



# SHORT LINE

Sierra Division \* Pacific Coast Region \* National Model Railroad Association



The  
**World's  
Greatest  
Hobby!**

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Continuation of articles from printed issue are also found in the 28 page digital issue in full color.

## *Colorado Front Range & Pacific*

*by Jim Petro (layout photos Gary Ray)*

This is my Fifth house, so, it is my fifth layout. I moved to Reno from Kentucky in late 2004. I had been doing some ops at my old layout and at some others. As a result I had operation at the top of the list for this layout. The layout room dimensions were set, so optimizing the space was next. The layout went through several different ideas. I did not want any more duck-unders than absolutely necessary.

I started scale modeling the Rio Grande in HO narrow gauge. This was in the 70's and 80's, it just did-

n't run very well. I'm sure with DCC now it is a lot better. I transitioned to just standard gauge on my last layout. There is a lot more action with standard gauge. On this layout I decided to make Denver the Center of the action. Denver essentially has traffic to the East, South and West, so I could put staging's in all 3 directions and have a large mix of traffic going to all 3 directions plus serving Denver. I wanted to have concentrated switching areas and also a local

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Follow this link for the expanded digital color issue of the Short Line:  
<http://www.pcnmra.org/sierra/index.html>

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**SHORT LINE** is published quarterly by the Sierra Division of the Pacific Coast Region of the National Association. Material may be reprinted with permission.

Articles, photos, tips, or ideas are heartily encouraged and will be enthusiastically accepted! The preferred format would be in Rich Text Format (RTF), with photos as JPEGs, but we will accept any format (from a PC or Mac; MS Word, Simple Text, typed, or handwritten). Send it to your editor by regular mail to **SHORT LINE**, 6601 Ray Family Lane, Magalia, CA 95954 or by email to [gerber1926@gmail.com](mailto:gerber1926@gmail.com).

## From the Superintendent

### Into the Pan and Out of the Fire!

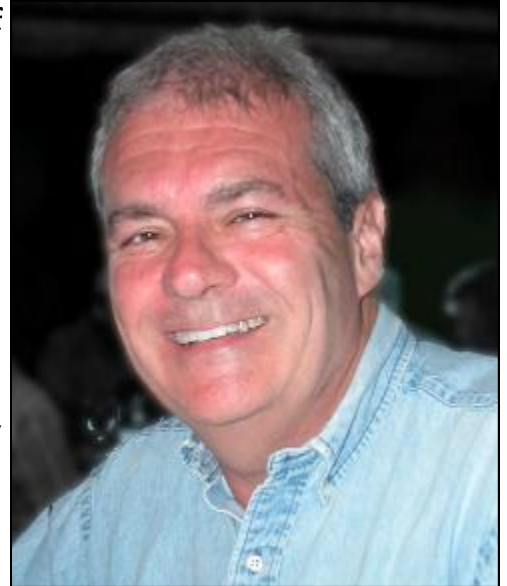
### Or Is That Out of the Pan and Into the Fire?

As your newly elected **Superintendent of Sierra Division**, I am excited to work with all of the members in their pursuit of the Hobby of Model Railroading. For the past Four Years I have been President of the **Sacramento Modular Railroaders** and actively involved with the **NMRA** and the **Feather River Rail Society**. Railroad history and modeling are my passion, but my greatest enjoyment comes from meeting new model railroaders to explore railroad right of ways, share stories and modeling tips, and operate their railroads.

From a personal perspective, I have loved trains since my father and grandfather built my first Lionel Layout when I was a young boy. My mother used to drive down to the tracks along Ninth Street in Modesto and let me watch trains while she sat in the car and knitted. Seeing the SP, the Tidewater Southern, and the M&ET all operate in front of my eyes was a delight.

Right now I am busy trying to get my hands around the needs of the membership, so **if you have any ideas and wishes, please drop me an email at your earliest convenience**. As I begin the transition, I realize what a wonderful job **Jim Long** has done for us as Sierra Division Superintendent. I also applaud the other officers who are already providing me with some guidance as I begin my journey. Next Quarter I will share my vision and a few ideas of how we can continue to enjoy the "Greatest Hobby in the World".

