



The Mountain GAZETTE



An Official Publication of the Train Mountain Railroad Museum Issue: #4 December 2001

Wow what a year! As we close the 2001 year and start into the new year of 2002 we should all take a moment and think back about where we have been this year as a country, as a member and as a hobbyist. Think too of where we would like to go next year. This coming season should give us some great projects at Train Mountain. We will be doing away with some old and putting in some new. Sounds like good advice for all of us.

For those that are interested, in August of this year Quentin and Ross asked me if I would be interested in being the editor for The Mountain Gazette, as you can see I agreed. Since that day The Mountain Gazette has been written by me and reviewed by Quentin, Ross, and Carol prior to being posted to the net and printed and mailed. They edit for correctness not for content. The comments in the articles are mine. Please take issue with them' it's YOUR newsletter. I need you to holler when I make a mistake, yell at me when you don't like what I say, show me you care! I LIKE IT!

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

OK I know the dues went up, they went up a staggering \$1.25 per month. For use of 2000 plus acres of live steam park, I personally think it's a real deal, but shhhh, don't let Quentin know! Effective with the 2002 season the dues will go up to \$40. In addition the banquet tickets price will increase only if you don't reserve your banquet tickets at least two weeks in advance. Then they will cost you \$20 per person instead of the regular \$15.

Another reminder about the Train Mountain Company Store (Carol) Train Mountain Postcard project. What they are looking for is photos that you feel best represent the Train Mountain experience. Think about what makes your trip to Train Mountain a worthwhile experience and how can we show that to someone else. 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 wish them to be returned please include return instructions and a self addressed envelope. Thanks for your help on this project.

Email to: tmrr@cvc.net

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

On behalf of my family and my extended Train Mountain family I would like to take this opportunity to thank all of you for a great year. I would also like to wish each and every one of you and your families the best of holiday seasons. We look forward to the next season with great expectations and we hope you can join us in the fun.

Russ Wood, editor

Table of Contents

Right of Way	1
Rules of the Road	2
Prototype	2
Trackshop	3
Current Year	3
Next Work Week	3
Major Project Status	3
Featured Product	3
What Works!	4
The Park Grounds	4
Operations	4

RIGHT OF WAY

Constructing the right of way

Things are starting to slow down for the right-of-way gang, mainly because the ground got white and hard all of a sudden. It sure is pretty but it sure makes it hard on the gang! So what does the right-of-way gang do when not doing right-of-way? They are building a neat little trailer for hauling those big rolls of plastic that we use on the track laying procedure. This new trailer will allow two rolls of track



(Continued on page 2)

plastic to be carried and towed behind a gator or small truck. They are also building another ballast dumper like the one we use with the gators. This one will be slightly smaller and will be a side dump model. It is small enough and has wheels on it so it can be towed behind a gator or small pickup and therefore is much more portable than the current dumper.

RULES OF THE ROAD

Reviewing the Rules

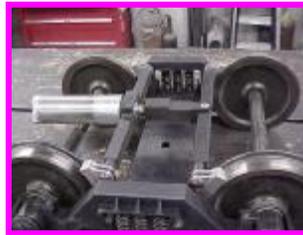
As stated in this month's editorial, this is your newsletter. In response to last month's Rules of the Road and comments made that Train Mountain was anti-brakes I offer the following rebuttal:

It seems that comments from one issue to the next aren't remembered very well. In issue #2 Rules of the Road we had an article on speed, over 750 words, some 250 of these were directly focused on the need for brakes and the lack of brakes on most trains that run at Train Mountain. This lack of brakes was the focus for the entire need to control your speed. Issue #3 Rules of the Road had an article on the requirement for safety chains and their requirement at Train Mountain regardless of whether or not you have an excellent set of working train brakes. These are two separate subjects. The reason they are separate is because number one, at Train Mountain we have mile long grades that should a car accidentally become uncoupled from an uphill train someone will get hurt and very seriously when that car smashes into an approaching uphill train. Subject number two, as the trains become longer and longer and the engines become more and more powerful it is MANDATORY that we come up with effective braking systems such as the excellent work done by Harry Haas and friends. They are the pioneers in this field and we can all learn a great deal by their tireless efforts in making this a safer hobby. Already in the planning stages for future meets at Train Mountain are seminars aimed at this very subject, BRAKES and why we MUST have them! BUT, at Train Mountain the use of excellent air brakes, however accurate and sophisticated, does not and will not preclude the additional safety margin of the safety chain / cable rule. Think of it this way please, there are uphill rules and there are downhill rules, thank you.

