



The Mountain GAZETTE

An Official Publication of the Train Mountain Railroad Museum Issue: #2 October 2001

The second issue, ah, it seems like only last month we did this, Oop's we did! Thanks for all the kind comments (and you other folks—Oh Well!). We had a few typos and one really bad mistake. Debra's name is Debra, not Deborah, boy is my face red! Not only does she do the grounds keeping at Train Mountain but she is also the head cook at Train Mountain and you all know how much I like to eat, so Debra, I'm Sorry! Boy I hope that helps, it's almost lunch time! BTW, cabeese is too a word, it's my word, I made it up, it means more than one caboose's! So there!

Now back to this issue, The Mountain Gazette is intended to be the members newsletter; to that end, if you have ANY suggestions regarding future articles, content, issues, or whatever, please let me know. I can't promise that everything will get published, but I'll sure give it a go!

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

The hectic pace of summer at Train Mountain is behind us. The special meet in October was a great success with over 35 members showing up to help with about 60 people coming to the dinner afterwards. Thanks to the extra effort put out by Art and Charlie/Bill all the Serpentine track had been carefully separated. The work crews came with gators and a flat bed and picked up the track panels and moved them down to Katy Lane where they were stacked awaiting their new home (it can be your home, contact Train Mountain for details). This winter all the old dirt ballast will be removed, and grading will be done. The old ballast will be used on the many roads around Train Mountain. The winter should settle out the grading and we can begin re-laying the Serpentine during the first work week of May 25th—June 2nd 2002. There is almost a mile of Serpentine track to be re-laid.

In addition to the railroad happenings at Train Mountain we have been active in civic affairs as well. Train Mountain hosted a fund raiser for the local Chiloquin library project and helped to raise over \$6,000 towards the cause. In addition to the auction, a dinner was held and several local members came over and ran the quests around the layout. Another happening was Chuck hosted his local Celtic Club at the Klamath and Western. They had a picnic lunch and once again some local members came over and ran the guests around on the Klamath and Western. Great fun for some good local causes.

Russ Wood, editor

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RIGHT OF WAY

Constructing the right of way

The right-of-way at Train Mountain also includes the right-of-way for prototype equipment as well. I know we have a section of the newsletter devoted to the prototype equipment at Train Mountain, but the amount of preparation that is required to place these large items at the Mountain is enormous. For example, to place the Snow Train equipment into the park, the gang (Dick, Boyer, Richard, and Dave) removed several fence sections, built a highway / driveway off ramp, extended the storage tracks, and did lots of ground work. If you haven't ever used a real spike mall (driven real railroad

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spikes) then you can't imagine how much work it is. By the way, it's prepared the same as the little track (7 1/2 in stuff) at Train Mountain, plastic sheets, ties and rail, then 3/4 washed rock for ballast. The results look great and really show off the equipment. Good job guys!

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 second rule to be reviewed will be the one pertaining to the speed limit at Train Mountain. The rule states:

2. SEVEN MILES PER HOUR MAXIMUM SPEED EQUALS TEN SECONDS BETWEEN MILEPOSTS. Exceptions are posted trackside.

In reviewing all of these rules, they seem to be so simple, like seven miles per hour maximum speed. Ten seconds between mileposts equals seven miles per hour. Now that's simple right? Of course it's not quite that simple, or we wouldn't be talking about it here. The rule doesn't offer a set of speeds for various kinds of trains, doesn't ask what kinds of brakes you might have (if any), just that seven miles per hour is the MAXIMUM! The majority of the equipment run at Train Mountain either has an engine braking system or relies on the reverse mechanism of some kind to slow and then stop the train. Very few have the luxury of train brakes. So what has this discussion of brakes have to do with the speed limit? Plenty! The maximum speed allowed is seven miles per hour, unless conditions require a slower speed! If you are hauling passengers, what is their combined weight versus your stopping power? The Train Mountain Encyclopedia states: *mileposts are vitally important to every engineer. The 210' required for both **Following Distance** and **Stopping Distance** are easily calculated as being two milepost lengths.* We have grades at Train Mountain that can escalate your speed and reduce your stopping power. Slow down and play safe. In addition, as we start up the mountain towards Caboose Ridge we will have some 'blind' curves, much like coming around Wedding Cake as we do now. Here too, a reduced, cautious speed is recommended. A final note regarding this simple rule #2, '*Exceptions are posted trackside*', the exceptions are the yellow, green, and red flags (or small metal signs about 3

inches square) along the track. Yellow means to reduce your speed to HALF of whatever speed you are currently running. If you are going slow because of heavy loads or whatever, reduce your speed to half of THAT speed. Green means to resume YOUR normal speed. Red means STOP, or don't enter. If you refer to the Train Mountain Encyclopedia you will see other references to the maximum speed on other parts of the Train Mountain track. These are usually the congested areas, such as yards and the steaming bays.

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

The first of the Snow Train pieces to be placed at the park was the Flanger. Two very large cranes lifted the flanger off its trucks and placed the flanger on a flat bed trailer, then lifted the flanger trucks onto a second trailer. The flanger trucks were brought onto the property and lifted into place on the display tracks. The two cranes re-lifted the flanger up into the air and back onto it's awaiting trucks. This is what I call playing with trains! Now all that's required from us members is a little elbow grease and some paint! Still to come are the spreader and of course the queen of the Snow Train, the rotary, all 240,000 pounds of her, Wow what a queen!.



