



The Mountain GAZETTE

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As the old story goes around here, 'if you don't like the weather wait 10 minutes!' This is the time of year that the weather can and will be whatever it wants and on a very frequent basis. Let's see, today was just another 'normal' day; it rained, there were snow flurries, it was very calm, it blew like Anyhow, let's just say that planning on any projects that are located outside is at best 'iffy'! In spite of that, the crew is really going full speed ahead on the expansion project. John Black posted a 2008 Friends of Train Mountain Annual Report. It is hard to believe that it has been a full year already since the FTM got underway, but what a first year! Here's but a brief clip of the statistical highlights:

*37,340 feet of right-of-way surveyed
23,200 feet of track panels constructed
24,645 feet of right-of-way rough graded
9,180 feet of finished new grade including 2% Solution
4,660 feet of track replaced at TM
5,560 feet of new track laid
3,020 feet of finished grade ready to lay track this fall up to
the road crossing just south of Schubert
Signals for 6,000 feet of Bi-Directional Track ready to install
2,000 feet plus of track bonded
A master Conditional Use Permit for Train Mountain
approved
An Application for a Comprehensive Plan Amendment
A Lot Line Adjustment Application with TM & Timberlake
Railroad
Trees trimmed from Farmersville Circle to Hope
More equipment made available: a Grader, a Water Truck,
a 65' Genie Man Lift, a 85 hp Chipper
New road north surveyed
Roads relocated around Farmersville Circle
CAD drawings of FTM/TM
A start on FTM Park Plans
501 (c)(7) Non-Profit Tax Status granted to FTM*

The expansion north project is but one of the many facets of the FTM - Train Mountain relationship. Reading John's report brings all the issues into clear view with the details being there to set the record straight. That is why the crew is working so hard to make the relationship sound. Thanks to John for a great report and of course thanks to the crew of Ross, Richard, Paul, Chris, Art, Charlie and so many more for making it all happen. All this in spite of the ever changing weather!

OK, so what's happening with the Save the Rotary campaign? Well thanks to many Train Mountain members we have the start of the fund to pay for the move! We still

need lots more pledges to cover the expenses, which are all outlined in Ross's column this issue. Steve has been working very hard overseeing the entire project and is doing a terrific job. This project is more than just helping out Train Mountain or adding to the collection of prototype equipment. It is really saving two wonderful pieces of railroad history. Without your pledges it just can't happen. As it stands right now, the video company is on site, the preliminary moving equipment is here, Steve and crew have started the 'dressing up' of the Rotary for it's film debut, all is well. What we need is to hear from you as to how much we can count on you for a pledge. The amount can be small or as large as is comfortable for you to make. With hundreds of members, the little pledges add up as fast as the much larger ones do! Several members have made sizeable donations and for that we are most thankful, but please folks let's see these wonderful railroad pieces saved by sending in your pledges! The monies are being managed by Steve and myself and are not going directly to Train Mountain. They are going directly to the mover! At this time DO NOT send monies, just send your pledges.

Address your pledges to:

Save the Rotary Fund

Attn: Russ Wood / Steve Panzik

P.O. 927

Chiloquin, Oregon 97624

Or Email your pledge to:

L. Steve Panzik ln844south@msn.com

1-541-783-1234 or

Russ Wood russ@hobby-tronics.com

1-541-281-7102

You will be contacted as to when, where and how to send the monies, but first we just need your pledges! Thank you for the super support and I hope to have lots of pictures of the move in the next issue of The Mountain Gazette! Yes I said the NEXT ISSUE!

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FROM THE MANAGER

The latest information - Ross Perrin

It's an exciting time here, the "Save the Rotary" campaign is underway and things are happening. If you have watched the website "News and Updates" section you have kept up with the progress, those on the email list will also get those updates there. The film crew is here Chuck Scott, Matt Nayman and Donny Rose are working for Windfall Films and are getting their stuff together to make a great show. Steve Panzik, with his trusty assistant Pam Panzik, are researching history and ramroding the work on the plow. So far they have had the steel window covers removed, had new windows made, had new lettering made, had the plow steam cleaned and are preparing to paint it. Great job guys! With a goal of \$47,000, we need your help! That is a lot less than it would cost normally because of the value of exposure for the mover, Chris Arsenault, owner of the moving company. He has reduced the fees from \$57,000 down to \$47,000. His specialty is moving historical buildings, so this is right up his alley. Chris has agreed to start for a minimal down payment and has already begun. At some point, those of you helping with this cause will have your names proudly displayed as the ones making this possible. That plow has a lot of room on it for posting the names, so remember every size donation is needed and will be acknowledged.

I want to clarify a couple of things on the money being pledged for the rotary move. The pledge system is the quick way to get your support documented so the work can begin while the infrastructure is still being formed. This is necessary due to timing issues with weather and filming. The committee of Steve Panzik and Russ Wood are responsible for the pledges and collecting them and also for maintaining the money and disbursing it. This is a big job in itself; I feel this process creates an atmosphere of camaraderie that you administer and Train Mountain supports. The funds will never enter into Train Mountain's accounts, so no comingling of funds will occur. All of your support will go directly to the moving expenses. The film company has already committed to paying for the painting (Why paint? They want it looking sharp for the film) so that is a big step forward. What happens if we don't raise enough money to pay the mover? Sadly this is a possibility and to fulfill our obligation we will be forced to spend money that could go to other improvements at Train Mountain. This would be disappointing but necessary if the donations fall short.

