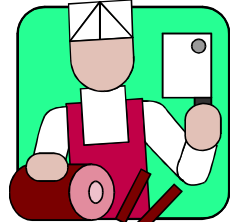




The Mountain GAZETTE

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Meet Counter
16 days
July 2nd

An Official Members Only Publication of the Train Mountain Railroad Museum Issue: #46 June 2005

This Issue is going to be one of our biggest in a long time. We have a contributed technical article by member John Cooper (you didn't think I could contribute anything technical did you!), lots of pictures, and another great column by our General Manager Ross.

Before we get into the good stuff from those that really make this place work, I have a little story to share (no not that kind of story). The way Train Mountain works is like the Tom Sawyer and Huckleberry Finn idea, where we come and help Quentin build his (our) railroad. Well, it just might be a contagious way of doing things. You see, while I was out playing around on Saturday during the running portion of the First Meet 05, my Woodside Lumber posse, alias Dick Stark and Les Dent, finished installing my last two tracks into my container. Thanks to my posse and to Quentin for being a good teacher. The containers now have track up to them and the way they went in was wonderful to watch.

Laying track in the past few years has been left up to the specialists like Art and Charlie Bill, the Idaho Mafia, the Kitsappers, etc.. A few more folks now have their first experience at what this track work subject is all about. The Containerville project has benefited Train Mountain in an unexpected way. Not only do the owners have car storage at Train Mountain but they now have added to their skill set. Knowing how much effort was expended during the work week I can tell you we have some great members.

Speaking of effort expended during work week, you should see this place, it's terrific. Quentin commented during the Saturday Banquet that in all the years we have been doing this, this is the best he can remember at how terrific the rakers, trash folks, and clean up crews did this meet. The grounds, the track, the whole place just looks terrific. Well done attendees.

Enough small talk, lets get into the good stuff.

To contact The Mountain Gazette:
Gazette@trainmountain.org or
The Mountain Gazette, P.O. 927, Chiloquin, OR 97624

Russ Wood, Editor

Contributors:
Ross Perrin - General Manager Train Mountain
Carol and Peggy - Photos and of course the Gazette
Weaver Family and Jack Devlin - Photos
John Cooper - Technical Article

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FROM THE MANAGER The latest information

My gosh it's June already! Well we had a great meet, lots of projects were tackled and tasks accomplished and the track is in great shape for the most part. Track maintenance is always a tedious job; so many ideas on how to best accomplish the proper correction and many ideas of what the standard for a good running track is. One thing I have noticed is the different opinions of folks that run big and long locomotives versus the ones running the smaller locomotives and speeders. As we know, the more weight you have on the drivers the smoother the locomotive rolls down the rails. In this case, the weight helps smooth out the kinks so to speak, but change to a 2 axle long wheel base unit and it is a whole different story. One of our trouble spots is the wood tie track around Wedding Cake. We had numerous crews work on parts of this area and I just ran it yesterday and was impressed by the superior work those crews did. I was on one of Carl Vanderspek's Dash 9s and on a trolley (2 different runs) and they both handled the old track with ease, thanks to all those that worked on this section.

Art Crisp and Charlie Schubert have been busy doing track repairs, changing out the track between Ellingson Bridge and Quail Run Crossing, changing the switches and fixing track in the main yard and building switch throw parts. Peggy Schubert has been doing all sorts of things (raking, digging ballast, office help and more). Jeff Phillips has been doing track work on the Rio Grande Division and is working on a crossover between Lucky North and Lucky South. Frank Steuer has been picking up and hauling yard waste forever it seems, and has branched off to weed eating and mowing as well; thanks, Frank, for helping keep the place looking good. Ron Young, Caroline Jones and Pat Lanctot are working on building repairs and a new building for the Vertels. Pat is also working on an old 1/8-scale chair car making it into a roadside diner. Thanks to all the volun-

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teers with track sections and various adopted areas for sprucing up those areas. Thanks to the Ackerman's for cleaning and painting the Steam Water Pump, the Meissers for the progress on the pump house by Containerville that is modeled after a control tower, the Weavers and family and friends (Tadd, Bob the Builder and Dick Peterson to name a few) for working on the Santa Maria Valley Railroad Caboose, Bill Farmer and his guest for the work around the property and the work on putting in windows and lights on the main gate cabooses, John Cooper and Bill Farmer for their brilliant work on the signal systems, Jim Armstrong and Larry DaBroi and crews for all the tree trimming with their own electric pole saws, and a big thanks to all the rakers and loaders and haulers of pine cones and needles.