Scott McAllister  
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[Scooter923@att.net](mailto:Scooter923@att.net)  
916-351-9885



**On Feb. 9 members will have an opportunity to construct cargo containers.** (Klaus Kiel photos)

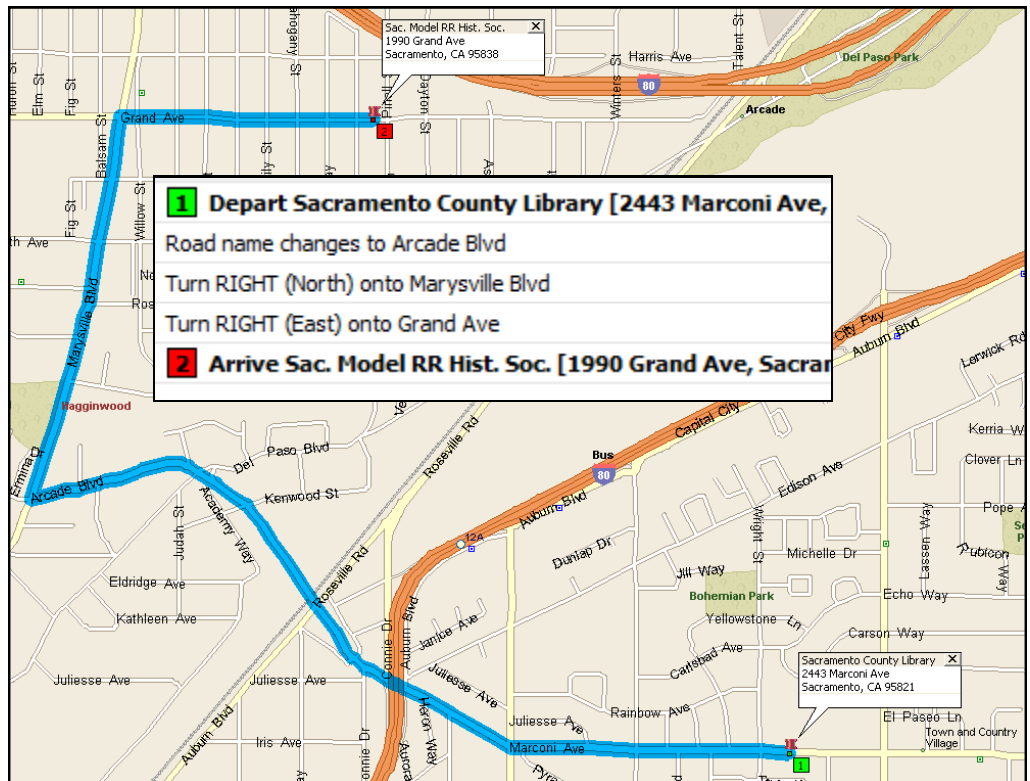
# From the Editor

## February 9 Meet

Meet is February 9, 10:30, Sacramento County Library, 2443 Marconi Avenue, Sacramento, CA. At 12:30, we will depart for a BBQ lunch (\$5) and a prototypical operating session at the Sacramento Model Railroad Historical Society, 1990 Grand Avenue. The session will go from 2 until 4.

Klaus Keil, longtime member of the Sacramento Chapter of the EUROPEAN TRAIN ENTHUSIASTS (ETE), will share the history of the development of cargo containers. After the presentation, there will be a hands-on workshop to construct your own cargo container using computer printouts that will be supplied. **Bring a sharp #11 blade, steel rule, 1 push pin, and a hard cutting surface.** Also bring a USB memory stick if you would like to have nearly two dozen container patterns (HO & N).

Finished containers are very realistic, three dimensional, and difficult to distinguish from plastic ones. Weathering done prior to printing each container out adds to the realism. Cost is only a few pennies per container. All of the containers in the foreground picture on Klaus's layout are made from printouts.



(Gary Ray photo)

## International Railfair Needs Help

**International Railfair** is the Sierra Division's only fund raiser. Without it, the money you get from IRF for your club would have to come from somewhere else, like higher dues. All of Sierra Division activities and the Short Line are provided at no cost to members due to yearly earnings from Railfair. Railfair is made up of members from our division, and three others clubs. The four clubs share in all the work and the costs of putting on the show, and shares in any proceeds. Each club chooses two Directors, who are the voting members of the IRF steering committee. Now, IRF needs some help from you.

