



The Mountain GAZETTE

An Official Publication of the Train Mountain Railroad Museum Issue: #3 November 2001

Judging from the responses we have received The Mountain Gazette is a hit. Those of us that work on the Gazette thank you for your support. My part is easy I just put the words down on paper, Carol and the Train Mountain gang does all the work and I get all the credit, pretty cool! We are still looking for input from **you** the members on what **you** would like to see in **your** newsletter, so please let us know.

Please email to: Gazette@TrainMountain.org or snail mail to The Mountain Gazette, P.O. box 927, Chiloquin OR 97624.

The president (Mr. Quentin) would like me to pass on to you the following notice: effective with the 2002 season the dues will go up to \$40. This is the first dues increase since there have been dues. The escalating costs of Train Mountain have caused this increase. One other increase starting in 2002 is one that's long over due. If you don't reserve your banquet tickets at least two weeks in advance they will cost you \$20 per person instead of the regular \$15. Planning and preparing a sit down dinner for 150 to 200 folks is not an easy task, so please help them out, reserve early.

The grading gang (Dick and Boyer) are putting the finishing touches on the Serpentine right-of-way and it should be ready for winter. This will allow it to settle good so that we can start laying track on it next summer.

On a technical note let me say a few words about the format of the two newsletters, the hardcopy and the online versions. First the online version is not formatted for printing, it's an online newsletter with tons of color pictures, the hardcopy version has exactly the same words but is formatted for printing but with only a few black and white pictures. In an effort to give all the members the same text we have chosen this format for now. If I can come up with an EASY way to accomplish both I may give it a try but for the time being this is the format.

By the way, we are now the 'Award' Winning Mountain Gazette! Thanks Ted!

The Train Mountain Company Store is undertaking a Train Mountain Postcard project. What they are looking for is photos that you feel best represent the Train Mountain experience. If each member submitted a maximum of two photos each, they would have a wealth of items to choose from. If you choose to send them email please send them one at a time, if you choose to send hardcopy versions and wished them to be returned please include return instructions and a self addressed envelope (Carol has enough to do). Thanks for your help on this project. Remember they are looking for things that you think best represent Train Mountain.

Email to: tmrr@cvc.net

Snail mail to : Train Mountain Railroad Museum
36941 South Chiloquin Road
Chiloquin, Oregon 97624-9728

Russ Wood, editor

Table of Contents

Right of Way	2
Rules of the Road	2
Prototype	2
Trackshop	2
Current Year	3
Next Work Week	3
Major Project Status	3
Featured Product	3
What Works!	3
The Park Grounds	4
Operations	4
Special Building Plans	5

(Continued on page 2)

RIGHT OF WAY

Constructing the right of way

As stated in the opening remarks the right-of-way gang has been hard at it. The grading has been accomplished that will allow the Aspen Loop and the Serpentine to settle over the winter. During next summer the gang will come back and do the final finish work that makes laying the track so much easier. By easier I mean Dick and Boyer get the right-of-way so smooth and exact that we, the track crews, put down the plastic, lay the track sections, and ballast. There is little or NO track tuning required! Those that have run on the new track at South Meadow, or Firewood or Elizabeth River will tell you it's amazing. It is some of the finest track-work anywhere and it's do, in no small part, to the right-of-way gang. This is one of the reasons we decided to pull out the track on the Serpentine and let these guys have a go at one of my favorite spots at Train Mountain. It should be terrific! Reviewing the attached photos should illustrate how much work was needed on the Serpentine to get it up to today's Train Mountain standards.



It seems each of the simple rules of Train Mountain invokes a great deal of passion in our members. I have heard many heated debates about how good someone's brakes system is on their rolling stock. I think that is terrific that they have devised a system that '*almost*' always works! The Train Mountain rule for drawbars or chains '**ALWAYS**' works. The equipment that belongs to Train Mountain is all equipped with a cable system that is directly mounted on each car. The cable system is then 'coupled' into the next car by means of a bolted on bracket. These have been tested to withstand several hundred pounds of energy. To date, none of them has failed. Some visiting equipment uses this same cable system while others use regular pieces of chain fastened to the rolling stock in much the same manor. Which ever way you choose is fine, but the subject is not open for discussion as to if you can or cannot run with just train brakes instead of cables, chains, or drawbars.

I'll repeat my statement from issue #2 regarding the safety at Train Mountain, we all want to have fun. NOT getting hurt seems to add to the enjoyment of MY weekends, and hopefully YOURS too!

