

The Mountain GAZETTE

An Official Publication of the Train Mountain Railroad Museum Issue: #5 January 2002


The month of January means many things.

- (1). **It's the start of our New Years resolutions (and the end of some of the same).**
- (2). **It's the start of a new year. The year of 2002.**
- (3). **It's the start of the 15th year of Train Mountain.**
- (4). **It means there are only 5 more meets until our next big meet, the Tri-ennial in 2003.**
- (5). **Only 5 months until the first meet on May 25th - June 2nd.**
- (6). **Only 365 days left to pay off last month's Christmas bills!**
- (7). **Only 1,342 projects left on my work bench!**
- (8). **Just 30 more days until the next issue of The Mountain Gazette!**

With the start of a new year we should all be making resolutions of those things we would like to accomplish for the new year right? Jim and I vow no more red wine, wait, wait, that's too much to start off with, how about smaller bottles, less frequently, no that doesn't work either, oh well! How about I get back to the issue at hand, the objectives for the coming year at *our* favorite place, *yep*, Train Mountain.

The projects ahead for Train Mountain for 2002 are fun ones! Some are challenging such as the redo of the Serpentine, others are continuations of the same excellent work done by the track crews last summer. There may even be a surprise project or two thrown in just for more fun! We hope you can join us for a work week or two this summer.

The winter certainly slows down the outdoor activity at Train Mountain but the indoor activity is at the same fever pitch as always! For example Ross and Carol are having some office space built in the Central Station building.

 Carol needs the space and Jerry and I need more room for the lounge area in the BackShop!

We've had a suggestion for a cool project for Train Mountain and I'll cover it in some detail in the Operation column this month.

Plan your trips now and make sure you make out those check lists and bring along a friend or two, the more the merrier. Double check the upcoming season schedule for the correct dates for the four scheduled meets for 2002.

Remember five more meets until the Tri-ennial in 2003!

Meet	Work Week	Run Days
2002 1st	Sat May 25	Thu May 30 — Sun Jun 2
2002 2nd	Sat Jun 29	Thu Jul 4 — Sun Jul 7
2002 3rd	Sat Jul 27	Thu Aug 1 — Sun Aug 4
2002 4th	Sat Aug 31	Thu Sep 5 — Sun Sep 8

We need more pictures for the postcard project! If you are going to email them please email them one at a time. Also because of the past virus problems from emails coming to Train Mountain please list the file name for the attachment in the body of the email. That way Carol will know it's a legitimate attachment, thanks. Snail mail folks, just include a self addressed envelope if you want the photos back. In all cases please include as much information as you can about the picture. Remember these are for post-cards that best represent the Train Mountain story!

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

Gazette@TrainMountain.org

or snail mail to The Mountain Gazette, P.O. box 927, Chiloquin OR 97624.

Russ Wood, editor

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RIGHT OF WAY

Constructing the right of way

The work being done on the right-of-way these days is being done by snow removal equipment. It seems just

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about the time Richard and crew have the roads clear we get a little more of the beautiful white stuff and then it's back to work for the maintenance crews. I don't know where they hide all of the stuff but it all seems to be gone when I get a chance to go over to the Mountain. Tom, Ron and myself have been having fun trying out Ron's snowplow and Wow what a tool! It cuts right through the snow. Our biggest problem is at the grade crossings because they fill with ice and freeze solid. In order to get through the 'crew' has to 'chip' out the ice. I think some sort of rubber filler in the rail gap might work so we are doing some experiments to see what works.

RULES OF THE ROAD

Reviewing the Rules

8. SOUND HORN OR WHISTLE (— — o —) AT W SIGN.

These signs are located 60' before the track crosses roads or other tracks.

This month we will review the Whistle rule at Train Mountain and then add some to it. The Train Mountain rule pertains to marked grade crossings or cross tracks. The whistle post or sign is usually a small white sign about 4 inches square with a black W in the middle of the white square. Not all grade crossings are marked at Train Mountain as many are for service vehicles. However during work weeks these 'service' crossings are very busy places with gator traffic coming from all over the place! A good addition to the rule would be that during work weeks 'whistle' at ALL grade crossings, in fact if in doubt, WHISTLE!

The horn or whistle on our trains is more than just an ornament. It is a safety device above everything else. Some of them have eloquent sounds that send shivers up your spine when heard running through the woods. Others are more like an automobile beep. However, they ALL serve the same purpose, to warn others of your approach. Railroads over the years have developed the whistle 'talk' into a complete language and the sounds all have special meanings. Over my years of running trains I have always tried to lean on the side of 'when in doubt' blow the horn! Learning what the sounds mean does add to the enjoyment of 'running' trains and certainly adds to the safety factor. The chart below gives the meaning of each of the whistle sounds

Selected whistle signals

o = short sound, — = long sound.

