the 'Thursday Yard' was born. Due to the enormous supply of ready made track panels and switches that Quentin has stock piled in Main Yard, a new **28 track 'Electric' yard** appeared in a matter of hours and was used all during the Triennial for the electrics. No other club has these resources to do such an amazing feat. This is why Train Mountain is important to us as members but just as important is its role in the building of our great hobby. The more we do and change the better it gets, the better it gets the more we can do and change! Long live Live Steam and long live Train Mountain!



Long trains were the order of the day, even during the great parade. From passenger to freight, from diesel powered to articulated steam powered they were all there (and they just keep getting longer)



From big diesels to big steamers, the Triennial had it all. This begs the questions as to what the minimum radius needs to be, and how big is that turntable, and what about engine storage, etc.,

Thursday Yard and its 28 tracks functioned perfectly throughout the entire Triennial Meet and was greatly appreciated by the fastest growing segment of our hobby, the electrics.



RULES OF THE ROAD

Safety First

Can of worms time! It's about time I got it all stirred up again so here goes. I love long trains, they look great and are very prototypical. Those that saw them run at the Triennial were in awe and well they should be. What a great display of modeling, of horsepower, and of operating skills. So where's the can of worms come in, well it's safety. We were very lucky. We were doing something never attempted before at Train Mountain and therefore probably never attempted anywhere before. We ran a 91 car, triple headed freight drag up and down and all around Train Mountain. Well that's what it's here for right? Trouble is we were playing with stress factors way beyond the model engineering we've had in the past. For the sake of keeping it simple lets just make the average car weight 200 pounds, times 91 cars comes out to be roughly 18,200 pounds! That's a little over 9 tons of stress on those model couplers, draw-bars, or whatever. In order to make up the train various collections of cars were joined together. Here is the question I put to all of you, how safe was it? How much braking power did we have available to stop the train downhill or uphill? How much pressure can we safely put on model couplers before they fail? How much stress will a safety cable or chain take? What about bolsters, bolts, frame members, etc.. Now please don't get me wrong I'm not saying anybody did anything wrong, I'm just saying we need to do more research in order to see more and more big trains running safely at Train Mountain. The running of the big trains, I loved it! Quentin and crew are already hard at work designing and building a scale to weigh cars so that we can accurately balance out a train, with heavies on the front and lights on the back. Train Mountain will also mark their cars so we know what their weight really is. Anyhow, I've opened the can of worms please feel free to comment, pro or con, we need to know. Train Mountain is a great test bed for new ideas, and you folks always come up with some great ones. Help us work on the safety issue for super trains. We already know we need train brakes and lots of you are already helping Train Mountain in that research, please help us all learn more about the stresses and structures involved in running 10 ton trains! As always—its safety, safety, safety! I look forward to seeing what you come with. *Geeeee 91 cars, only 9 short of Quentin's 100 car train dream!*

OPERATION

Its more than round and round

Many thanks to those brave souls that tried out the John Allen Timesaver in either form (we had an O scale version in the information booth) and our Thursday/Friday way freight switching. We have started the ball rolling and now its already starting to pick up steam (sorry but I just had to get that in there!). What's that old saying about mighty Oak trees growing from little acorns or something like that. I think we have made a great start. I certainly got a lot of feedback from those that participated. It seems that we all have our own ideas and there are lots of good systems out there. Many live steam groups are 100% operation oriented, we would like to see Train Mountain go in that direction but certainly it will never be 100%. I think a realistic goal would be 20% and be able to do it during any meet including the Triennials. We are already working on the next generation of the Train Mountain waybill thanks to your feedback and Quentin is already starting to outline the role his car fleet plays in the building of future structures and sidings on the layout. We are making progress gang thanks for all your support it really helps.

BTW the fast time for the O Scale Timesaver was under 8 minutes and the 7 1/2 version was just a hair under 12 minutes, not bad for first timers. Just wait until they get the hang of it, it will be fun to see the competition then!



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