



The Mountain GAZETTE

An Official Publication of the Train Mountain Railroad Museum Issue: #1 September 2001

Welcome to the inaugural edition of The Mountain Gazette. The purpose of The Mountain Gazette will be to inform you the members of all the happenings in and around Train Mountain. We will try and deliver a monthly online color Gazette to those of you on the Internet and a mailed monthly black and white edition to those of you not yet on the net. As with any new endeavor we will have some stumbling blocks but we hope that you will join with us in getting the 'correct' word out. If you have ANY suggestions, or changes, or additional information please email to gazette@hobby-tronics.com or snail mail to The Mountain Gazette, P.O. box 927, Chiloquin OR 97624.

The Mountain Gazette will be presented as a regular group of columns that will address certain aspects of Train Mountain and it's operations. We hope to give you all a sense of where we've been, where we are now, and where we are going.

Russ Wood, acting editor

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RIGHT OF WAY

Constructing the right of way

Grading is progressing on the backside of Aspen Loop. The dirt needed for the fill is coming from the final grading of the Elizabeth River Loop. Although 2610 of track was laid on the Elizabeth River Loop this summer, there remains about 2,800 feet of right of way that has to settle over the winter

and be laid next summer. During normal rain years Train Mountain follows the procedure of grading one summer, letting the ground settle over the winter and does final preparation the second summer. With the dryness of the winter of 2000-2001 further compacting is necessary.

Many of the access roads around Train Mountain are being upgraded with a new rock base and should aid in accessing all of the grounds as we start building in those areas.

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. For our first rule review we will look at the one pertaining to those wonderful green blocks. The rule states:

10. DROP A GREEN BLOCK AT ANY DERAILMENT LOCATION. *Not only does this tell track crews where problems are, it warns the next train that there is a track problem.*

Sounds simple enough doesn't it? Well there are a couple of thoughts needed to be added to this simple rule. First, please place the blocks to the 'right' side of the track especially on the double track portions of Train Mountain. This helps with some of the confusion as to where 'your' problem actually occurred. The second point is one of using some common sense to derailments at Train Mountain. We 'all' have them. However if I have a load of kids in a car and have a derailment with a car I've used for many trips with no problems, I think I might just suspect the 'kids'. Or more importantly if I have a car that derails a second time at a different spot, I might just want to suspect the car and not the track.

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The 'infamous green block!

The track at Train Mountain is used almost all year round, not just at train meets. The green blocks do seem to blossom well during the meet weeks. If it is a meet week and you discover a multi block pile, please record the milepost and let one of the track crews know of the suspected area. The best time to fix a problem is during a work week with all hands about.

PROTOTYPE

The growing collection at Train Mountain

Each month seems to bring more and more prototype equipment into the grounds of the Train Mountain Museum complex. This month it is the Train Mountain Snow Train. The train arrived on 9/10/01 at 2:30 pm. It got shoved into the siding at Chiloquin and is awaiting the tedious task of being moved off of the siding and onto the grounds at Train Mountain. The equipment will be placed on the new long storage track adjacent to the parking area at Klamath and Western.



The arrival of the Snow Train



The spreader



The flanger SPMW 322



The rotary MW 206

TRACKSHOP

What's built and waiting for installation

The track shop is the back bone of all meet weeks at Train Mountain. The dynamic team of Paul and Mark keep us volunteers supplied with track sections and switches. The change to steel rail on plastic ties has meant a big change for this vital function. It means we must pre-bend every rail section into various radius curves for the track layers. We currently have track jigs for 75, 90, 105, 120, and 135 foot radius curves. We will adding 150 and 165 foot radius curves this fall.

The regulars of Paul and Mark along with a few volunteers that help out during the off season will try and build enough inventory for the work ahead. The goal is to lay a mile of track at each of the four work weeks each year. We did not meet that goal this year but we learned and modified our track laying system. We built almost two miles of track this year. We had to learn how to build track with pre-bent sections and learn about the inventory requirements of pre-bent radius sections of track. However the results are terrific. Riding on the new sections of South Meadow Loop and Firewood Loop gives one the impression of riding on ribbon rail as the sound is just a whoosh, with little or no rail clicks. The other good news is we can build large amounts of steel track with similar build times to the aluminum rail sections we used to use. Use of the new steel switch frog should allow steel switches to also be built with similar build times to the aluminum rail switches.