**Ben Hale**, our valued and long term Fairgrounds and Banquet Coordinator, has retired and needs a replacement. His job included working with the Roseville Fairgrounds people and coordinating the arrangements for the next show. During the show each year, he has unlocked the buildings for vendors and exhibitors to get in and finish their setting up and getting ready for that day, and locked up again in the evenings after exhibitors, vendors, and cleanup crews have left. During the day, when restrooms and the like needed attention, he's notified fairgrounds maintenance. He has also worked with the Moose Lodge to make sure the proper numbers and kinds of the Saturday evening dinners that are ordered and paid for are ordered, and has distributed the banquet tickets on the Saturday of the show.

As you can see, this has been a demanding job. It can be split, however, to make it easier. For example, the Banquet Coordinator can easily be a separate job, and can be done from anywhere, mostly by telephone, e-mail and regular mail. The Fairgrounds Coordinator could be split several ways, such as morning and evening coordinators, or by Friday, Saturday, and Sunday coordinators.

Those interested all or any part of Ben's position should please contact Sierra Division Superintendent **Scott McAllister**, [scooter923@att.net](mailto:scooter923@att.net), (916) 351-9885, who can give more information, and pass on your name and contact information to the IRF Committee.

**John Caldwell**, our long term and equally valued Vendor Coordinator, also needs to retire. His job includes contacting through the use of e-mail, regular mail, IRF's website, and telephone, the previous years' vendors and prospective new vendors with information about the current year's show, collecting table rental fees, and working with the Space Coordinator regarding the number of vendor tables and layouts that can be fit in

and where. Again, anyone interested, please **contact Scott**.

These positions are vital to a successful IRF, and need to be filled as soon as possible, so please consider helping out. If you cannot do one of them, you could consider teaming up with someone by sharing a job. The IRF Committee is pretty flexible on this.



**Future modelers enjoy one of many at IRF.  
Please volunteer to help.**

**Sierra Division is completely a volunteer organization. The Short Line newsletter has grown because of people volunteering material. *I will help anyone prepare an article and take photos if necessary.***

I want to thank those who helped in 2012, often more than once. They include **Jean and Nancy Oriol of North Eastern Scale Models**, **Klaus Keil, Mike McReynolds, Robert Schott, Ed Pultz, Bob DeWitt, Jeff Lemke of [www.twinportsrailhistory.com/](http://www.twinportsrailhistory.com/)**, **Bob DeWitt, Dave Mussatti, Dick Witzens and Walt Schedler.**

Also greatly appreciated are those who brought in their North Eastern Scale Models Yard Storage Laser Kit to be photographed: **Frank Zila, Walt Schedler, Donald Schmitt, Jim Petro, and Jim Dieckman. Please share yours by sending photos or bringing it to a meet (there are still 35 more).**

Gary Ray—Editor



**Jim Dieckman shared at last meet.**

# Northern Nevada On30 Modular Railroad Group

by Dan Carlin and Jeff Leonard (layout photos Gary Ray)

