



The Mountain GAZETTE

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From the Editor - Russ Wood

There is a small change to this issue of The Mountain Gazette. It is now Volume 3, Issue 1. This reflects the next chapter in the history of Train Mountain. The first chapter was of course the Quentin Breen chapter where the vision was born and came to into the light of day, therefore Volume 1. The next chapter in the history of Train Mountain was the chapter of transition, where FTM became the custodians of the kingdom while getting the IRS and many other issues taken care of, therefore Volume 2. That brings us to Volume 3, the chapter in the history saga of Train Mountain where the members run Train Mountain. A small change to the Gazette, a very large change for Train Mountain.

The Magic is back! WOW, what a meet! Over 100 of your fellow members came to the Mountain and worked like busy bee's and put on one terrific Operations Meet. So much got done I could use up a whole page listing stuff! The amount of work accomplished was terrific given that the weather just didn't cooperate with any of the Work Week's this year. Cold and rainy and windy was the order of the Operations Meet work week. That is right up to the placement of the cars out on the layout. Then it was HOTT! And no that is not a type-o it was H-O-T-T, hot! Lots of trains, lots of members, lots of FAMILIES, lots of great food, and lots of fun! WOW, what a meet.! No.#1 complaint - Not enough parking! Cool huh!

The track that was removed at Witcombe Wye is back in. There is still work going on up there so slow order through the area, please. This was put in during the workweek including the first pass at ballasting, good job folks. The Santa Fe caboose at the main gate was repainted and it looks better than new! Terrific job by a very talented crew. Over 100 cars were used in the Operations Meet and they were all inspected, lubricated and brought up to Train Mountain safety standards with complete and working safety cables / chains. All of the switch points were inspected and lubricated and in some cases were also repaired to put them back into working order. Winter cleanup continued. All of this work was done by your fellow members. Thanks for all of your efforts, it really showed by the lack of issues occurring during running of the meet. Thank you.

The Potluck Banquet was one of the finest meals I've had in a long time and it was entirely prepared by, served by, and enjoyed by the volunteers! The Potluck was a donation funded event that the attendees supported very well. The funds were such that the food was paid for and the excess funds went to pay off some of the outstanding funds for the two wonderful smokers that were used to prepare the main course. Thank you kitchen staff and thank you members for the funds. This same kitchen staff also fed us lunch every day during the work week! I think we spent as much time eat-



2013 Train Mountain Train Meet Schedule

	August Train Meet	September Train Meet	Fall Colors Train Meet
Work Week	7/27 to 8/1	8/31 to 9/5	none
Meet	8/2 to 8/4	9/6 to 9/8	10/11 to 10/13

ing as we did playing, thanks to the availability of all these great meals. The Welcome potluck on Sunday was well attended which means we had volunteers here early to help with the meet as attested to by the list of accomplishments shown above. The Ward Family dinner and the Wood family dinner were also held at Central Station and once again all of the volunteers chipped in with potluck goodies, serving the food, and even putting funds into the tip jar to help offset the costs. Everyone helping everyone else, thank you. What a Meet!

Speaking of funds, please read the article in this issue about how your Board arrived at the amounts charged for Dues and Meet fees for TMRR.

Also in this issue is the Train Mountain Code of Conduct. Thank you to the Board for taking the time and effort to produce this Code of Conduct, it is based on the simple principle of do unto others as

Train Mountain Members Library "The Stacks" - Jim and Sabra Rickman

Thanks to everyone who joined us during the Operations' Meet in the Library for our first Open House. Several visitors asked about track plan maps. If anyone has track plan maps from 1995 on, please share them with us.

Peggy Schubert helped us out tremendously during the full 3 hrs. of our Open House. Thanks Peg! We are always looking for volunteers to help catalog new donations. Art Crisp has offered his collection of Model Railroading magazines. Thanks Art!

We want to also thank those volunteers who have worked on the library in past years - so far, we know of two - Mort Ediger and Hugo Meisser. It has made our job much easier.

Cynthia Lovely has prepared several packets of doll clothes' patterns which we will store in the library and will be available to anyone interested in making clothes for Barbies and Kens.

Come by the Library anytime to play our new Caboose Scramble! It features four of our very own TM cabooses.

Continue to send your questions/suggestions in to library@TMRR.org.

Musings From Midway - Mort and Dennis Ediger

After a slow start this season we finally have G-Ville up and running. Tom Mercer and Don Williams brought their own trains to play with so they did the trouble shooting for the summer runs and all seems to be in great shape. We're always surprised at how well the layout fares through the winter. Knock on wood but we've been really lucky so far.