CURRENT YEAR

What we accomplished in 2001

Reflection is a wonderful thing. Just when we think we are not getting things done fast enough, someone always comes up and asks "so, what's new"?

In the four work weeks of 2001 we have eliminated almost all of those little dotted lines on your track plans! We have completed South Meadow Loop (4,000 plus feet), Firewood Loop (2,000 plus feet), extended Main Yard (2,000 plus feet), started the Elizabeth River Loop (2,000 plus feet), extended the Blue Mountain Coal siding, Mopac Siding, Woodpecker Siding, Williamson siding, and Rio Grande siding, also a new diamond at Midway North and a new junction at Midway East. Art and Charlie have laid new yard tracks at Klamath

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and Western and are moving right along with installation of the Klamath and Western turntable and associated tracks. In the midst of all this we also have a new flag pole erected by the members to thank Quentin for his generous contribution to our hobby, Train Mountain.



Klamath & Western West Yard



Klamath & Western East Yard



Main Yard Extensions



Flag Pole



Firewood Loop



South Meadow Loop



Elizabeth River Loop



More Elizabeth River Loop

NEXT WORK WEEK

What do we do next!

There will be a fifth gathering of the members for 2001. Although billed as a 'play meet', it has some serious overtones to it. It will be held October 5, 6, and 7th. Saturday the 6th will see the removal of most of the track on the Serpentine. We will remove the track from the lower grade crossing on Train Mountain Road at the Blue Caboose Campground down to Youngstown and from below Youngstown down to the bottom grade crossing. This will allow the re-grading of the right of way and the placing of new steel rails and steel switches on the Serpentine. The grade stakes are already in place. The new grading will remove all the old dirt ballast, give us a steady grade, and with the new track and ballast insure the Serpentine will be up to the current Train Mountain standards and give us all many years of service. The first work week of May 25th—June 2nd 2002 will be to relay the Serpentine and continue on the Elizabeth River Loop project.

MAJOR PROJECT STATUS

What is ahead for TM

We are all anxious to know what is going on with many projects on the drawing boards at Train Mountain. Many projects are pending due to approvals from governmental agencies. For example the bridge across South Chilquin Road, that leads up to Caboose Ridge. This awaits action by the Klamath County Road Department. Another is the use of the many caboose at Train Mountain. The caboose projects require that we prepare a very complex application to apply to become a 'Destination Resort'. These two vital projects are in the works. The 'Train Shed' member car shop is pending determination of the best transfer table and hoist / car lifting system. This key element used to transport and raise the cars into the storage area will help determine the final interior design. The decision to go from the very costly 'Roundhouse' design to the more conventional rectangular shape means that more members will have the opportunity to be an owner in the new building and lots more storage will be available for equipment.

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FEATURED PRODUCT

From the Company Store

There is a frog loose in the track shop! It's the new all steel switch frog. The beauty of this design is that it requires NO machining of extra parts to build a switch. It mates directly with un-machined steel rail and will speed the entire steel switch building process.



New Steel switch frog



No machining, just insert rails

WHAT WORKS

Ideas that seem to make a difference

Every once in awhile a great idea comes to the surface and is worth repeating. The wonderful gang from the Kitsap Live Steamers came early for one of our summer meets. OK, so what's the big deal! Well, they played first and worked second. They played for a couple of days prior to the work week. This gave them a list of things that 'bugged' them and gave them their list of things to do for the work week. The end result was they gave Train Mountain a much needed track tune up. The running portion of that meet saw fewer derailments and a much smoother ride.

Good job Kitsap!

Train Mountain would like to encourage any other clubs that wish to participate in such a program to please give us a call and let's get together. Give the Kitsap folks a call and see how they liked their work week. I think they will tell you they had a great time and got a lot out of the trip. I know Train Mountain sure did!

THE PARK GROUNDS

Its not just trains!

Our wizard of the flowers is Deborah. She is the one that over sees all of the grounds keeping at Train Mountain. Each banquet held at Train Mountain has fresh flowers on every table. These all come from the Train Mountain grounds. This year also sees lots of new grass growing. Six Acre Campground now has lots of new grass starting to pop all over it. The main drive into Train Mountain is lined with fresh grass plots and is looking terrific. The crew has made Train Mountain into a true park like setting.

Well done Deborah and crew!



Train Mountain flowers



Six Acre grass planting



Train Mountain Main Gate