- o Apply brakes, stop.
- — — Train ready to proceed.
- — o o o Flagman protect rear of train.
- — — — — Flagman may return from west.
- — — — — — Flagman may return from east.
- o o Answer to other signals.

- o o o Back up
- o o o o Call for signals.
- — o o Another section following.
- — — o — Approaching a public crossing.
- — — — — One mile before reaching a station.
(two TM mileposts)

Amtrak currently uses one long blast as a warning that the train is ready to depart followed by two shorts to acknowledge the conductors radio order to the engineer to leave. A passenger should already be on board when the long blast is heard.

PROTOTYPE

The growing collection at Train Mountain

Since I've started the Prototype column I've only covered the Train Mountain Snow Train, so in keeping with a short tradition, this month we will discuss the Jordan Spreaders located at Train Mountain.

Jordan Spreader - According to Jerry Pinkepank (June '69 Trains), Oswald F. Jordan was roadmaster on a New York Central subsidiary, circa 1900, when he invented a combination spreader-ditcher. In 1905, he left the railroad to start his own business and he purchased land in East Chicago, where he set up his works. Unfortunately, he died shortly thereafter, but it was successfully taken over by "Colonel" Riley, who ran it until 1960. The machine has wings that can be used to shape a right-of-way ditch, spread ballast, or even plow snow. In 1955-'56, they introduced hydraulic power, which significantly reduced the size and number of operating cylinders. The older pneumatic models worked off the air compressor on the loco. The first models were cab-less, but as it became common to use the machine for snow-plowing, a narrow cab was added, back far enough to observe the braces on the wings. In more recent times (relative to '69), the cab was moved forward and widened.

This strange looking piece of equipment, which truly appears to have been designed by a committee, serves the purpose of spreading snow away from the track. It accomplishes this by spreading its wings. The wings can be extended up to 12 feet on either one or both sides. Spreaders had a cab and were operated by a separate crew. They were placed behind the snowplow and both were then pushed by the locomotives when used in snow fighting service.

In balmy weather the Jordan Spreader was used to spread new rock ballast along the tracks during maintenance work or on the construction of new lines. The spreader would be placed behind a string of hopper cars equipped with special bottom doors for ballast work. The hoppers and the spreader would be pushed along at a very slow pace by a locomotive. The ballast would be

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unloaded a car at a time and the Spreader, with its plow front and wing blades canted out would smooth and level the ballast along the track. This procedure would be followed by a track tamper which would tamp the ballast in place between the ties and line up the track. The function of "spreading" ballast is still required but it is accomplished nowadays by more modern machinery.



TRACKSHOP

What's built and waiting for installation

You know that once upon a time, one could travel past the TrackShop and hear the 'track trash' busy at work building track sections for the next work week. But alas that is all changed now! Seems Paul and crew not only have a water jug but now they also have a coffee pot! The noises coming from the TrackShop are nothing more than gurgling sounds. All the rail and tie jigs are being used for mug racks and the radial arm saw is used for slicing the bread and salami for the ongoing party, such a shame!

At the Christmas party the following rumor was overheard (I will use initials to protect the 'innocent'). Seems P was mad at M for leaving him stranded for the holidays, so P decided to go against local warnings, and get a date with K, after that the party really started to slide downhill!

OK, I'll lighten up on the TrackShop crew, they deserve better. Evil Mark is building steel switches and Paul and crew are building up our inventory of track panels for the coming season. I haven't noticed too many straight sections so it looks like some more crooked trails for the track gang!

CURRENT YEAR

What we accomplished in 2001

In addition to the obvious things that one can see going on at the Mountain are some things not quite so obvious. Take for example all the work done by Glenn and Carol on the Trainmountain.org website. The new format is very dynamic and is really starting to become another showcase for Train Mountain. In an effort to help all of us stay up with the changes I will be posting the changes to the website in this column. If you are not currently visiting the website on a regular basis this just might entice you to do so!

IBLS 2000 Photographs. Thirty four (34) IBLS 2000 pictures have been added to the Photo Album. The images added today were donated to the site by Pete Pedigo. Thank you, Pete. To see the pictures, use the links: PhotoAlbum->PastYears->Year2000->IBLS2000.

Mystery Photographs. A "Mystery Photos" page has been added to the site. At any given time, it contains twelve (12) pictures without adequate descriptions. If you know the "Who" or "What" for a picture, please let us know. Currently we automatically rotate a new row of images in every three days. To view the "Mystery Photos", use the link from the Home Page.

Infrastructure Changes. About half of the pages on the site have been modified as part of the preparation for changes to better handle older browsers. If you notice any strange and new behavior, please send electronic mail containing a description of the problem and a copy of the last line on the Train Mountain Home Page (the line describing your browser and Operating System) to WebMaster@TrainMountain.org <<mailto:WebMaster@TrainMountain.org>>.