Tom braved the weather and weeded one whole path in the rain. Pat Kaasa and her sister-in-law, Tanya, also spent a day weeding some of the new track Dennis laid last year that had grown over solid with grass. Many thanks!! Saved me many hours work.

Now Dennis has the yard smoothed out and plans to lay that track next. We have a long way to go to meet our 9000 ft goal but we've got a good start.

Adding Interest to the Scenes at Train Mountain - Cynthia Lovely

At the June meet, I learned that the Barbie and Ken dolls that usually grace our town scenes were left out for the winter and many needed a new wardrobe. I have a friend who makes doll clothes and was willing to loan me her patterns to copy for us to use. I copied them and put the copies in envelopes, ready for use. There are now some patterns, some materials, and some elastic ready for the next step.

Are you interested in finding the rest of the dolls? Deciding where the dolls would be best placed on the layout? Making new clothes for those that might need them? Do you have other ideas or talents you think you would like to contribute to this project? When you are next at Train Mountain, look in the library for the supplies, and see what you can add to the wonderful places that are fun to visit around the mountain. Train Mountain becomes more of what we would like it to be as we each do a little bit.

Still Waiting for the train! - John Lovely

There are dozens of passengers still waiting for the train to come by so they can get home after the Operations Meet. It is a good thing those virtual passengers are much more patient than real people.

We had a wonderful turnout and lots of fun at the meet. I thank all of the crews who were brave enough to attempt the passenger runs. They are a challenge. About a half dozen Conductors turned in their tally sheets for passengers carried. The most productive crews were headed by Cameron Brew, reporting 163 passengers and 70 mail sacks, and the Devine family with 160 passengers and 60 mail sacks.

My thanks to all who attended the meet, participated in the activities, prepared the wonderful meals we gorged ourselves on, and to the weeks spent to make this fun time possible. See you all next year.

A Thank You Note - Doug Wilkinson

Just a short note to say thanks for all that you (*Dennis*) and others at Train Mountain did to make this last week meet so good.

While working up at Witcomb with Art and others I am really amazed at how strong and resilient Art is. I've known him for a long time but working on the same team as he gave me a new appreciation of him.

The food availability during last week was most appreciated and it was really what we all needed. The Saturday night banquet was simply super.

Again Thanks for making it all happen.

Train Mountain Dues and Fees - Board

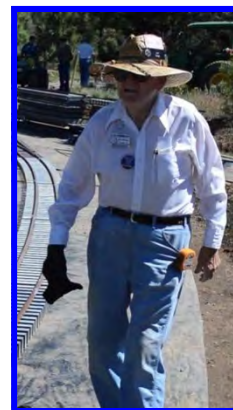
We at Train Mountain are blessed with a wonderful facility. We have the use of over two thousand acres of land, miles and miles of track, a large machine shop, assembly buildings with guest rooms, camping areas and much more. Along with these great facilities comes a rather large bill to keep them in existence. We must pay property taxes, utility bills, facilities maintenance cost and dozens of other operating costs. We must produce income to cover these costs. We do have some income from the rental of cell tower space on the property, but the majority of our required income must come from the members.

There are two different ways to raise the required income from the members. They are the charging of user fees and the charging of dues.

We could have a system that depends almost solely on user fees. Each time you used the track you'd pay a fee, each time you attended a function in the Hall of Flags you'd pay a fee, etc. Those that use the facilities the most, would pay the most. This sounds like the fairest way to raise the required income, but there are problems with this type of system. This system would be an administrative nightmare. Who and how would you keep track of the who, when and how much. This system would also be unfair to those that live locally. Those that live locally logically use the facilities the most and would therefore pay the most. You might think this is only fair, but you must remember, this is the same group of people are the ones that provide our largest block of volunteer labor. They have earned the right to use the facilities without oppressive user fees.

We could have a system that depends almost solely on dues. You divide the required income by the number of members and set the dues at that number. There are also problems with this type of system. It would be unfair to those that do not live close and can only rarely get to Train Mountain. They would be paying the same as those that use the faculties a lot. This type of system could also destroy Train Mountain. The dues could become so large that some members could no longer afford them. They would quit and the dues would go up for those that remained. More would then quit. The whole thing could snowball until you are left with a very small membership group paying extravagantly high dues.