Broadcasting is one way noise, Communication is bi-directional! I like to hear from you, keep it up!

A related issue regarding last month's column about the safety chains, I used an incorrect term regarding the strength of the cable system being used at Train Mountain. I stated that the cable could "withstand several hundred pounds of energy". Glenn points out that it should read "pounds of force". Even more correctly would be if we actually measured it and then reported

on the foot-pounds of force. Thanks Glenn, I knew what I meant I just didn't know what I said!



An example of one of the brake systems under review.

PROTOTYPE

The growing collection at Train Mountain

This month we will discuss the flanger and it's role in the snow train. While doing research for this column I discovered that the flanger was originally a narrow gauge invention. The basic flanger design was developed by an employee of the D&RG and later patented by the D&RG in 1885. The first flanger, number 1, was constructed in 1885 at the D&RG Burnham Shops.

By definition: **Flanger**. A form of plow for clearing ice and snow from the inside of rails to provide a clear passage for wheel flanges. Sometimes placed under a special car called a flanger car, but usually carried under a snowplow. Also frequently attached to locomotives, either on or just behind the pony trucks.

When snowfall is light, the flanger is put to work. The flangers have two steel blades that are lowered between the rails. One blade throws snow to one side of the track, while the other blade does just the opposite. The springs have been removed from the trucks to prevent the spreader from moving up and down while the blades are lowered. If the flanger did have the springs, the blades could drop deep enough to damage the track structure or derail the flanger. The UP flangers are not bi-directional, so they need to be turned either on a wye or turntable.

While the snowplow is commonly thought of as the primary tool in a railroad's snow fighting arsenal, the flanger was actually utilized more often than the snowplow in keeping the railways free of ice and snow. Snowplow trains were typically a non-revenue operation called as an extra movement with dedicated engines and a full 5 man crew. On the other hand flangers could be tucked in behind the road engines of a local or way freight. An operator had to ride the car, raising and lowering the flanger wherever there was an obstruction in the rails. This meant that the railroad could keep freight traffic moving without entailing the expense of an extra crew or tying up much-needed power. Running the flangers on a daily basis enabled

(Continued on page 3)

the railroad to keep the line clear of all but the heaviest drifts and snowfalls.



TRACKSHOP

What's built and waiting for installation

This month I thought I'd give those TrackShop guys a break. I did repeat last month's photos though, only this time with a twist, take a look!



CURRENT YEAR

What we accomplished in 2001

The most important (and best) project accomplished at Train Mountain for the 2001 season I've saved for last. This monumental accomplishment was undertaken by a single individual, carried on with a great deal of fortitude and single mindedness. It was her un-wavering devotion to this single task that allowed her to complete it on time and with a great deal of fanfare. How can you be the hostess for four train meets, plan a wedding, a huge reception and a honeymoon!

Congratulations Sharon, for a job well done!



NEXT WORK WEEK

What do we do next!

May 25th—June 2nd, 2002

Aspen Grove Loop

and rake pine needles and pine cones

Elizabeth River Loop

and rake pine needles and pine cones

Serpentine Upgrade

and rake pine needles and pine cones

Siding Extensions

and rake pine needles and pine cones

Main Yard Tune up

and rake pine needles and pine cones

Repaint Steaming Bays Crisp Yard

and rake pine needles and pine cones

Blue Mountain Coal Yard Tune Up

and rake pine needles and pine cones

?????

MAJOR PROJECT STATUS

What is ahead for TM

Engine facility expansion is the first order of business at the booming Klamath and Western Railroad! At future large meets such as the upcoming 2003 meet, the Klamath and Western will host the smaller steam engines and steam trains (those under 20 feet in total length). The new facility will have 40 steaming bays, a transfer table, an unloading hoist, a storage yard for rolling stock and a reworked turntable. This work will also allow the Over The Hill Live Steamers (caretakers of the Klamath and Western) to host their own meets on non-Train Mountain meet days. This will be a welcome addition to Train Mountain.