TRACKSHOP

What's built and waiting for installation

The dynamic team of Paul and Mark (better known as the "track tramps") keep us volunteers supplied with track sections and switches. They also are keepers of the used track taken up

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from the Serpentine. If you are interested in purchasing any of this used track at some great prices, please contact Train Mountain directly and not the Track-Shop. See also the Featured Product page of this newsletter

CURRENT YEAR

What we accomplished in 2001

Last issue we reviewed some of the major highlights of the 2001 season at Train Mountain. So much gets accomplished every year by the volunteers at Train Mountain that it's hard to remember all of the great things we've done. If you think of any additional accomplishments that we don't list in this column, PLEASE let me know and we will add it to the list. Gazette@TrainMountain.org or snail mail to The Mountain Gazette, P.O. box 927, Chiloquin OR 97624.

On last month's list of sidings that we lengthened, I forgot the Freihube siding on the Klamath and Western.

This month I would like to thank Charlie/Bill for all his hard work this year. He has been a one man army working on all sorts of projects both during the meets and in between. He and Art separated the track panels on the Serpentine and in between rest periods he finished ballasting the new track at Elizabeth River Loop. For weekend sport, he helped repaint the concession stand at Klamath and Western, helped install the turntable at Klamath and Western, installed some new switches at Central Station and, any other job asked of him. Thanks, Charlie/Bill, and we look forward to your return visit next year!



Going,
Going,
Gone!
The Serpentine

NEXT WORK WEEK

What do we do next!

May 25th—June 2nd, 2002 will be the next full work week. We have lots to do! First order of business is to relay the Serpentine, almost 5,000 feet of it. If we have enough work crews, we would also like to continue to work on the Elizabeth River Loop project. Now, both of these projects are track / ballast crew projects. So what do you do during a work week if you and or your body aren't up to track work and ballasting? The good news is that we now have 117,470 feet of track! The bad news is that means we have 22.25 miles of weeds, pine cones and pine needles to be cleared and track that needs to be tuned.

Raking up pine needles is a very important part of running at Train Mountain. Pine needles can BURN, they need to be cleared at least eight feet to either side of the right-of-way. Pine cones are included in the 'they can BURN category'. They can also derail some of the smaller engines. There are lots of small buildings and some large ones that could use a fresh coat of paint after the winter season. And for you 'model' machinist, there are always 'things' to be worked on in the backshop!

Tuning the track is done using the track mirrors, a level, a pry bar, and a ballast tamper. By looking in the track mirror you can see all the imperfections in the lay of the track. This in combination with the level, gives you a nice running track. Get the track level left to right first, then adjust the height of both rails to give a level ride front to back second. Once adjusted, spread a little ballast over the adjusted track, tamp the ballast to secure the track, then sweep off any excess ballast. This whole process is best done by a two-man team and actually goes pretty fast.

MAJOR PROJECT STATUS

What is ahead for TM

The 'Train Shed' member car shop will have a profound effect on Train Mountain when completed. Many of the members would like to run longer trains but hauling any number of cars back and forth to Train Mountain is tiring and expensive. The constant handling also destroys the equipment. The Train Shed will eliminate most of these problems. Each storage track will hold 40 feet of rolling stock or engines. With the unique transfer table / lifting mechanism, each storage track can be multiplied by three, allowing 120 feet of equipment in a small amount of floor space. Multiply this by some 70 or 80 tracks and

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you have the possibility of having 8,400 to 9,600 feet of equipment housed at Train Mountain all the time! Almost a mile and half of trains available all the time, Wow!

FEATURED PRODUCT

From the Company Store

This month we feature, not a new product, but rather a used product. The product is track panels, track panels, track panels! These are used track panels from the Serpentine relaying project which have wooden ties and aluminum rail. They are available on a first-come first-served basis. Contact Train Mountain for further details regarding availability and pricing.



WHAT WORKS

Ideas that seem to make a difference

Last month we talked about the Kitsap Live Steamers group that came early for one of our meets and did a great job. This month I'd like to single out the "Idaho Mafia" bunch that show up at every meet and do a whale of job for Train Mountain. Just so this issue doesn't end up being a 'who did what for who' issue, let me point out HOW they do what they do. That's **What Works!** They have developed a commando style to their group. Each member of their 'team' has a particular function that they like to do and that they are good at. With little or no direction, the *Mafia* 'attacks' a project and gets it DONE. There are no committees, no meetings, no special boss, other than the head of the *Mafia*, *Don Carlo De Mark*. They simply get it done.

This is another example of a group working together to have some fun and making a contribution to the overall good of Train Mountain. Their group is usually eight to ten people, but a smaller group can have just as big an impact. Moral of the story, bring a friend, two can work better than one!

THE PARK GROUNDS

Its not just trains!

Ron and Caroline having been building 1/6 scale model buildings at Train Mountain for years, and they just keep getting better and better (and bigger too). This year they built the gorgeous new train station at Youngstown. It is modeled after the Santa Fe station at the Grand Canyon. It is a log cabin design and with the interior detail we have become used to from Ron and Caroline. It has a gift shop, waiting room, and a baggage area complete with baggage! What's their next project? How about a boiler house for the sawmill at Youngstown, with hand made bricks for the siding! Hey Ron, what's that red stuff all over the bricks?

The details on these buildings are worth a closer look. Next time you are coming up the Serpentine (next summer) stop and take a look inside these buildings. Most have complete interiors and would win a model contest in any scale, but these are 1/6 scale! The cement plant also has interior detail, as does the newly refurbished switching interlocking tower, complete with a dispatcher's board inside. Great job, Ron and Caroline.