Train Mountain uses a combination of dues and user fees to produce the income we must have. We tried to set the dues at a level that most members will feel comfortable paying. At the present time, we



believe the correct number for the dues is \$50 for an individual and \$75 for a family. We also charge user fees. Some of our user fees are easy to see like the room use and camping fees, but our main user fee is not so visible. Our largest user fee is the meet fee. Because most members prefer to come to Train Mountain during a meet we can charge our user fees in the form of meet fees. The more meets you attend, the more you use the facilities and the more you pay. We also have an All Meets discount if you wish to attend all of the meets. The system is not fool proof, but it is a very easy system to administer. An individual could work the system and avoid paying any user fee by not attending any meets and only using the facilities during off meet times. We believe that when our members understand our system for collecting user fees they will support the system and not purposely try to avoid the meet fees.

We, your board of directors, feel that the current system we use, consisting of reasonably priced dues and user fees in the form of meet fees is the fairest for all members.

Camping at Train Mountain - Board

Train Mountain has three camping areas that members can use.

Train Mountain does not charge fees for using the camping areas if you contribute volunteer labor during the meet work week. If you arrive on Thursday, Friday or Saturday for a meet, you are requested to make a donation for each night's stay. Our fee for the Blue Caboose campground is \$10 per night. Our fee for the Six Acre and South Meadow is \$5 per night. All camping sites are on a first come basis. We do not take reservations for camping sites.

If you are planning on camping while at Train Mountain, please stop by the office to pay any applicable fees and to pick up a copy of our Camping Policy.

The Blue Caboose camping area is located inside the top loop of the Serpentine portion of the track. This camping area is used mostly by RVs and has limited electrical, water and sewer hook ups. There are eight water and electrical stations. RV users must share these stations. The power available is 20 amp only. No air conditioners can be connected to this power system. There are nine sewer hook up points, but they are not located next to the water and electrical stations. RV users must also share these inlet points. One of the sewer inlet points is next to the road through the camping area. RVs can pull up and dump at this location. The Blue Caboose camping area is not available for general camping during triennials.

The Six Acre camping area is located north of the Backshop yards and south of the Panama Canal portion of the track. This camping area is for tent campers. There are two water faucets, a porta-potty and a gray water dump tank in the area. No one is allowed to hook up to the water faucets.

The South Meadow camping area is located at the southeast corner of the Train Mountain property and is inside the South Meadow loop of the track. This is a dry camping area for RVs. Water is available from faucets at the north end of the area, but no one is allowed to hook up to the water faucets.

There are commercial campgrounds close to Train Mountain that have full hook ups and take reservations. Walt's RV Camp and Melita's Camping are just north on Highway 97. Waterwheel Campground is just south on Highway 97. Collier State Park is about 8 miles north on Highway 97.

From the Front Office - Dennis Ward, treasurer

The records show that 110 people signed up specifically for the Operations meet. Of this number 58 were heads of household and the rest family and friends. In addition to these numbers we have sold 31 season passes for the meets. Most of these people made an appearance. And at least five of the very hard working life members showed up. The people who prepared meals for the work crews during the work week and set the tables for the Saturday night potluck banquet reported that 106 of the 110 plates they set out were used.

I did not get an accurate count of the number of trains. Crisp yard (24 tracks) was completely full with quite a bit of overflow going to Ellingson turntable. Additionally there were several trains from container-ville in operation. My guess, at least 45 trains moved the 100 plus cars to various spots on the railroad.

The campgrounds were teeming with activity and the rooms at Central station were all occupied. The Chilouquilters were here on Thursday to work on various sewing projects. All in all a busy, busy, busy week. And, judging from all of the smiling faces, a very good time was had by all.

Gift & Donation Acceptance Policy - TMI Board

In this Gift & Donation Acceptance Policy the board of Train Mountain Institute defines the parameters and guidelines for eliminating controversial or risky donations.

Unwelcome donations might include gifts that:

- don't relate to the mission of the organization
- don't cover all the necessary costs of a program or project
- come from a source with which the organization should not be affiliated
- come with too many strings attached
- could cause the organization to fail the public support test or otherwise lose its tax-exempt status
- would be too complicated to manage or oversee

Annual Limit & Board Approval -- Train Mountain Institute may accept gifts up to an annual maximum set by the board (\$5000 a year for 2013). Gifts that exceed this amount must be reviewed by the board prior to acceptance. Normally this can be done by email very quickly.