A special mention to thank the Canadians, Steve Vadeboncoeur, John Yardley, Allan Halliday and anyone else who helped them on the wonderful job they did painting and lettering the sleeper car. What a huge task and what a huge success! The car looks wonderful and will be admired by all. Thanks guys!

One of the jobs I dislike the most is weeding and that is probably true for all of us. Fortunately, we have a great group of ladies that always take on this task, not only volunteer/members but also our own staff of Debra Cox, Sonya Rose and Sarah Shaffer. The efforts of these people are noticeable to all, so when you pass by these folks pulling weeds and raking up the debris, tell them thanks. Thanks ladies for making us look good!

We have a lot of happy container users. Nine of ten are connected to the track and are in use; number ten will get hooked up soon. We have dropped to one track for guest equipment in the Car Barn, which is good because we can get more of Train Mountain's fleet inside out of the elements. I enjoyed watching the track laying exercise done at Containerville immensely. Watching the ideas fly and not having to mediate was great. You see, this track is the sole responsibility of the container lessee, which means they were able to use their ideas if they wanted. It was a sight to see, for sure. You all did a great job in the end and all is well in Containerville.

For those of you attending the second workweek and will be here on the 4th of July, we will do a repeat of last year. I'm thinking that about 5 p.m. we'll head for Six-Acre Campground for horseshoes, volleyball, etc. and a potluck. As the darkness falls, we can do whatever fireworks you bring. Train Mountain will supply a 5-gallon jug of lemonade/water and a BBQ grill - OK tables too! Any other ideas? Let us know.

The upcoming workweek we will be tuning track, trimming trees, installing water towers, improving the picnic area at Steuer Siding and on and on. Please feel free to point out things that need attention, we can use help identifying problems. When you arrive, check the white board in Central Station for a list of tasks. Some have mentioned the condition and lack of tools for workweek; as some have seen and as I have mentioned before, many of you have been bringing your own favorite tools, which we appreciate greatly. Those who use our tools, please let me know of issues with them and as the budget allows I will take care of it. The

best way to do this is email and the suggestion box, which is located below the office sign at Carol's office door now. Talk to you soon

Ross

Ross Perrin, (GM)- tmrrgm@trainmountain.org



From the shiny new paint job on the pump, to the Grand Entrance Showpiece, what a lot of great things happening.



The track rookies on the left and the track masters on the right (Art and Charlie), both areas look great to me!



Now lets see, one track, two tracks, three, four? What if I just want track and NO container, OK, we can do that too! There was no end to the track arrangements and how to install them! Whatta week!



**MEET ATTENDEES (First Meet 05)
Here's the folks that made the magic happen!**

| Last Name | First | City | St |
|-----------|----------------|-------------|----|
| Ackerman | Ed & Sara | Hillsboro | OR |
| Aguirre | Henry & Sandra | Nevada City | CA |
| Anderson | John | Long Beach | CA |
| Armstrong | Jim | Nampa | ID |
| Auburg | Doug & Tammy | Vancouver | WA |
| Balf | Jerry & Louise | Chiloquin | OR |
| Bartlow | Jerry & Velma | Shoreline | WA |

