



The Mountain GAZETTE

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Hi gang. Remember me, it's the guy with all the excuses why 'your' Gazette is late again this month. Well I think I've run out of them so let's just say it's late and be done with it, OK!

October was a gas! The Halloween party gets better each year and this year having it on Friday and making it part of a Fun-Run weekend made it even more special. The costumes were great, the food was great, and the company was terrific. I'm so glad that many of you were able to make the journey. The running on Saturday was fun but at a minimum because the chill in the air. However the fire pit that Richard Cox built and manned was used by all as the favorite meeting spot (it was the warmest spot!). With what started out as a simple 'here's the fire bring your own hot dogs and stuff' turned into several trips to the store, emptying out the campers and coolers, using the Halloween party leftovers, and then turned into a great feast and frolic. As the evening got colder and colder the fire brigade moved into the BackShop where a second party was already going. For dessert we all adjourned back to Central Station where a third party had been going all along (in the warm building) and so now you have 'the rest of the story'. Sunday running for some turned into their first taste of running in the snow at Train Mountain! I told ya' it got cold Saturday night! Lee got to run his diesel through the snow to get back to Crisp Yard for the loading up and going home routine. When you can get him to quit grinnin' about it he will tell ya' how it was!

Speaking of Crisp Yard, Art and Charlie Bill have working extra hard since the September meet to try and finish the rebuild of Crisp Yard (rebuild #4 I'm told!). The rebuild includes the upgrading of the track from wooden ties to plastic ties. The biggest change though is a redesign of the yard throat. As you approach the yard from the turntable the ladder now branches off from the right hand track instead of the left hand track as before. This actually makes quite a few of the tracks about 20 feet longer than before giving us more 'train' storage in Crisp Yard. The rebuild amounts to about 2,700 feet of track! Our resident track wizard Paul has been busy trying to keep up with these guys. You can't appreciate how much work has gone into this project but just imagine how much ballast had been dumped there, gator after gator, and then imagine having to

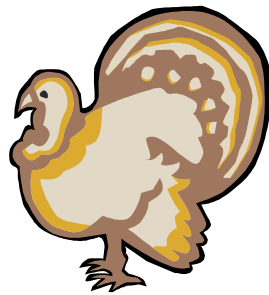
take all that ballast out, one shovel full at a time. How much ballast, oh just a pile about 10 feet high by 20 feet wide by 30 feet long, that's all! All this done by the same guys that put it in last time. I don't want to hear any more complaints about that old 'I did this thing three years ago and now it's all changed' routine! Just think how Art feels about now! Anyhow, well done Art and Charlie, you are to be commended for a job well done!

The rest of this issue is going to be directed towards my/our/TM's quest for a safe railroad experience. As some of you on-line TM folks know, the LA Livesteamers had an accident that sent 6 people to the hospital, fortunately all had minor injuries. While the details of the accident are still totally undocumented, it does appear to have been a slow speed accident (less than 7 miles per hour, the TM maximum), The main culprit seems to have been two passengers moving about on a public hauling riding car. Both parties apparently were large (300 plus lbs each) and were leaning or rocking or whatever. Additionally they happened to have done this in an area under repair that had some exposed rock work or something of this nature. The bottom line of the story though is this, it made the LA Times! The fallout of this accident may be around for a while. The Rules of the Road column this issue is from Quentin and it is his doctrine on the role of passenger car safety while at Train Mountain.

Attached to this issue is the sign up sheet for the upcoming Over The Hills Live Steamer meet the opening weekend of the 2004 Train Mountain schedule. The meet is May 29th and 30th. This is the first weekend of the work week for Train Mountain. The Train Mountain mainline will be closed (tracks 1 and 3 from Grand Junction) and any operating done will be done on the Klamath and Western division of Train Mountain. The Crisp Yard and upper level tracks will be open for loading and unloading and or servicing of your trains but all other operations will be at K&W. Thank you, Quentin, for allowing the OTH gang to have access to the rest of the facilities but still making it a special day for them! If you haven't been over to the K&W lately, there are two complete yards, a turntable, 10 steaming bays and lots of storage. The run is about 20 minutes long and is one of the prettiest on the Mountain.

(Continued on page 2)

<u>Table of Contents</u>	
From The Manager	2
Next Work Week	2
Prototype	3
Rules of the Road	3
Operations	4



FROM THE MANAGER

The latest information

Winter is here! Some of you brave souls have first-hand experience with it after the Halloween weekend. Brrr! I think we all had a good time though; I know those who tended the fire enjoyed it. The good news is that winter has weakened and allowed us to work on more outside projects, and with a little moisture in the ground we don't have the dust to deal with.