FEATURED PRODUCT

From the Company Store

Rather than feature any particular product from the Company Store, I thought this month I would remind everyone just how complete a Company Store Train Mountain has. If you haven't been to the Mountain in a couple of years you may not know the Store is now inside the Central Station and in fact has a large por-

(Continued on page 4)

tion of the floor space. It carries novelties, tee-shirts, hats, towels, safety equipment, pins, even water treatment for your steamer, you name it, it's in there! Additionally the Company Store is also responsible for all the sales of track components, freight car trucks, rolling stock, and Roll Models engine and rolling stock sales.

WHAT WORKS

Ideas that seem to make a difference

Over the 6 years I've been a member of Train Mountain, I've had the opportunity to meet lots of the members and their families. I think one of the things that makes Train Mountain unique even over it's sheer size, it the fact that it is NOT close to anything else or near a major metropolitan area. You MUST plan a trip here, you must bring lots of stuff, you must make a 'TRIP' out of coming here. Because of this, we see lots of families making this their vacation destination.

This is going to be my focus for this column. How can we (the locals and Train Mountain employees) help make your family experience better? My wife and I moved here because of Train Mountain. Now that we are here, I can tell you this is a magnificent place to bring kids and family. I would like to share that experience with you. How can I help you and your family have a better time at Train Mountain. What kinds of information would you like to see from us locals that would entice you and your family to vacation here?

For starters how about nearby world famous Crater Lake, only 35 miles away. Crater Lake National Park will be celebrating it's 100th birthday next year, 2002. Should be fun.

Please let me know what we can do to get you and your whole family to come to Train Mountain for a great vacation.

THE PARK GROUNDS

Its not just trains!

While the grounds are covered with snow right now, Train Mountain still has some surprises for you. It seems even the snow is cooperating with the scale of Train Mountain and it's many scale buildings. Just check the pictures below to see what I mean. In addition check out Ron and Caroline's latest creation, the new boiler house for the Train Mountain Lumber Company lumber mill at Youngstown. It has a full interior including the double steam boilers to supply the power! That's what those two smoke stacks are all about. The bricks are made from the scrap pieces of plastic tie material that hold the strapping material in place when they ship the

bulk plastic ties to Train Mountain. The ultimate recycle job! Way to go Ron and Caroline! But you really do have to ask Ron about the red ones!