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| | | | | | | | |
|----------------|---------------------------|----------------|-----|--------------|----------------|------------|----|
| Blenkinsop | Joel & Beverly | Kaysville | UT | Vadeboncoeur | Stephen | Victoria | BC |
| Boshion | Bo & Pearl | Shingletown | CA | Vertel | Tom | Chiloquin | OR |
| Boyer | Jim | Lake Almenor | CA | Vertel | Fred | Chiloquin | OR |
| BreenQ | Quentin & Sharon | Chiloquin | OR | Watne | Conrad | Seattle | WA |
| Brew | Chris, Vickie, Elizabeth, | Vancouver | WA | Weaver | Dennis & Marie | Retsil | WA |
| Brooks | Lee & Toni | Kennewick | WA | Weaver | Kim & Erin | | |
| Butler | Boyd & Twila | Kennewick | WA | Whelan | Jim San Diego | CA | |
| Cooke | Raymond | Nampa | ID | Wolf | Bob & Pat | Salem | OR |
| Crane | Jerry | Auburn | WA | Wood | Robert "Pop" | Pleasanton | CA |
| Crisp | Art & Genevieve | Chiloquin | OR | Wood | Russ & Linda | Chiloquin | OR |
| DaBroi | Larry | Mt. Shasta | CA | Yardley | John | Victoria | BC |
| Dent | C. Leslie | Dublin | CA | Young | Ron & Caroline | Chiloquin | OR |
| Devlin | Jack | Sequim | WA | | | | |
| Dwyer | Bill | Alameda | CA | | | | |
| Ediger | Dennis | Camas | WA | | | | |
| Ellis | Denny | Nampa | ID | | | | |
| Ely | Peter | Moorpark | CA | | | | |
| Farmer | Bill | Sierra Madre | CA | | | | |
| Flitton | Mark J. | Caldwell | ID | | | | |
| Freihube | Walter | Eugene | OR | | | | |
| Garin | Paul & Marge | Fresno | CA | | | | |
| Gochnour | Ralph & Rosie | Salt Lake City | UT | | | | |
| Halliday | Allan | Sidney, BC | Can | | | | |
| Harper | Larry | Poulsbo | WA | | | | |
| Hill | Holly & Marie | Eugene | OR | | | | |
| Hoke | George | Bellevue | WA | | | | |
| Hulshizer | Ed | The Dalles | OR | | | | |
| Jones | Al & Marty | Dexter | OR | | | | |
| Kearney III | Bob | Fresno | CA | | | | |
| Kearney Jr. | Bob | Fresno | CA | | | | |
| Keasler | Charles & Teresa | | | | | | |
| Kelso | John | Newburg | OR | | | | |
| Kendall | Beverly | Bellevue | WA | | | | |
| Kincaid | Jim,Wendy,Sierra,Jed, | Chiloquin | OR | | | | |
| Lane | Jim | Las Vegas | NV | | | | |
| Lange | Paul & Virginia | Talent | OR | | | | |
| Lange | Candice & Patrick | Talent | OR | | | | |
| Lange | Steven | Talent | OR | | | | |
| Lange | Michael | Talent | OR | | | | |
| Leach | Harold | Bend | OR | | | | |
| Leach | John | Bend | OR | | | | |
| Ledyard | Richard | Boise | ID | | | | |
| Lenon | Tadd | Retsil | WA | | | | |
| Lovely | John & Cynthia | Flagstaff | AZ | | | | |
| Mackenzie | Vaughan | Kennewick | WA | | | | |
| McKinley | Kevin & Tammy | Redmond | OR | | | | |
| Meinershagen | Charlie | Redding | CA | | | | |
| Meisser | Hugo & Jeanne | Sun City | AZ | | | | |
| Middleton | David & Greg | Aloha | OR | | | | |
| Muckle | Thomas & Renate | Portland | OR | | | | |
| Newberry | Bert | Chiloquin | OR | | | | |
| Norris | Eric | Santa Clara | CA | | | | |
| Partridge | Chuck | Corte Madera | CA | | | | |
| Peterson | Dick & Pat | Seattle | WA | | | | |
| Phillips | Jeff | Saanichton | BC | | | | |
| Pirtle | Lee | Chiloquin | OR | | | | |
| Roach | Sharon | Bend | OR | | | | |
| Rufenacht | Robert | Pleasant Hill | CA | | | | |
| Schiller | Kevin | Los Angeles | CA | | | | |
| Schubert | Charlie & Peg | Chiloquin | OR | | | | |
| Shepherd | Bill & Mary | Fort Bragg | CA | | | | |
| Slagg | Joel | Boise | ID | | | | |
| Stanfield | Ken & Pat | Battle Ground | WA | | | | |
| Stark | Richard | Dublin | CA | | | | |
| Steuer | Frank & Carolyn | Sherwood | OR | | | | |
| Stutts | Chuck & Sherry | Chiloquin | OR | | | | |
| Taylor | Dale & Veronica | Oroville | CA | | | | |
| Taylor & Weber | Al & Alma | Vancouver | WA | | | | |
| Towle | David | Los Gatos | CA | | | | |

NEXT WORK WEEK

What do we do next!

Triennial Is Just Four Meets Away!, That's right sports fans, four meets away. Take one look at this list and you can see that it can get done, but it's going to take your help! But please remember to plan enough time to have some **fun** while you are here!