PROTOTYPE

The growing collection at Train Mountain

We've had some questions asked about the Snow Train equipment. Allan asked about what powers the rotary? There are lot's of different ways rotaries were powered, the Train Mountain rotary is electric powered by four traction motors mounted along the main drive shaft of the rotary. It has MU connections to allow it to be powered from a trailing diesel engine. It and the trailing diesel are controlled from inside the rotary. It last saw regular service in 1986. More recently it was used in a movie. The director wanted to see more snow blowing so he had some bulldozers push snow in front of the rotary. Unfortunately they also pushed some boulders in front of the blades. According to UP this bent the shaft. However we can find no evidence of broken blades or bent parts. In a related question we had regarding the movement of the rotary and how is it coupled into a train? It turns out they have a bar that mounts

(Continued on page 3)



The heavy grading work being done on the Serpentine track replacement project.

RULES OF THE ROAD

Reviewing the Rules

Each issue of the The Mountain Gazette will review one or more of the operating rules or procedures at Train Mountain. These rules are all covered in depth in the Train Mountain Encyclopedia but are worth exploring on a regular basis. Our third rule to be reviewed will be the one pertaining to the safety chains or drawbars at Train Mountain. The rule states:

6. SAFETY CHAINS OR DRAWBARS REQUIRED BETWEEN ALL CARS. Some grades are more than a mile long. This rule prevents runaway cars.

across the face of the rotary that has a coupler pocket on it to allow train movements from either end. When the rotary is in use this bar can be removed and stored on a bracket mounted on the sides of the rotary.



The end of the bar holding the coupler in place and the flange on the side of the rotary for storing the coupler and bar.

TRACKSHOP

What's built and waiting for installation

The Trackshop is getting the art of building of steel switches honed to fine edge. Here is just some of their fine work so far this track building season.



Switches are ready for next season and even a 12 1/2 foot radius for a retail customer.

CURRENT YEAR

What we accomplished in 2001

The projects for 2001 seem to be never ending. Art and the gang are putting in new track on the Dogwalk that will allow downhill trains to crossover to South Portal. This will be a very welcome addition. Good job Art and crew.



Looking uphill towards Youngstown and some of the retaining wall that had to be built.

NEXT WORK WEEK

What do we do next!

May 25th—June 2nd, 2002

**Aspen Loop
Elizabeth River Loop
Serpentine
Siding Extensions
Main Yard Tune up
?????**

MAJOR PROJECT STATUS

What is ahead for TM

I've received several messages about the member storage facility known as the Train Shed. The questions all seem to focus on how are we going to get 8,400 to 9,600 feet of equipment into the building. Well most of it is still in the design stages but I have a couple of concept drawings to sneak out to you folks so you can see where we are going with this idea. The finished building should be 113 feet by 230 feet. It will have a retail store in the front portion of the building with full landscaping, a brick façade, it's own un-loading / loading facility and plenty of parking spaces for all those trains! These drawings are NOT to scale, they also are NOT the final plan, and are shown here just to give you some food for thought!

Please attached drawing page for some of the details.

FEATURED PRODUCT

From the Company Store

The featured product this month is related to our story on the required safety chains used at Train Mountain. The cable style safety chain is available through the Company Store.

WHAT WORKS

Ideas that seem to make a difference

If we all remember back to our Boy Scout days and their great motto—Be Prepared, you'll find the topic for What Works this issue. There are a few things we should all do before we leave the house for the trip to Train Mountain. These should seem like they don't

(Continued on page 4)

need to be said here, but if you think back to past meets, I'm sure you'll agree, they do. A simple check list would really help your stay at Train Mountain. The list should include what tools you'll think you'll need for any minor repairs that may be required. You should NOT plan on finishing an engine or a car project during work week. The list should also include some tools that may be helpful for whatever project you plan on working on while at Train Mountain. Things like tape measures, screw drivers, hammers, power screw drivers, levels, etc., are all useful to have extras of. Being prepared for a meet is What Works. What does NOT work is best summed up by the three simple rules of the Train Mountain Shops (the Backshop, the Trackshop, and the Motor Pool:

1. **ALL equipment belongs to Train Mountain, NOT the members.**
2. **ASK an employee BEFORE you touch, borrow, move, remove, or whatever anything in or around the Train Mountain Shops.**
3. **When in doubt see rule #1.**

Trust me when I say, following these 3 simple rules will make your stay at Train Mountain much more enjoyable. Quentin has said over and over his deal with the hobby and the members is, he will supply the place if we supply the labor, he did not say he would supply all the tools, and other stuff like riding cars, rolling stock, and anything else found at the Train Mountain Shops. If you are working on a project during work week there are completely supplied work trains available, check one out from Jerry and have some fun. Otherwise the Train Mountain Shops are for Train Mountain equipment and Train Mountain employees only. The only exception is if you have an emergency repair, Jerry and the crew will be glad to help you out. Last meet a member had a broken flange on a beautiful shay. The shays owner, using the Backshop and Train Mountain tools and equipment was able to repair the broken flange by making a new tire and ended up having a great time. He was able to do all this because of one important fact: HE ASKED FIRST! Point is, the Backshop is available in an emergency, otherwise please respect the fact that ALL the equipment, the trains, the riding cars, etc., all belong to Train Mountain and NOT the members.