Links: We've updated the Rail Cams section, fixing some bad links and adding some new ones. Go to "Links", then "Rail Cams". We've also updated the Encyclopedia to include the work Ron Young and Caroline Jones have done during 2001. See "Y".

NEXT WORK WEEK

What do we do next!

May 25th--June 2nd, 2002

Aspen Grove Loop - 5,000 plus feet
Elizabeth River Loop - 2,500 plus feet
Serpentine Upgrade - 6,500 plus feet
Siding Extensions - 500 plus feet
Main Yard Tune up
Repaint Steaming Bays Crisp Yard
Blue Mountain Coal Yard Tune Up
Build and Install new Steaming Bays Klamath and Western

And of course there is the always popular, rake pine needles and pine cones fun and games!

MAJOR PROJECT STATUS

What is ahead for TM

The refurbishing of the many caboose on the property will be a major project as Train Mountain gains the destination park status it is seeking. With 13 Santa Fe, 8 Southern Pacific, 3 Union Pacific and some 8 others the herd of caboose is certainly one of the largest anywhere. The trick will be to make them livable but leave them railroad caboose. Sounds like another of those challenging Train Mountain projects!

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FEATURED PRODUCT

From the Company Store

In keeping with our on going campaign for safety at Train Mountain I thought this month I would review a few of the safety items available through the Company Store. The mandatory red flag for the conductor is a great item to get from the Company Store. They also have several models of flashing red lights for mounting on the rear of your train for night running (not a bad idea in the daylight either). They have radios for sale as well. At Train Mountain we use CB radios and the new Family Channel radios for communication. During the running portions of Train Mountain meets the use of these radios is mandatory. If you are interested in any of these kinds of products please contact the Company Store via: Train Mountain

WHAT WORKS

Ideas that seem to make a difference

Quentin and I had a discussion about last months column and things that we, the locals could do to make the Train Mountain meets like other 'club' meets around the country. The discussion came down to part of what we are missing at Train Mountain meets is the 'social' aspect of a 'club' meet. We do all right with the 8 to 5 work part and the evening night running, but there isn't that same feeling you get when you go to Kitsap or Sacramento or LALS. We *kinda* meet around lunch time (*sometimes*) and maybe an occasional 'howdy' out on the deck or around the steaming bays. We already have the banquet on Saturday night but nothing else is planned for the evenings. Starting with the May 25th - June 2nd meet, on Wednesday night there will be a NO-HOST BBQ. Train Mountain will supply the coals, the picnic tables, the ice, and the 2,000 plus acres, you supply the bodies and your own dinner. Bring something to BBQ, cook it on the fire, sit down in the park like setting of Train Mountain and relax and enjoy. Should be a great evening to sit around and tell US all about YOUR 'almost' done latest project(s). Might even need some marshmallows! Give me some feedback on this idea, please. If you know what meet you are coming to and would like to be on that meet's committee, please let me know.

Speaking of meet committee's, here is another great idea from a member. Remember how great Mark had the 2001 IBLS meet organized and all the volunteer committee heads that helped him? How about continuing the tradition at all the meets. How about some volunteer members heading up some committees for all the meets. For example the Sacramento bunch handled the loading/unloading area during IBLS. A loading/unloading committee could be formed and they would be responsible for the loading and unloading at all future Train Mountain meets. They would be responsible for seeing that someone from their committee was available at each meet to assist in the running of that area. We could also have a

'greeters' group, those that have been to Train Mountain many times and know the answers to those 'newcomers' questions. You starting to get the picture. Let's get 'us', the members, involved in the putting on of a Train Mountain meet. We know Quentin and Ross have the 'work week' part all figured out, let's get together and do the fun part as members of Train Mountain, the club. Comments! Gazette@TrainMountain.org

or snail mail to The Mountain Gazette, P.O. box 927, Chiloquin OR 97624.

Part two of planning on bringing the family for a great vacation. Train Mountain is only 1 1/2 hours away from Ashland Oregon, home of the world famous Shakespearian Festival. The Festival runs all year long, every year. There are several theaters and several productions playing all season long. The outdoor theater is spectacular, but remember to bring a jacket even in the summer time to guard against the slight chill of the evening air. Ashland is also home to some great shopping, restaurants, and the ride from Chiloquin is very, very scenic! For the fisherpersons in the group, the Klamath Basin is home of some of the world's greatest trout fly fishing. One or two pounders from most streams, five to ten pounders from the Williamson River in Chiloquin, and ten to twenty pounders from Agency Lake adjacent to the Train Mountain property. For the kiddees, the Fort Klamath fish hatchery is a must see. Only 8 miles from the track and lots of fun. Another side trip only 8 miles from the track is the Collier Logging Museum. Here a vast array of old logging equipment is set up and on display in it's natural habitat, right in the middle of a pine forest. Across the street is a beautiful park with some more great trout fishing. Now how can you say no to all of that! If you have questions about accommodations, addresses, phone numbers, or whatever concerning a potential visit please drop me a line. Gazette@TrainMountain.org

THE PARK GROUNDS

Its not just trains!