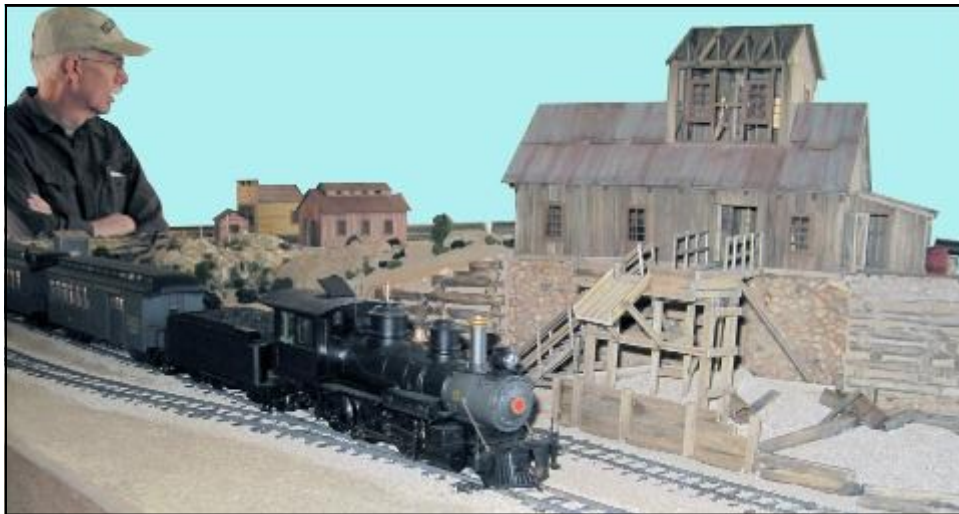
Northern Nevada On30 Modular Railroad Group Is based in Reno, Nevada area, and started over 2 years ago by **Dan Carlin** and **Jeff Leonard**. To attract new members we posted a flier in our local hobby shop and in 2011 participating in our first local railroad tour under the **PCR Sierra Division**, of the **NMRA**. Each module is 2ft x 4ft and is owned by individual club member, we encourage module building so members can get the real model railroad experience in a relatively small space. Currently we have 6 modules and 4 corners 10 x 14 ft layout with a 24" radius our maximum area is 14 x 14 ft. For guidelines we

use the specifications establish by the **\*California Central Coast Modular Group**. By following these guidelines we can interconnect with any module in our group and in any position. For our operating system



**Dan Carlin by three un-sceniced module.s**

we use MRC DCC "Prodigy Express". We have no specific prototype just narrow gauge. Our theme on the East side of the Sierra is high desert. We try to setup once a month to run trains during the year. We are always looking for new members. Contact information: [danphy89523@att.net](mailto:danphy89523@att.net)  
*\*We are not affiliated with the CCC modular group but appreciate their work in establishing these guidelines.*



**Phill Simpson visits during the High Sierra Tour.**

## High Sierra Tour

Larry Anderson, Dan Carlin, Jeff Leon, Al Nelson, Bob Westphall, and Jim Petro were owners of just five of the 17 layouts open for the Nov. 2-4 Reno/Carson City/Douglas tour. Phill Simpson and I toured Friday. Jim organized this Sierra Division event.

Larry has been at his current location for 7 years. His 20'x25' layout is built with Sievers' benchwork and uses Digitrax DCC. He is currently adding a mountainous area.

More photos of the tour are in the expanded color **Digital Short Line**.

<http://www.pcrnmra.org/sierra/index.html>



**Larry Anderson's layout is named after his three daughters.**

freight that served several small towns, plus some through freights and passenger trains. The Room is 55 ft long and goes from 24 to 20 and then 18 ft wide. I thought I had big enough isles, but you know how that goes. We limit it to 12 operators, and that might be a little too many. I hate to limit it. There are about 30 people involved, with varying levels of interest. Our ops sessions are from 3 to 6 hours.

Seventh Street yard is the center of the action. Initially, every freight car that moved had to be sorted. It stays busy all during the ops sessions. I do try to block some trains into the yard to help the Yardmaster a little. I have since added a CB&Q freight that just goes from the CB&Q 11<sup>th</sup> street yard (East staging) the CB&Q Pueblo yard ( South staging) , there is a similar ATSF freight train that will be added soon. Maybe once every 6 months, I will cycle cars out of these trains and add different ones. There is a PFE reefer train that operates both ways and drops cars eastbound and picks up cars westbound. There are interchanges with UP, CB&Q and ATSF.

The Minnequa Local that goes out and back the services 4 small towns along the "Joint Line" going south from Denver. The Wazee Local that is mostly a switching job that serves a produce terminal

and a few other businesses. The Downtown local switches industries near the station. Commerce City is the large concentrated switching area, it has its own switcher and two guys keep pretty busy there all day. We have a turn that just takes cars to and from Commerce City and the yard.

I have become much more interested in passenger trains on this layout and there is a lot to do. Every train into Denver had to be turned on the wye or broken apart and reassembled for its outbound train. RPO's have to go the Post Office and several of the baggage cars have to go the REA track. We have 9 trains inbound and 9 outbound. All have to be worked by the station switcher to some degree.