Possible Second Work Week Projects July 2nd--July 10th, 2005

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)



| Meet | Work Week | Train Meet |
|------------------|--------------------------------|--------------------------------|
| 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 |
| Polar 2006 | 2nd Annual Polar Bear Meet | Sat Jan 14- Sun Jan 15 |
| 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 |

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

Of course Richard has to show us where there are a couple more pine cones and pine needles (Peg Schubert Photo)



You do know that you are welcome anytime to come to Train Mountain and volunteer to help, you don't have to wait for a meet, just come on up and check in with Ross to see what needs to be done.

MEET SCHEDULE

The who, the what, and the where!

| DATE | TIME | ACTIVITY |
|----------------|-----------------|--|
| Sat, July 2nd | 9:00 AM | Begin Work Week, which runs through Thursday, June 2nd at 4:00 PM |
| Sat, July 2nd | 6:00 PM | Recognition Dinner for all volunteers who arrive early for Work Week. Location Central Station. Hosted by Quentin and Sharon Breen. |
| Sun, July 3rd | 10:00 AM | OTH Run Day, Public Rides, Klamath and Western |
| Mon, July 4th | 6:00 PM | 4th of July Celebration Potluck, Location Six Acre Recreational Area, Fireworks to follow (you supply!) |
| Tue, July 5th | 6:00 pm | Recognition Dinner for all volunteers who have worked at least one day during the work week. Hosts Jim, Wendy, Sierra and Jed Kincaid— SEE SPECIAL NOTES. |
| Thu, July 7th | 1:00 to 4:00 pm | Chiloquilters. Sewers will meet in Central Station, show and tell, beginners welcome— SEE SPECIAL NOTES. |
| Fri, July 8th | 9:00 AM | Second 2005 Train Mountain Train Meet begins, which runs through Sunday. Company Store open Friday and Saturday 9:00 AM to 5:00 PM. |
| Fri, July 8th | 6:00 PM | Pizza and Beer celebration for all train meet attendees. Hosts Russ and Linda Wood— SEE SPECIAL NOTES BELOW. |
| Sat, July 9th | 6:00 PM | Train Mountain Banquet, held at Central Station, tickets available from info@TrainMountain.org or 541-783-3030. See menu on page 5 |
| Sun, July 10th | 10:00 AM | OTH Public Run Day, Klamath and Western. |
| Sun, July 10th | 4:00 PM | The Second 2005 Meet ends. |

SPECIAL NOTES FOR SOME SPECIAL EVENTS:

If you have not been a volunteer or an attendee at Train Mountain, here's an opportunity to come a day or two early, get to know the Train Mountain Experience first-hand, and finish with some great fun and the camaraderie of new friends.

The Fourth of July Celebration Potluck will be held in the Six Acre Recreational Area. Where's that you ask? It's where the volleyball net and the horseshoe pit and the new terrific kiddies playground area is. This is potluck so please remember to bring enough to feed a couple of extra folks, not just yourself. Also remember to bring a bag of fireworks to contribute to the festivities, you are not going to believe how much fun this is until you've been here for a 4th. It's the kind of 4th of July we all remember as kids, and after all we still are!

The Kincaid dinner for all volunteers who work during the work week will be held at their home at **6:00 p.m.** on **Tuesday, July 5th.** Directions are available at the Train Mountain Main Office.

The Chiloquilters will hold a special Thursday Sewing Social at each of the Train Mountain work weeks. They will meet in the Central Station from 1:00 to 4:00 pm. This is not just for quilters, this is for all kinds of sewing, needlework, crafts, etc.,. What ever project you are working on, please bring it for show and tell.

Tom and Fred Vertel will be NOT be hosting their usual terrific dinner at this meet as they have scheduling conflict.

Russ and Linda Wood will be hosting their regular Pizza and Beer night. If you are going to be running at Train Mountain please keep your consumption directed towards the pizza and not the beer! The event is an ongoing event and is held at **6 p.m. Friday** evening during all **Train Meet** weekends. Their home is located a short but scenic three miles from Train Mountain. Bring nothing but your appetite. Directions are available at the Office.

Please Help the Hosts and Hostesses by signing up for those dinners you wish to attend. These nice folks need to know how many are coming! Sign up in the Central Station Office as soon as you arrive.