The work being done in the carpentry shop these days is not on one of Ron and Caroline's new creations, but rather on refurbishing some of the older buildings. This is an ongoing task and Ron and Caroline take on this task and do a great job. Much of the detail work from years past is the main target of the elements and the squirrels! They re-manufacture many of the small parts, fix the windows, re-roof, and reseal and repaint the buildings. These buildings add so much to the ride enjoyment at Train Mountain and thanks to them they always look great! Thanks Ron and Caroline!

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OPERATION

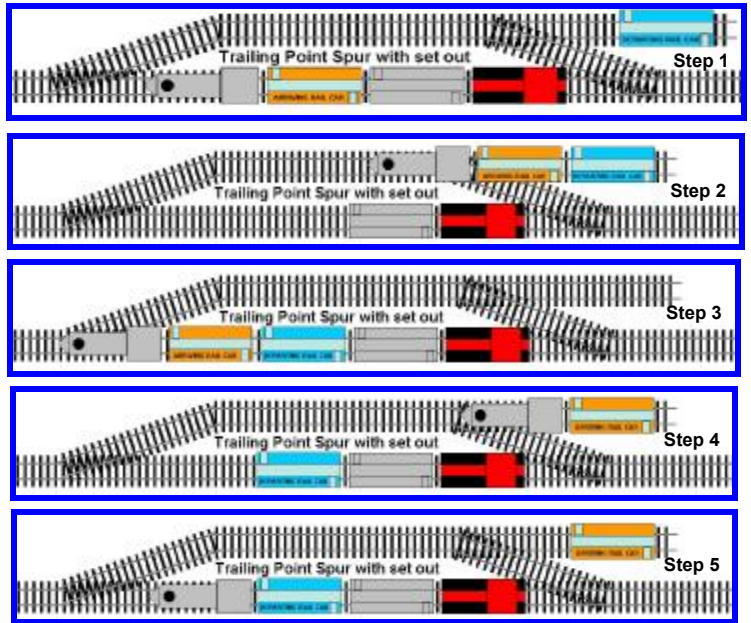
More than round and round!

We've had a suggestion for a project I'd like to undertake. The idea is based on the waybill shown in last month's Operation column. The waybill shows a car mark (the car name and number). The item shown is a Train Mountain car and the number while not prototype, is a correct car mark for Train Mountain. Anyhow, the idea is this, that Train Mountain (me) maintain a car mark database for all the Train Mountain cars and any visiting cars that wish to 'play the railroad game'. I volunteer to start that project and if it gets out of hand I will be looking for some help down the road. I think it should start out with some simple data fields and be allowed to expand as 'we' see fit. Here is an example of a 3 x 5 card that would be available at the Company Store and online. The member would fill out the card and snail mail or email it, at which time I would add it to the database. I will get together with Glenn (our webmaster) and see what would need to be done to put it on the web at some later time.

Owner Name, address, phone, email, car type, car mark, car description, car color, car era, scale (1.5, 1.6, 1.7, 2.5, 3.5), car length (actual, in inches), type coupler, type trucks, frame type, safety chain (y/n), brakes (y/n), approximate weight (actual, in pounds), year built, approximate value, 80 characters of owners comments, picture. The database would be indexed on several fields such as scale, era, car type, car mark, etc.

With this much data per car we should be able to build up a great database. Once the database was built a member could notify the switch crew of the arrival of their cars for a particular meet and have appropriate waybills already cut and awaiting them upon their arrival. Sounds like lots of fun! Good idea, I Like It!

This month I will show the moves for a trailing point move. All of the setouts at Youngstown for instance are trailing point setouts. So are the setouts at Blue Mountain Coal Yard and the stubs at Vitz Yard.



Car Type _____	Car Mark _____
Car Description _____	
Car Color _____	Car Era _____
Scale (1.5) (1.6) (1.7) (2.5) (3.5)	
Car Length (actual, in inches) _____	
Name _____	
Address _____	Phone _____
Email _____	
Type Coupler _____	Type Trucks _____
Frame Type _____	
Safety Chain (Y) (N) _____	Brakes (Y) (N) _____
Approximate Weight (actual, in pounds) _____	
Year Built _____	Approximate Value (\$) _____
Comments _____	