We have received another donation; this one from Ralph MacNutt's heirs. Over the years, Mac spent a lot of time here. You may recall him hard at work straightening ties with his mallet back when we used wood ties, or building bond wires, safety chains and cables and plastic squares for holding down the plastic on right-of-ways. Perhaps you met Mac building and prepping track, or just hanging out having lunch in one of the shops. Mac passed last November and left his hand built, dual gauge, full-size velocipede and his 7½" hand car called a quadtrac to Train Mountain Railroad Museum. Thanks, Mac! Watch for more on this later in the Prototype section of the Gazette.

Out in the Back Shop, cars are being lettered and repaired, Art and Charlie are building trucks for the K&W riding cars to improve safety and rail wear characteristics since the Crisp Yard project has been put on hold due to the weather (what's in sure looks good), and Jerry Balf is busy working on the Trainmaster project.

Those of you that have kept track of the safe riding car issues being discussed on the email list have provided some very good information and opinions. Those that do not have email that I have spoken with share most of the opinions also. I have every confidence that the policy set for Train Mountain by Quentin will be well thought through and will benefit all of us. In my opinion, after years of giving rides to members, school groups, rest home groups and other interested parties, in cars varying from the GN passenger cars with high seats to flat cars with low seats, the best answer is education. In most cases, I have given instruction to my passengers which allowed them to be safe. After all, they have no idea what to expect on their first ride. The car itself must be as safe as possible, of course, and the weight ratio must also be considered. I have watched cars so overloaded that the springs flattened out until the wheels rub the underside of the car, and then derailing, which is not the fault of the equipment but of the operator. Safety is, after all, our responsibility first and foremost.

Rodney Cogliati made a good comment on chaining the trucks to the car so the truck cannot rotate and cause a roll-over. That was implemented on the K&W cars early in their use for just that reason, and it was successful. I have noticed a parallel in full-size maintenance equipment that is prone to derailing, such as plows and spreaders, which will have chains or will have the truck captured in the frame of the equipment.

I think sitting low in the train looks good and creates a feeling of being part of the train; it also gets us in the lowest plane possible, improving the center of gravity. Keeping our feet free allows us to catch ourselves in the event of a problem. This is as elementary an idea as riding a bicycle; people always put out their feet to catch themselves when tipping over. At Train Mountain Railroad Museum, the long ride makes some comfort a requirement; for this reason, the flat car with a foot rest and low angle mounted boat seats make a lot of sense. But even this arrangement requires some precautions such as no fingers below the edge of the car and if you fall asleep you will fall off and get hurt! As you see, it is the same old problem – how far do you go?

Turkey Day is close at hand and this year I'll spend it with Rene', Matt, Whitney and my son and his family. I hope you all have a great Thanksgiving and enjoy the season!

Talk to you soon.

Ross

Ross Perrin, (General Manager)- tmrrgm@trainmountain.org

NEXT WORK WEEK

What do we do next!

Tune up, fix up, spruce up, whatever you want to call it, that's what we need to do next. Please give us a hand at accomplishing these tasks. Also remember to plan enough time to have **fun** while you are here!

Meet	Work Week	Train Meet
First 2004	Sat May 29-Thurs June 3	Fri June 4- Sun June 6
Second 2004	Sat June 26-Thurs July 1	Fri July 2- Sun July 4
Third 2004	Sat, July 31-Thurs Aug 5	Fri Aug 6- Sun Aug 8
Fourth 2004	Sat, Sept 4-Thurs Sep 9	Fri Sept 10- Sun Sept 12
First 2005	Sat May 28-Thurs June 2	Fri June 3- Sun June 5
Second 2005	Sat July 2-Thurs Jul 7	Fri July 8- Sun July 10
Third 2005	Sat, July 30-Thurs Aug 4	Fri Aug 5- Sun Aug 7
Fourth 2005	Sat, Sept 3-Thurs Sep 8	Fri Sept 9- Sun Sept 11
First 2006	Sat May 27-Thurs June 1	Fri June 2- Sun June 4
Triennial	Wed June 21-Sun June 25	Mon June 26- Sun July 2
Third 2006	Sat, July 29-Thurs Aug 3	Fri Aug 4- Sun Aug 6
Fourth 2006	Sat Sept 2-Thurs Sept 7	Fri Sept 8- Sun Sept 10

(Continued on page 3)

Possible May Work Week Projects

May 29th--June 6th, 2004

Relay Outside Mainline—Ellingson Bridge to South Portal—1,500 plus feet double track—work crew

Aspen Grove Loop - 5,200 plus feet—work crew (depending on rail)

Anytime Projects

Siding Extension - 2 people one day

Steuer siding, extend from 120 feet to 140 feet, install new switch.