I am using car cards. We have just recently written schedules and are starting to use a fast clock

The layout has a minimum radius of 37 1/2" on the mainline and all switches that are likely to have passenger traffic are #8 with some curved #10. I use code 70 Micro engineering track and have been building **Fast Track** switches for some time. I have build about 50 of them now and can crank out a standard #6 or 8 in about 45 minutes.

We are about to start adding some **JMRI** panel board hardware to operate the passenger yard and the routing outbound from there to the east and west, including signals.

Anyone in the area is free to contact me and stop by. (775) 852-5636  
[ipetro328@gmail.com](mailto:ipetro328@gmail.com)

**Car card operation gets the goods delivered to industries large and small.**





# Sierra Division Meet ~ Oct. 6



Mel Jones is one of the several members that stayed after the Round Table lunch to operate on Walt Schedler's ever-expanding layout.



SP 2-8-0 erection site and olive processing plant.



Members visited Picket Fence Antiques' Lionel layout and Walt's Train Shop in the same building.





**SIERRA DIVISION**  
 Next Meeting: Saturday, Feb. 9  
 Place: Sac. County Library  
 2443 Marconi Ave.  
 Sacramento, CA  
 Time: 10:30 AM to 4:00 PM\*\*  
 \*\*moving to 1990 Grand Ave. at 12:30

TIMETABLE DIVISION MEETS
Tentative—to be discussed
May—Sacramento area
Aug. —Tahoe/Reno area

SHORT LINE DEADLINES
April 8 for the May issue
July 8 for the Aug. issue
Sept. 6 for the Oct. issue

Robert Pethoud displays his switching layout at Railfair.

Full story about the Fall Creek Branch and how it is operated is will be in the May issue of Short Line.



**SIERRA DIVISION AREA**  
**HOBBY SHOWS & RAIL-FANNING EVENTS**  
 FOR MORE EVENTS OR INFO, GO TO [HTTP://WWW.PCRNMRA.ORG/PCR/CALENDAR/](http://www.pcrnmra.org/PCR/CALENDAR/)

Jan. 24—26	<b>O SCALE WEST / S WEST</b>	<b>O Scale West / S West Meet</b> , Hyatt Regency, 5101 Great America Parkway, Santa Clara, CA
Jan 25—27	 	<b>Bay Area Layout Design &amp; Operations Weekend</b> , Sponsored by Pacific Coast Region-NMRA, Layout Design and Operations SIGS, Friday—7:00 pm—Welcome dinner at Harry's Hofbrau and layout Tours; Saturday 8:30 am to 10 pm, Clinics & layout tours, Sunday, Operations Sessions and layout tours. Harry's Hofbrau, 390 Saratoga Ave., San Jose, CA 95129 More info & register: <a href="http://www.pcrnmra.org/sigs/">http://www.pcrnmra.org/sigs/</a>
Feb. 23—24		<b>World's Greatest Hobby on Tour</b> , Cal Expo, 1600 Exposition Blvd. Sacramento, CA Adults: \$12 for both days, \$11 Sat., \$10 Sun., Kids under 16 free with a parent
March 2—3		<b>World's Greatest Hobby on Tour</b> , San Mateo County Event Center, 1346 Saratoga Dr., San Mateo., CA Adults: \$12 for both days, \$11 Sat., \$10 Sun., Kids under 16 free with a parent
April 3—7		<b>Iron Horse Express 2013, PCR Convention</b> , Holiday Inn Dublin, 6680 Regional St., Dublin, CA Registrater before Jan. 31 \$79, First times (not in last 5 years) \$69. Website: <a href="http://www.pcrnmra.org/conv2013/">http://www.pcrnmra.org/conv2013/</a> Also form on last page of <b>Digital Short Line</b>