We have experienced our first few inches of snow and it slowed the laying of track. Witcombe Wye is in, but the snow has now covered the right of way with 4 inches or more of the fluffy stuff. Hopefully this will disappear and allow us to complete the track to Schubert Wye.

Art Crisp is busy making curved switches and building measuring devices to help determine the radius of the panels we need to lay in advance so library trains can be set up and speed up the panel laying. Lee Breuer is working on some gates for the office and has been busy raking and laying track.

Ya, I said gates for the office! No, it isn't meant to keep you away but it is meant to protect documents from being jeopardized and keep private information private. We take protecting your private information seriously and this is a measure to help in that direction. We all receive information from companies we do business with explaining their privacy policies and this is part of ours. Please treat it this way.

Don't forget to check the website for Christmas gifts at The Company Store!

Who is the "Good Guy" this month? I can't think of anyone more deserving and that has devoted more time and energy to Train Mountain than Art Crisp. Art was around when I started back in 1992 as a volunteer engine guy and he taught me most of what I know about making trains work and making the track work. Art has been the Track Superintendent for as long as I know and has preformed his magic time and time again, making Train Mountain what it is today. Now Art is making a difficult track layout seem like kids stuff as he tackles things like Witcombe Wye. This area has 8 switches, mostly custom built by Art and Charlie Schubert, and these switches are what will make this area work. As the track plan shifts to Friends of Train Mountain, Art has grasped the challenge and conquered the obstacles. Thanks so much Art for making Train Mountain so great.

Talk to you soon:
Ross Perrin, (GM)- tmrrgm@trainmountain.org

New 2009 Membership Forms and 2009 Triennial Registration Forms will be available soon on the website and at the office. Those who receive the Gazette by mail will have the Registration forms attached to the Gazette.

**SAVING THE ROTARY SNOWPLOW
Progress Report - Steve Panzik**

Folks, I will try and keep you posted on the progress of the "Save the Rotary". First off thanks to the folks who have answered the call to save these two pieces of Oregon History with your ledges More help is still needed and no amount is too small.

As members of Train Mountain, this plow belongs to all of us. On Oct. 29th, the first representative of the production company was here. Also on the same date, Jerry Balf and Lee Brooks removed the steel plates off the windows. On the 31st, I met with a representative from Basin Glass to repair the windows. There are 3 large and 3 small portholes along with 6 pieces for the windshield to be replaced. Mega-Moves producer wants the plow looking sharp for the show and I have been working on that. Paint has been

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bought, lettering ordered and a painter will paint Thursday or Friday of this week if the weather will allow it. Chris Arsenault of Bend, OR is the contractor who will do the move. He plans to be here Friday, the 7th of November to start the project. I will keep you posted on his progress.

His plan now is to move the plow on the morning of November 16th. The biggest challenge is getting the plow across the Williamson River bridge in Chiloquin. To reduce the weight on the bridge, he will uncouple the tow truck and then winch the plow across.

Klamath Falls "Herald and News" had a nice article in Monday's paper, November 3rd, of the up coming move. Our own Jerry Balf was featured in color working on top of the rotary cutting off the sheet metal. Sorry, Lee Brooks, I gave them a picture of you also. Also I requested to hear from former Southern Pacific Employees who may have worked on these plows. I have already had a couple of calls.

California State Railroad Museum is going to provide some material on the history of the SP Plows for the Mega-Moves producers. This will help on the historical prospective. Please watch out for other updates.

L. Steve Panzik In844south@msn.com 1-541-783-1234 or Russ Wood russ@hobby-tronics.com 1-541-281-7102

The film crew is on site and is recording every detail. Should make for a great video record of this great event. Don't forget your pledges as we are committed!



Art and Charlie have been very busy (and creative) making several curved switches.



John Black took this photo out at Whitcombe Junction and it shows several of those really cool curved switches already installed.



Photo Gallery



Yes that's a puddle and it's right where the work crews are working to move the rotary!



They are using hydraulic jacks to raise the rotary up high enough to get the trucks out.



Watching these jacks is kind of like watching paint dry but they sure can lift a lot of weight!

Event	Work Week	Train Meet
Polar Bear Meet 2009	No Work Week	Fri, Jan 16- Mon, Jan 19
Narrow Gauge Meet 2009	No Work Week	Fri, May 1- Sun May 3
May Meet 2009	Sat, May 23 Thu, May 28	Fri, May 29- Sun, May 31
Triennial 2009	Mon, Jun 15 Sun, Jun 21	Mon, Jun 22 Sun, Jun 28 -
Operations Meet 2009	Sat, Jul 25 Thu, Jul 30	Fri, Jul 31- Sun, Aug 2
September Meet 2009	Sat, Sep 5 Thu, Sep 10	Fri, Sep 11- Sun, Sep 13
Fall Colors Meet 2009	No Work Week	Fri, Oct 2- Mon, Oct 5

DISPLAY AD RATES

Reach over four hundred Train Mountain families each month with your ad on this page. Ads should be submitted in digital form either as an e-mail attachment or on a CD by the fifth of the month for inclusion in that month's issue.

Size	Monthly	Annually
1/8 page	\$25	\$250
1/4 page	\$40	\$400
1/2 page	\$70	\$700
Full Page	\$125	\$1250

Train Mountain Railroad Museum
36941 So. Chiloquin Road
Chiloquin, OR 97624
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