THE PARK GROUNDS

Its not just trains!

While not exactly related to the grounds themselves, it certainly falls into the—it's not just trains category—this month's article is about Steiger Butte

on the Train Mountain property and it's new occupant. A Ham radio repeater. This project was undertaken by Dave (k7abc) of Train Mountain security force fame. The repeater is on the frequency of 444.750 + offset, with no PL tone. It is operated and maintained by the Rogue Valley Linking Association. The linking system covers Chiloquin (now), Crater Lake, Medford, Grants Pass, Ashland, and to the California/Oregon border on highway 199. I for one think this is a terrific project for Train Mountain, because I'm also a ham, Russ (KA6BPN/7). OK cut out the wise cracks, I know I'm that kind of a 'ham' too! All licensed Amateur Radio Operators are welcome to use this repeater system, even you Walter! For more information see www.expag.com/kd7bcs.

OPERATION

More than round and round!

This issue marks the start of another column, **Operation**. Operation will be devoted to getting the most out of running at Train Mountain. Train Mountain is much more than just a place to run round and round. What we will endeavor to show in this column in the months to come will be the many diverse ways of running and enjoying **ALL** the trackage.

A prime example of what I'm talking about is the fact we just removed half of one mainline (the Serpentine) and thereby isolated Youngstown from the enjoyment of running. **Wrong!** To enjoy Youngstown until we get the mainline back in you simply do the following: go down the outside main through the tunnel at South Portal (stay left) and proceed out to Dam 3. Take Dam 3 to swing back around and head back towards the tunnel (North Portal). Take the first switch to the left at the very end of the tunnel which is Dogwalk East, proceed up Dogwalk. Upon arriving at Youngstown take the switch to the left and proceed slowly into Youngstown. Unload your passengers. While they are looking around, BACK around the curve at Youngstown until you are clear of the downhill switch for Dogwalk West. You have just Wye'd your train. Reload your passengers and proceed down Dogwalk.

Now some words of **CAUTION** while doing this fun maneuver. First this will cause bi-directional traffic on Dogwalk with NO signaling installed. Proceed with **CAUTION**! Second DON'T Wye your train at South Portal, this is too congested an area, please proceed out to either Dam 3 or Douglas Loop for the return trip back to Central Station. Also see the related story on some track plan changes on the Dogwalk in our Current Year article.

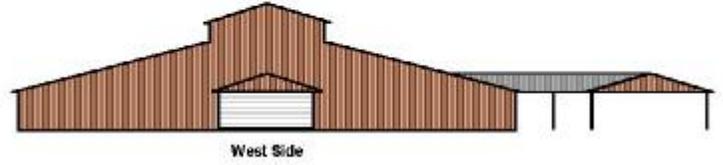


North East Side

Train Mountain Member Storage - Main Yard



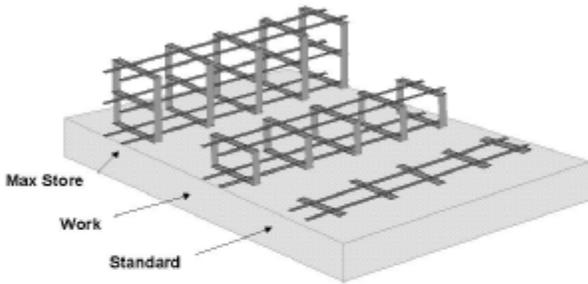
East Side



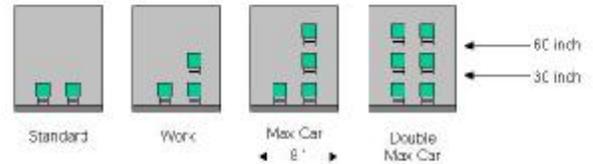
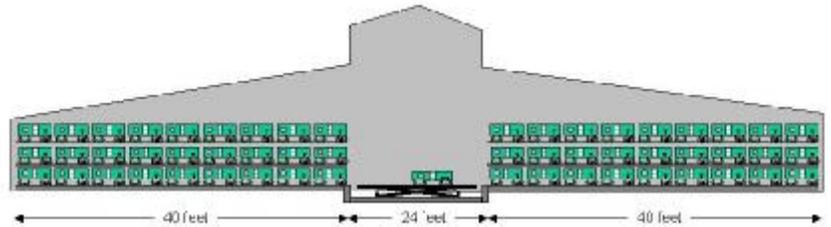
West Side