And now a comment from me, your Editor. Overheard by myself at one local member's dinner this past meet, a couple of ladies were complaining about all sorts of things at one of the member's homes. You all must remember these dinners are put on by the individual members. We do this in exchange for all that you folks do for Train Mountain. If you don't like pizza or chicken or whatever, don't go to that dinner. This is not a mandatory 'you must show up' type of thing. The cost to you is the same, NOTHING! Please remember that these dinners are not cheap, and Quentin and Sharon, Jim and Wendy, Chuck and Sherry, Tom and Fred, Russ and Linda all have one motive, to make sure you are having a good time at Train Mountain. If it bothers you to go to someone's home for a free dinner, then by all means don't go! I know that some members do find these dinners fun, entertaining, and the

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price is right! Well enough soap box for this issue, I can't wait to read my emails this month! Anyhow, thanks for giving me the opportunity to get this off my chest! We now return to our regularly scheduled broadcast!

FOR THE LADIES

The Secret Project Has Started!

Linda's secret project is not a secret any more if you attended the First Meet 05, if ya' didn't then shame on you! The ladies are having a good time on the Thursday activity day. They made a good start on the 'Secret Project' and Linda tells me that everybody contributed to the design and execution of the project. I think it's a neat idea and can't wait to see 'it' hanging in the Main Hall at Central Station.

OPERATION

More than Just Round and Round!

Several more Train Mountain members have been introduced to the fun of operation on a railroad. We set out 8 cars on the railroad and 8 more in Main Yard. The object was to pick up a car from Main Yard and follow the instructions on the waybill. Upon arriving at an industry you would pick up any empties located there and drop off your freight car. You would then return the empty to Main Yard. Sounds simple, but some of the moves this time proved to be most interesting. Remember you must observe all the regular rules of Train Mountain, so a couple of these moves required an extra crew member because of the conductor having to flag the main on a blind curve (Motor Pool spur and Elizabeth Siding spur, ED.). The response that Quentin heard was all positive and so we may have a special 'Operation' meet sometime in the not too distant future, stay tuned!



Some of Quentin's rolling stock he let us use for the switching operations. How about next time let's see if we can do it without using his cars? That, by the way, was a hint!

TRAIN MOUNTAIN BANQUET

Second Meet Menu

Kabobs, Roasted Red & Yellow Potatoes, Green Beans with Bacon & Onions, Cole Slaw, Dinner Rolls, Beverage, Brownie with Cream Cheese & Strawberries

You are welcome to bring a beverage of your choice (such as wine or beer) for your group, if you wish.

Banquet fee is \$16 per person, providing reservations are made no later than June 24th. If you cannot mail in your registration form to arrive prior to that date, please call Carol at the office, 541-783-3030, between 9:00 a.m. and 4:30 p.m. weekdays, or send an email to info@TrainMountain.org. The fee will be \$21 per person

after June 24th, and we will have a limited number of reservations available after that date.

GRAND JUNCTION SIGNALS (by John Cooper)

What do all those nifty lights mean?

Grand Junction Signals Tuned Up For The New Season

This past week, Bill Farmer and I tuned up the signal systems at Grand Junction. Having worked out some of the bugs late last summer, we are now confident that the systems are ready for the new season. We thought we'd take this opportunity to reacquaint everyone with the operation of the signals.

Route Request Control Boxes

There are control boxes mounted on posts next to the track at three locations. On the face of the boxes, push buttons are mounted within a track schematic allowing the engineer to select the desired route through the switches ahead.

The control box at the K&W switch has five push buttons; one button for the diverging route to the K&W trackage and four buttons for the four routes available at Grand Junction. Naturally, pushing the button for the K&W route will line the diverging route to the K&W. Pushing any of the four buttons for a Grand Junction route will line the K&W switch for the main toward Grand Junction. In addition, your requested route will get forwarded to the Grand Junction circuitry so that your route will be ready when you get there.

When selecting a route through Grand Junction from the K&W switch, you need not worry that you will be throwing a switch underneath or in front of another train at Grand Junction. The circuitry will not allow this to happen. The Grand Junction circuitry will line up your route when it is safe to do so after a preceding train has cleared the switches. Even if your route at Grand Junction is not ready when you arrive due to a preceding train, you do not need to re-request your route at the control box there.

The two control boxes closer to Grand Junction function in a similar manner. They have four buttons corresponding to the four routes. If you do not immediately receive a signal to proceed, be patient. The circuitry remembers your requested route and lines it when it is safe, so you do not need to re-request your route. The switches will not throw until 6 seconds after a preceding train has cleared two track panels beyond the last switch so it may take longer than you expect to line up your route following a preceding train. In addition, only one of the routes merging together at Grand Junction will receive a signal to proceed, so you may also need to wait for a train on the opposing track.