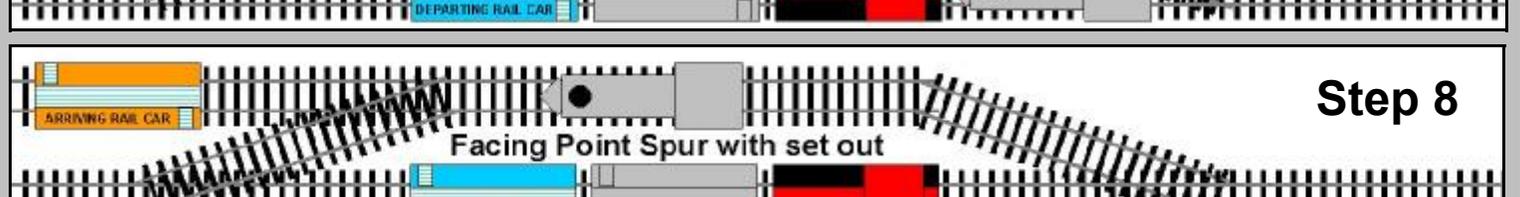
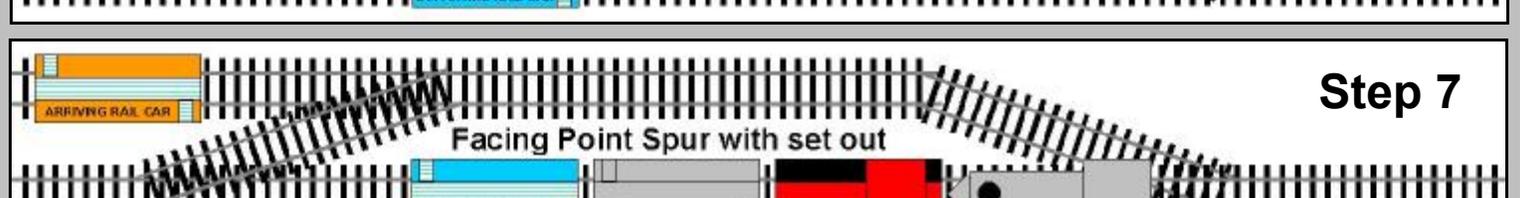
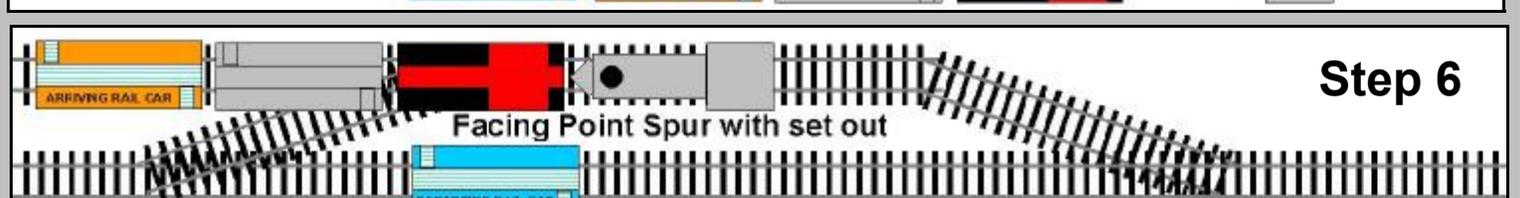
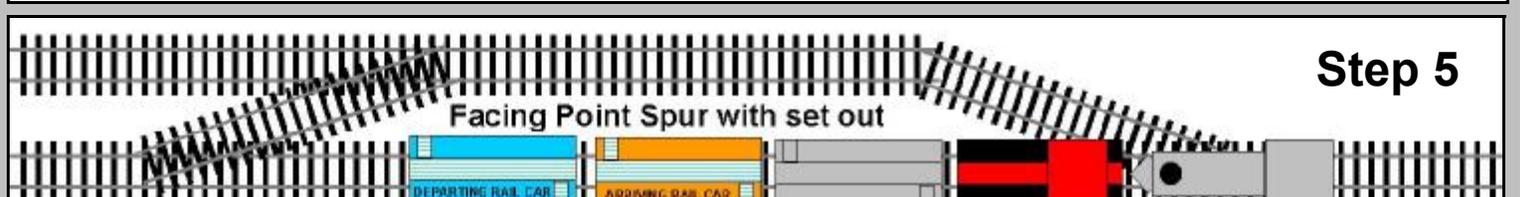
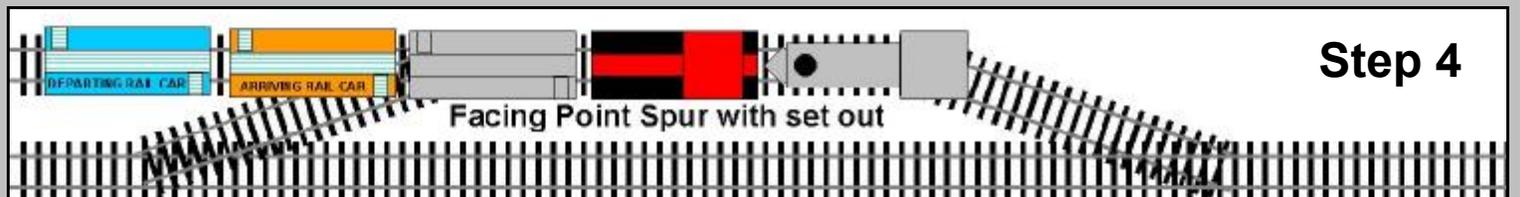
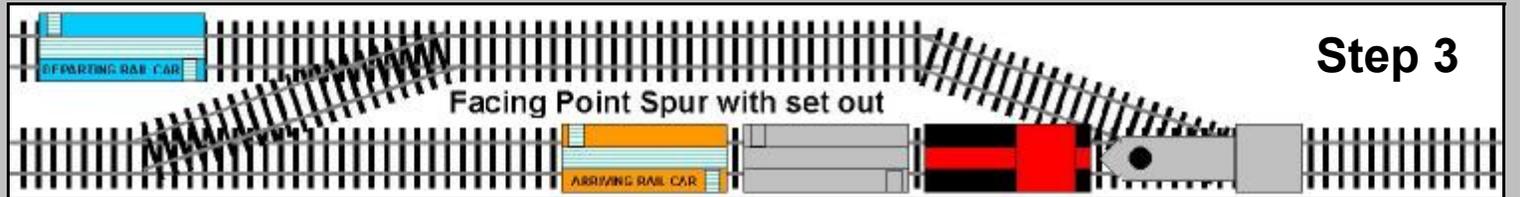
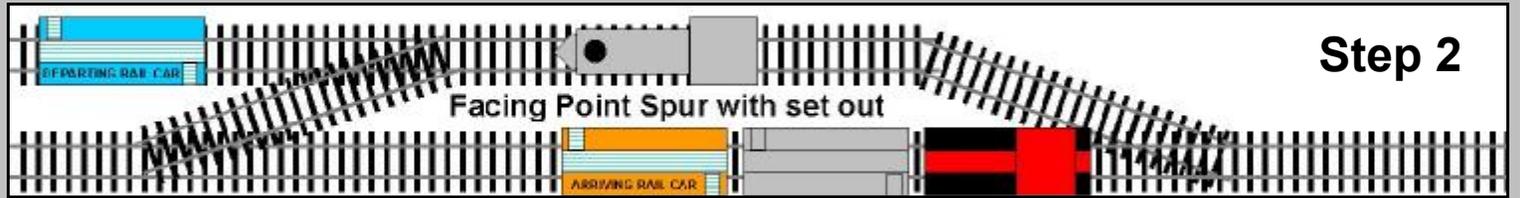
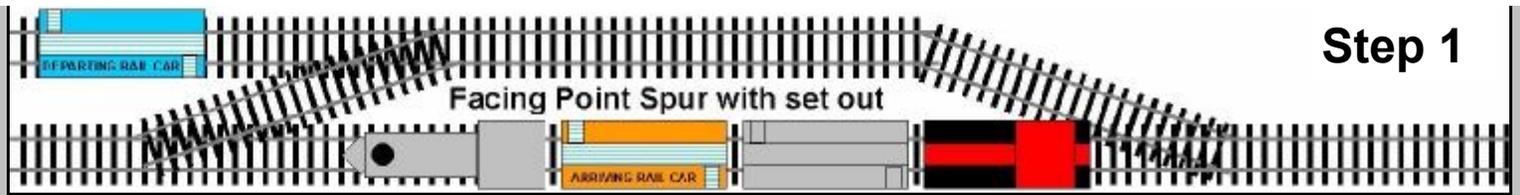
OPERATION