Main Yard Tune up - 2 people two weeks

Six Acre Siding and Yard - 2 people 1 week

Six switches, one siding, four stubs.

North Portal Siding, Wye, and Yard - 4 people 1 week

Seven switches, two sidings, one wye, and one stub.

Grade Crossings Upgrade - 2 to 4 people 2 days each

Replace any wooden tie sections within two track sections of all grade crossings (this can be an ongoing project)

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

PROTOTYPE

The growing collection at Train Mountain

Tom and I were out train chasing one morning trying to get some pictures of a mile long military train that came through Chiloquin. We got those pictures as I will show in a future issue, but the great shot of the day was a south bound train that came along next. I got all set up at my favorite engine shot location. It's a rail bridge over the Williamson River where the water reflects the passing engines. I bagged the shot and then we saw a very peculiar engine stuck in with the rest of the head end power. It turned out to be the Rail Power Green Goat that was mentioned in the October issue of Model Railroader and has been the topic of conversation on many of the rail web sites. Anyhow here's my picture of the engine as it came through Chiloquin headed south.



RULES OF THE ROAD

Safety - Safety - Safety

There have been a number of very thoughtful postings on this subject. While we have not yet seen the final report from LALS, we are in a position to issue our interim report for procedures at Train Mountain. Please note the following.

We recognize that Train Mountain is not the typical 7 1/2" gauge track, in that it is not open to the public, but is for members, their families and personal guests only. Therefore, for the present, it appears that the outcome of the recent accident at Los Angeles Live Steamers will not have a direct impact on our operations. However, there may come a time in the future when everyone who either operates or rides at Train Mountain will have to be a member.

Train Mountain members, their families and personal guests may continue to bring and use their own riding cars as they have done in the past. We encourage them to increase the weight and lower the center of gravity on their cars to reduce the risk of derailment. We recommend the Train Mountain boat seat on flat car standard as the safest and most comfortable design for riding on a long haul 7 1/2" gauge railroad.

If members want to give rides to individuals who are not family members or personal guests, they must use a riding car that meets the Train Mountain boat seat on flat car standard. This standard requires that all of the car weight be under the passenger (this excludes gondolas), that the car be constructed of steel (this excludes aluminum or wood cars) and that the seat level be no higher than 15" from the top of the rail (this has feet sticking out front). For those who wish, Train Mountain riding cars that meet this standard will be available for rental.

Straddle cars have proven popular on a number of short haul 7 1/2" gauge railroads where the typical train ride is no more than ten or twenty minutes long. Their success appears to be related to a relatively heavy car weight and a design that puts the feet near the top of the rail. However, the lack of back support makes them uncomfortable for many passengers at Train Mountain, where the typical ride is two hours long.



Trevor Heath Photo

(Continued on page 4)

We will continue to study the straddle car because it has proven to be such a popular riding car at other tracks. We have a few cars of a similar design, bulkhead flats with a bench down the middle, that have been a popular rental item to families with young children and young backs. We will keep them in service while we continue to study overall riding car safety.

It has also been noted that truck adjustment can be as important as riding car design. So that proper truck adjustment techniques can be more widely understood, we will offer a truck adjustment clinic during the first meet next season at the Back Shop on Saturday, June 5, 2004, at 1:00 P.M. Depending on how this clinic is received, we may make it a regular feature of the first meet of each season, and will most likely put it on the seminar schedule for the next Triennial in 2006.

The final element in safe riding car operation is passenger loading procedures. This means putting the heaviest passenger in the middle seat of a three seat car or the front seat of a two seat car and giving the standard lecture about hands and feet in, no rocking or turning around and no picture taking. This also means that those who do not observe these simple rules are politely but firmly told that they will have to walk back to the station.

At the Klamath & Western Railroad where Over-the-Hill Live Steam club gives public rides, all rides are given on either purpose-built heavy steel drop center flat cars with boat seats or Train Mountain twelve-foot flat cars with boat seats; no other kind of riding car is allowed for public rides. There is a prominent sign setting forth the rules for passengers. There is a conductor on every trip who is charged with watching for arms, legs, squirmers and photographers who is specifically authorized to put off offenders.