Publicly traded stocks and bonds will be valued at fair market value on the date of transfer as determined under Internal Revenue Service rules.

Closely-Held Stock and Partnership Interests (including LLC units) may be accepted by Train Mountain Institute if approved by the board prior to acceptance. Tangible personal property may be accepted as a gift, provided that the gift furthers Train Mountain Institute's charitable purpose. Alternatively, Tangible personal property may be accepted as a gift, provided the board agrees that such property is saleable and the donor agrees that the property can be sold at Train Mountain Institute's discretion. The donor is responsible for obtaining a qualified appraisal prior to completing the gift.

Life Insurance Policies annuities and IRA distributions, new or paid-up, may be accepted by Train Mountain Institute if approved by the board prior to acceptance.

The Foundation reserves the right to refuse any proposed gift. In conformity with Treasury Department regulations governing 501c3 non-profits, gifts to Train Mountain Institute may not be directly or indirectly subjected by a donor to any material restriction or condition that would prevent the Foundation from freely and effectively employing the transferred assets, or the income derived there-from, in furtherance of its exempt purposes.

For more information about Train Mountain Institute's Gift Acceptance Policies and Procedures, please contact John Black at info@tminst.org or call 541-783-3030.

Capital Expense Program - TMI Board

At the May 29 TMRR board meeting the following 2013 Capital Expense Campaign was approved :

- \$ 3,000 Fix the Water System Deficiencies
- \$10,000 Engineering and Permits for Sewage Fixes
- \$ 3,000 Retaining Wall Repairs
- \$ 7,200 Containerville Foundation Blocks, French Drain, and lift
- \$ 1,300 Fix Backshop Doors
- \$ 8,000 Replace Roll Up Doors in Hall of Flags with an energy efficient solution
- \$ 5,000 Handrails & Code Improvements
- \$ 2,500 Small Projects... Cieling Fans, Containerville Electricity, Museum Signage, etc.

\$40,000 Total

TMI is launching a fund raising appeal to raise \$40,000 to do these projects in 2013. As outlined in the article above regarding Gifts and Contributions, contributions are tax deductible. Make checks out to Train Mountain Institute.

If not all the money is raised, the 2012 Triennial Committee supports using the \$25,202 in Triennial funds to do this work. We are going to do this work in 2013. The hope is that the money can be raised so the Triennial Funds can be used to make Sewage System improvements in 2014. We want to host you, our meets, our education classes and the 2015 Triennial in a facility that is up to code and that has working toilets.

Train Mountain Code of Conduct - Board

This Code of Conduct presents a summary of the shared values and “common sense” thinking in the Train Mountain (TM) community. The basic social ingredients that hold our project together include:

- Be considerate
- Be respectful
- Be collaborative
- Be pragmatic
- Support others in the TM community

Be Considerate

- Remember that others will depend on the volunteer work that you do at TM and you in turn will depend on the volunteer work done by others.
- Give full credit for the work of others.
- Remember that everyone works hard on their part of TM and take great pride in it.
- If you are frustrated your problems are more likely to be resolved if you can give accurate and well-mannered information to all concerned.

Be Respectful

In order for the TM community to stay healthy its members must feel comfortable and accepted. Treating one another with respect is absolutely necessary for this. In a disagreement, in the first instance assume that people mean well. We do not tolerate personal attacks, racism, sexism or any other form of discrimination. Disagreement is inevitable, from time to time, but respect for the views of others will go a long way to winning respect for your own view. Respecting other people, their work, their contributions and assuming well-meaning motivation will make community members feel comfortable and safe and will result in motivation and productivity. We expect members of our community to be respectful when dealing with other volunteers, members, guests, visitors, students, and the surrounding community. Always assume in the first instance that people mean well.

Be Collaborative

Train Mountain and the Miniature Railroad Hobby depends on volunteer collaboration:

- Work with others.
- Share your skills.
- Try to make work fun.
- Avoid misunderstandings :
- Try to be clear and concise when requesting help or giving it.
- Remember it is easy to misunderstand others... especially in email
- Ask for clarifications if unsure how something is meant.
- Assume in the first instance that people mean well.
- Be transparent and help others learn about what you are doing.
- Keep the community informed on issues affecting it.
- Work with respect, concern, courtesy, and responsiveness in carrying out Train Mountain's mission.
- Report your volunteer hours.
- Try not to waste other people's time.
- Volunteers on every project come and go. When you leave or disengage from the project, in whole or in part, you should do so with pride about what you have achieved and by acting responsibly towards others who come after you to continue the project.