Train Mountain Member Storage - Main Yard

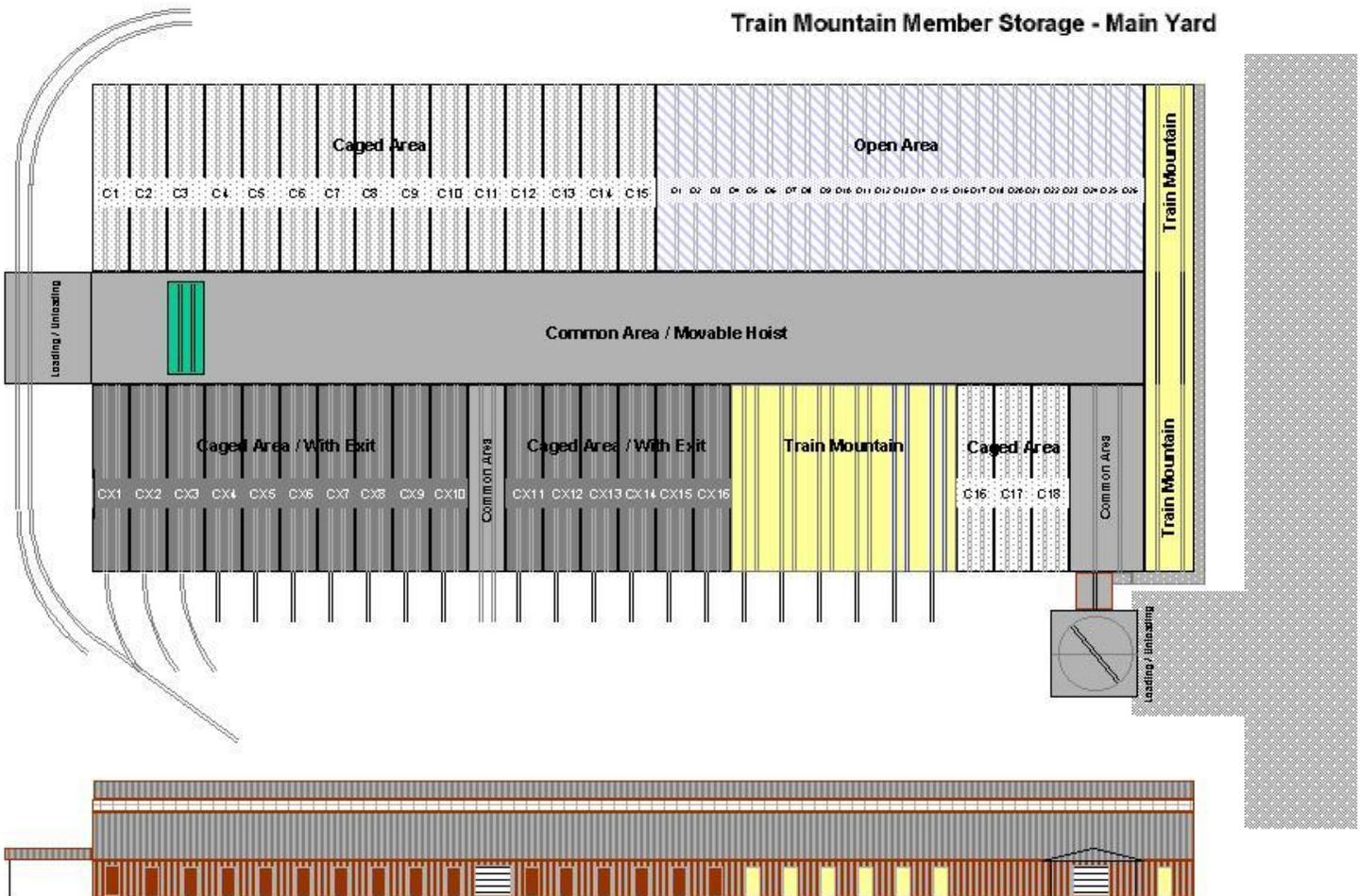
Artist renderings of proposed Member Car storage building at Train Mountain. Not to scale. These are concept drawings and are included in The Mountain Gazette for informational purposes only. Drawn by Russ Wood, Editor.



Train Mountain Member Storage - Bay Racks



Train Mountain Member Storage - Main Yard



Train Mountain Member Storage - Main Yard