At the Klamath & Western, OTH is concerned with the "babes in arms" problem. They are considering installing infant and child car seats in each passenger train so that these young passengers will have as safe a ride on the train as in the car in which they came to the train ride. At Train Mountain we will be very interested in their experience.

Our thanks for all of your contributions. Time spent thinking about safety is time well spent. As our thinking on these issues progresses, we will keep you informed.

Quentin



OPERATION

More than just round and round

The following article is presented by the Train Mountain Staff and should be of general interest to all of our members. ED.

WHERE IS THE WEIGHT?

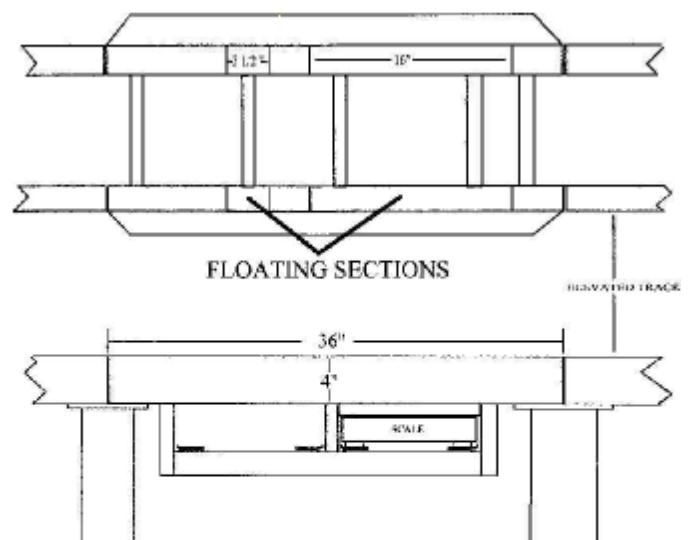
During the Triennial this past summer, a Big Boy and two Northern's successfully pulled a 90-car freight train with eighteen passengers around the track and up the Serpentine. We estimated the car weight at 150 pounds per car for a total of 13,500 pounds. But, as we do long train exercises, we would really like to know how much the train weighs.

In the assembly of a 90 car train, it is best to have the heaviest cars to the front so that light cars between heavy cars do not "string" when going around sharp curves like those on the Serpentine. The easiest way to assemble a train with the heaviest cars to the front is for each car to have its weight stenciled on the side. That requires knowing the weight of each car.

One of the hallmarks of a good running locomotive is proper balance--where the weight of the locomotive is equally distributed on the drivers. This means being able to weigh each axle separately. All of these factors caused us at Train Mountain to start thinking about building a set of scales.

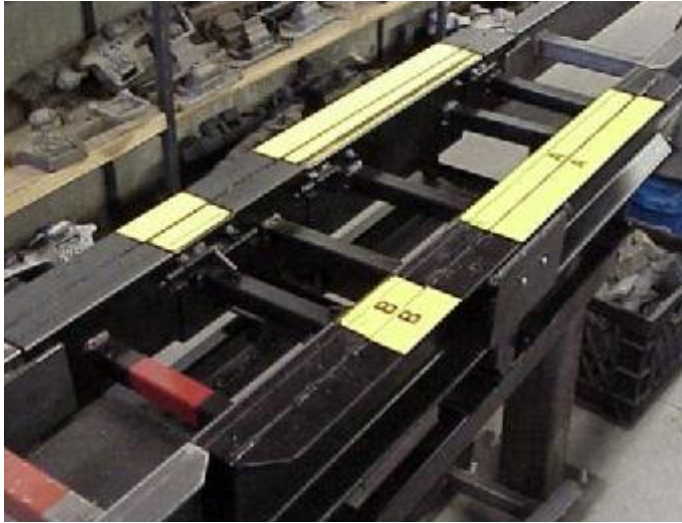
Jerry Balf, one of our members who has considerable machine shop experience, undertook the project. He determined that the best location would be in place of a 36" removable section in the elevated track in the Back Shop. This way, the whole unit can be removed and used in another location, if needed.

TRAIN MOUNTAIN TRAIN SCALES



(Continued on page 5)

For the scale itself, we purchased a Pelouze Model #4040 load cell (about \$150.00 from McMaster-Carr.) The load cell unit measures 2" x 12" x 12" and the separate battery operated control unit with digital display measures 1.25" x 3.25" x 6.25". It has a capacity of 400 pounds and automatically zeros out prior to each weighing session.