Signals

There are several signals in succession as you approach Grand Junction on the main line (see map next page). The first signal protects the trailing point switch where the yard lead from Central Station joins the main line, (aka the Bypass). Both the main and the yard lead each have a single-headed signal at this point mounted on a cantilevered signal bridge. Only one of these signals will allow a train to

proceed at a time, never both. Thus these signals arbitrate between two trains approaching the switch at the same time. These signals are activated by a track circuit on approach to the signal.

The next signal in succession is a double-headed signal on a cantilevered bridge right at the K&W switch. This signal implements standard route-signaling practice. The top head is used for the primary route - ie the main line to Grand Junction. The bottom head is used for the secondary route - ie the diverging route to the K&W. This signal also acts as a block signal and will remain red if there is a train ahead in the block. And finally this signal also protects the trailing point switch where the fuel tracks join the main line. If a train at the fuel siding has been given permission to enter the mainline, the signal at K&W will remain red.

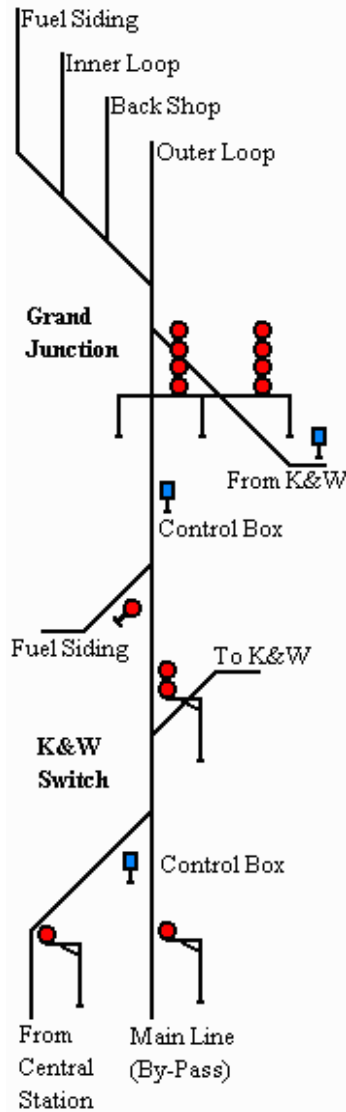
The fuel track's re-entry to the mainline is protected by a dwarf signal at ground level. This signal is activated by a track circuit on approach to the signal. This signal will not allow you to proceed if another train on the mainline has been given permission to proceed.

Each of the two tracks approaching Grand Junction have a four-headed signal on a signal bridge. Each head corresponds to one of the four routes available, and their order top to bottom corresponds with the order in which the route request buttons are mounted on the control boxes. From top to bottom, the heads are for the Outer Loop, Back Shop, Inner Loop, and Fuel Siding. Like the K&W signal, these signals also function as block signals. If there is a train ahead in the block of the selected route, the signal will remain red for a little while.

Green, Yellow, Flashing - What's It All Mean?

The executive summary of what the various colors mean is simple: if the signal is all red, stop, otherwise go.

In North America, signals generally indicate two pieces of information, the condition of the route beyond the signal and a warning for what indication is displayed on the next signal. To simplify, red means stop, green means go. Yellow is used to indicate that the route is clear, but the train must be prepared to stop at the next signal. In cases



where there is no next signal such as beyond Grand Junction and the route towards the K&W, the signal will use a timer to simulate a previous train's having reached the next signal. The signal will stay red for a time, then display yellow for a time, and then finally green. The exception to this pattern is the fourth route at Grand Junction toward the fuel spur and yard. Here the signal displays lunar white, which would be the proper indication for entering unsignaled territory, such as a yard.

In this installation, flashing yellow is used to indicate that the route is clear but that the train must be prepared to slow down at the next signal. In the prototype, trains must slow to roughly 30mph when traversing the diverging (curved) side of a switch because of the lateral forces and lack of superelevation in the switch. When a route at Grand Junction or the K&W switch involves the diverging side of a switch, the previous signal will display a flashing yellow.



Conclusion

We hope the signal system enhances your railroading experience. If you have any further questions about the system, feel free to drop us a line. (Please send any communications through Train Mountain at info@TrainMountain.org or by mail to 36941 S. Chiloquin Road, Chiloquin, OR 97624 and we will forward to John and Bill.)

FIRST MEET PHOTOS