- Your feedback is important, as is its form. Poorly thought out comments can cause pain and the demotivation of other community members, but considerate discussion of problems can bring positive results. Try to accompany any criticism with constructive suggestions. An encouraging word works wonders.

Be Pragmatic

Train Mountain is a pragmatic community. We value tangible results. We defend our core values like respectful collaboration, but we don't let arguments about minor issues get in the way of achieving more important results. We are open to suggestions and welcome solutions regardless of their origin. When in doubt support a solution which helps getting things done over one which has theoretical merits. Use the approach and methods which help getting the job done. Let decisions be taken by those who do the work in consultation with the board. Get permits and obey the laws and regulations.

Support Others in the Community

Our community is made strong by mutual respect, collaboration and pragmatic, responsible behavior. Sometimes there are situations where this has to be defended and other Train Mountain community members need help. If you witness others being attacked, think first about how you can offer them personal support. If you feel that the situation is beyond your ability to help individually, go privately to the victim and ask if some form of official intervention is needed. Similarly you should support anyone who appears to be in danger of burning out, either through work-related stress or personal problems. When problems do arise, consider respectfully reminding those involved of our shared Code of Conduct as a first action. Leaders are defined by their actions, and can help set a good example by working to resolve issues in the spirit of this Code of Conduct before they escalate.

Get Support from Others in the Community

Occasional disagreements are inevitable. Our community is no exception to the rule. The goal is not to avoid disagreements or differing views but to resolve them constructively. Where possible consult the team most directly involved. Consider raising the issue with the board. Think deeply before turning a disagreement into a public dispute. Try to resolve differences in a less highly-emotional medium. If you do feel that you or your work is being attacked, take your time to breathe before writing heated replies. Consider a 24-hour moratorium if emotional language is being used — a cooling off period is sometimes all that is needed.

Remember - Train Mountain was created by the community working together.

Train Mountain : Where Friends Share Skills



A Special Presentation to Carl and Marg - Members

During the Second Town Hall meeting held during Friday evening of the Operations Meet, Carl and Marg were presented with a framed Thank You card that had been signed by many of the members. It is a simple card that reads: ***Thank You For Saving Train Mountain!*** They were most appreciative.



The Town Hall Meetings are well attended. Even if you can't attend the Meet you can call in and attend via phone conference. Connection information is emailed out just before each meeting. The next Town Hall Meeting will be held during the August Meet on Friday night August 2, at 7:30 pm.

General Information

Folks are always asking if there are any adjoining pieces of property to Train Mountain available, well at this particular point in time there are at least 4 that we are aware of. Here they are:

The one on the North East side is long and thin 34.97 acres, Extremely nice house, MLS #83068, \$225,000. The other is on the North West tip of TM. There are 3 lots together, one is 5.95 acres, one 9.20 acres, one 20 acres, all very close to New England. It is a new listing and we have no MLS # at this time, \$ 450,000. Another is on the very Northwest tip, approx. 7 acres, and the last is on South Chiloquin Road behind Richard's house.

Track Repair - Getting the Humps Out! - Track Crew

Not all of the ongoing track repair is due to derailments or frost heave. Some of the repairs are due to ROOTS! Check these pix for what the issue is! A great repair job by a really good crew! Thanks gang!



PHOTO GALLERY



During the Operations Meet Work Week there was also some great trackwork accomplished. This is the replacing of the track up at Witcombe Wye. All hooked up and run-able, a great job done by the track crew and the ballast crew!



2013 August Meet Event Schedule

Date	Time	Event	Location
Sat 7/27		Work Week Start	
Sat 7/27	10-3:00	K&W Public Run Day	K&W
Sun 7/28	6:00pm	Welcome Dinner	Central Station
Mon 7/29	8:30am	Volunteer Meeting	Hall of Flags
Tue 7/30	8:30am	Volunteer Meeting	Hall of Flags
Tue 7/30	6:00pm	Member Dinner	Central Station
Wed 7/31	8:30am	Volunteer Meeting	Hall of Flags
Wed 7/31	6:00pm	Pizza Night	Hall of Flags
Thu 8/01	8:30am	Volunteer Meeting	Hall of Flags
Thu 8/01	10:30-3:00	Ladies Day	Hall of Flags
Fri 8/02		August Meet Start	
Fri 8/02	7:30pm	Town Hall Meeting	Hall of Flags
Sat 8/03		August Meet	
Sat 8/03	10-3:00	K&W Public Run Day	K&W
Sat 8/03	6:00pm	Member Pot Luck	Central Station
Sun 8/04		August Meet Ends	

PHOTO GALLERY

CONTINUED



Operations Meet fun, switching cars, dispatching trains, and just fun running!