More than round and round!

Last fall we had a fun meet and with help from my friend Bob, we made up some way bills for car switching at Train Mountain. These were simple way bills with a car description, a starting location, and a destination. The object was I gave each participant two way bills to start the whole process. The member would then go to that location listed on the way bill, insert the way bill into the way bill holder (clever gadget) and then put the rail car into the members train and off they would go to their destination. Now comes the fun part. Upon arriving at their destination they would leave the rail car and pick up what ever rail car was at that location, insert it into their train and head off for the new destination. Sound like fun? You think Train Mountain is big for going round and round? We used a total of 32 rail cars. 16 started life in the main yard, and 16 Bob and I had placed on the layout. To switch out all 16 cars, out to the layout, return the 16 cars on the layout and then recycle them one more time took 3 days!

Those were the easy days! The next time we do it, it will get harder. Last time Bob and I simply left the rail cars setting on the many sidings at Train Mountain. This time it will be more difficult. Many of our sidings have spur tracks off of the sidings. We will use those spurs. Some of those spurs are facing point switches where the rail car will be in front of the engine and some spurs are trailing point switches where the rail car will be in back of the engine. In all cases several switching moves will be required to get the railcar into and out of its position before proceeding down the line. Sounds like fun, I can't wait! Jim, here's how to do a facing point switch move, please take notes! Next month trailing point set outs.





Switching a Facing Point Spur (and no Jerry, this does not replace YOUR step program!)