After testing the load cell to see how it reacted to different types of loads, Jerry found that it looked as if it would do the job we wanted it to. He made up a set of drawings which Quentin and Ross approved, and then the fun started! It took a lot of building, modifying and adjusting before he had a working model, but he had the scales installed and ready to start weighing trains just in time for the last meet for 2003.

The scale is built in two parts. The first is a 16" long section that we use for weighing two and three axle trucks. The second is a 3½" long section for weighing a single axle that is ideal for balancing a locomotive to get an equal amount of weight on each driver.

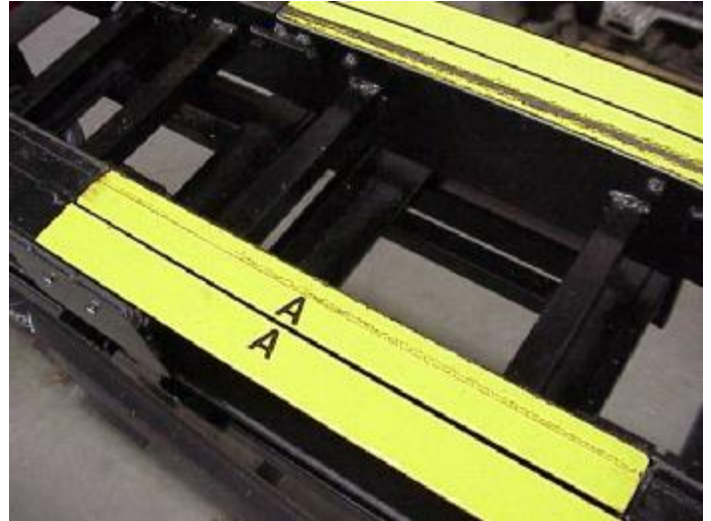
We spent most of a weekend weighing as many Train Mountain cars as we could to see what the typical weights were. For example, we did not want any cars to exceed the Train Mountain weight limit of 300 pounds per axle. And, we wanted to see how much "hidden" ballast we would have to add to light cars to bring them up to a minimum weight of 150 pounds per car.

We found an enormous variation in car weight. The greatest was log cars that ranged from 65 pounds empty to 305 pounds for a heavily loaded car. The propane cars weigh 179 pounds empty and 296 pounds full.

The heaviest cars at Train Mountain are the two water tank cars that are used for the fire brigade that weighed in at 1500 pounds each. Here we used both sections of the scale. We weighed the three-axle trucks on the long scale and found that they were carrying 750 pounds each. Then we weighed each axle of the three axle trucks on the short scale and found that, remarkably, the design of the axles

kept the weight difference to about 5 pounds between each axle.

Locomotives ranged in weight from 628 pounds for a Chet Petersen Railroad Supply SD-38 to 910 pounds for a Gerry Bowden Dash 8. Two-axle RMI electric speeders weighed 350 pounds. The battery powered RMI trolleys weighed from 274 to 291 pounds per axle, just under the 300-pound maximum axle weight.



We had a great workweek and meet during which we weighed a lot of visiting equipment. Our next project will be to start logging all the weights and labeling all the cars. So, the next time we want to pull a 100-car train, we'll know what the total weight of that train is.



Here's one of the heavy weights now, no not Jim but one of the fire fighting water cars he built two summers ago, all 1500 pounds of it! WOW!

"OVER THE HILL LIVE STEAMERS"

2004 TRAIN MEET REGISTRATION FORM

MAY 29 AND MAY 30, 2004

1. Name _____ Phone _____
 Address _____ Fax _____
 _____ E-Mail _____

Names of family members and personal guests (please print):

2. _____ 3. _____
 4. _____ 5. _____

I enclose my check payable to Over The Hill Live Steamers (OTH) as follows:

	<u>No. People</u>	<u>Sub-total</u>
Yourself and Guest @ \$10.00/person	_____	\$ _____
Saturday Evening Dinner @ \$15.00/person (Steak and fixin's)	_____	\$ _____
Total Amount Enclosed		\$ _____

To reserve your STEAK please have this form and your check into our office

[] I will be bringing the following engine(s) _____
 and my total engines and rolling stock will require _____ feet of storage
 track.

Mail to: **Over The Hill Live Steamers**
 C/o Jim Haas
 508 Sunset Beach Road
 Klamath Falls, OR 97601