Gardening, sweeping, no chore was too big or too small, all help is greatly appreciated! Thanks.



The daily lunches during the Work Week were a real treat. Good food, and lots of great company to be shared in Central Station. The kitchen crew did a great job.



Kids, kids, kids, it was a special treat to see all of the kids out running trains and enjoying Train Mountain. We even had a couple of older kids enjoying the meet as well!

PHOTO GALLERY

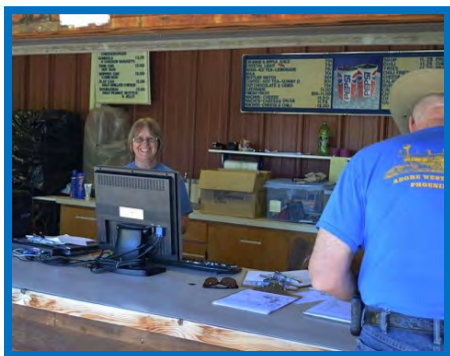
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Oh Yeah, did I mention we had a few trains at this meet!



Lots of volunteers for the many positions that needed to be manned in order for the Operations Meet to be successful! Even the early morning briefings were well attended.



This meet required paperwork, lots of paperwork, switch lists, time tables, train orders, etc,. All of these came from the crew desk located in the beanery. This is the heart of the meet. Great job by all concerned!



This is a scene that will soon be a distant memory. The weekly visit of the pumper truck that certainly slows down the operations! The engineering is being designed to alleviate this problem in the future. Stay tuned!

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PHOTO GALLERY

CONTINUED



Everywhere you looked you saw smiling faces, on lots of trains, running through the woods. There were big trains, long trains, small trains, and even some weird powered trains, but everyone was having a great time!



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HAVE SOMETHING YOU WANT TO SELL?
Place an ad in the Gazette!
1/8 Page: \$25/month or \$250/year
1/4 Page: \$40/month or \$400/year
1/2 Page: \$70/month or \$700/year
Full Page: \$125/month or \$1250/year

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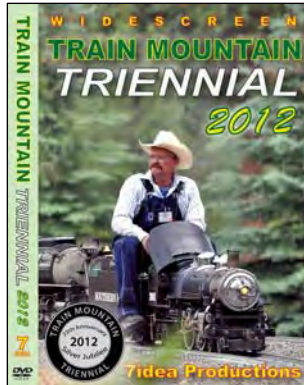
Plymouth Engine For Sale



Train is about 30 years old and is in the middle of a restoration that never got finished. It is about 90% complete and all the parts are there except trucks for the rider car. Has a new electric start Honda 5.5 motor that has never been started with an Eaten transmission. The weight is around 600lbs due to the frame being made out of thick plate to reduce wheel slippage. \$2,100 obo, will throw in the stand if desired. For more information call Dan 541-892-7004



The terrific video that Aaron Bentsen from 7Idea Productions shot at the 2012 Triennial is available through the main office at Train Mountain. Give them a call at 541-783-3030 and get your on the way to your place. It's \$30 for the video and \$3 shipping and handling lower 48, \$4 S&H for all others. A most enjoyable video shot by a true video artist and of course our favorite subject, Train Mountain!



Our good friend Jim over at **Discover Live Steam** has also placed an ad for us on his terrific website, thanks Jim.

www.discoverlivesteam.com

Did you see the great article and front cover story from the January /February 2013 issue of Live Steam and Outdoor Railroading? It is a most complimentary article about the facility and the great gang of folks that hang around the place and put on terrific live steam train meets. Pretty cool!



www.livesteam.net/home

Two Edward Cars For Sale

Two Edward Cars with trailer for sale. They were built by Martin Vitz, who built Vitz yard at TMRR. I now own them and they never get used. The batteries are weak and some service is needed but both run and could be put on the tracks and used right away. Both have Honda 5.5 electric start engines with low hours. Both have Eaten transmissions that I believe were rebuilt at some point. The larger cars are A and B units. The roof comes off to seat three. The smaller one has only one seat and a tow car for a second rider, I would like to sell them together with the trailer but I would be willing to separate them if there is interest in only one unit. Call 541-892-7004 for more information.