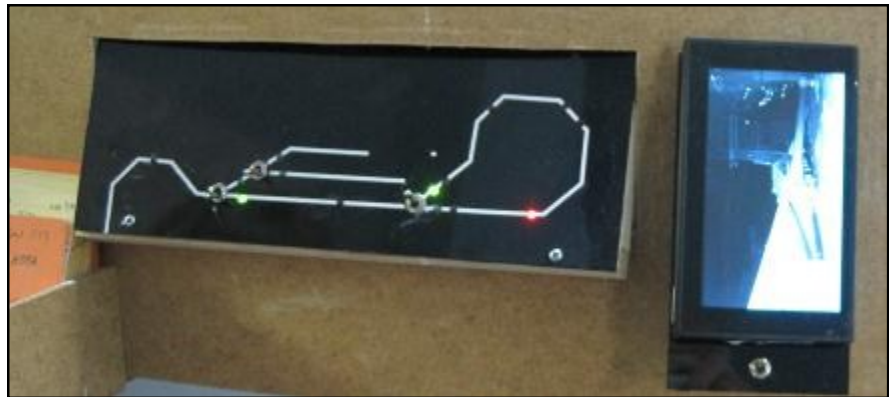
# FAVORITE PHOTO



David Mussatti sent in this photo off the U.P. 844 on its 150th anniversary run Sept. 27. More on pg. 15

Below: Gary Ray found the 844 starting the climb a few miles out of Verdi.





Jim Petro discusses with Phill Simpson the use of inexpensive cameras used with automotive screens to monitor hidden track.

Phill has since implemented these on his layout and is working on a future article about their use.

Below: Jim with his hidden track. Note the dust covers.



I really liked how this uncoupling rod worked. (editor) Handle is 1 3/8" of 5/16" dowel. Brass rod is 1/16", 4" long (5/8" of it in handle). Grooved section is 5/16" to the #0 washer which is soldered on.

Thanks to Phill Simpson for measurements.





Motive power is being applied to the out-bound passenger train at Union Station. Lots of industries keep switch crews busy. Temporary names help crews locate industries. Car cards are used.





Delivery is made to a specific door. Large warehouse has about 10 doors.



Numbers on switch stands indicate which manual control rod is to be pulled.

Fast Track jigs are used to build switches. Jim has built 50 of them and it takes about 45 minutes per switch. Switches are #6 or #8 except where passenger cars will be, then they are #8 or #10.



# More Favorite Photos ~ UP 844



David Mussatti sent these print photos in to the editor.

Do you have a favorite photo to share? Prints or slides can be scanned and returned. Full size jpegs can be emailed to the editor.



Top Photo:  
**Phill Simpson**



Bottom Photo:  
**Gary Ray**





Photos by:  
Gary Ray



## The Velocipede Railroad Inspection Car

The car herewith illustrated facilitates a close inspection of a railroad, and it is claimed that by no other device can this be done so effectually. It is propelled by one person and has a device for carrying a second, thereby enabling a road master or inspector, when convenient, to avail himself of the services of a spare section hand or other man for the purpose of propelling him over the line, he being free to note all defects in alignment or surfacing. In this way, he can visit personally a large portion of the sections under his charge in a single day, stopping whenever the men are at work, giving his directions and calling attention to defects while they are fresh in his mind, and in this way keeping his track at all times in the best possible condition, as it is well known that in this department it is only a close attention to the details of the work that is rewarded with success. The car is propelled by a rowing motion and auxiliary foot power. The frame, wheels, and arm are made of white ash the frame being firmly held together by bolts. The arm is stiffened by an iron brace. The tires are cast iron, the axles and crank shaft are iron, the crank and stirrups of malleable iron. The arm is adjustable and can be removed at will, thus securing economy of space in transportation. The car weighs about 140 pounds, and is made with a 17 or 20 inch driver, geared 3 or 4 1/3 times as may be most expedient. There are some 4,000 of these cars now in use both in this country and in Europe.

The journal Scientific American, Volume XLIX-No. 18, November 3, 1883.



If you have never been on a Speeder Ride through the Niles Canyon you are truly missing something.

For those who don't know what a speeder is, it's a small gasoline engine powered "car" that runs on standard rails. Riding on one is an absolute blast!

The group that owns the speeders takes them all over the place. It's kind of like a motorcycle gang on rails. (Okay, I'm joking, but you got the idea.)

Enough speeder owners have volunteered their speeder so that we can have 15 people for each time slot.

**The rides are on Thursday, April 4, and run times will be 10:00 AM, 11:00 AM, 1:00 PM, and 2:00 PM starting at the Niles Canyon Railway's Sunol Station. The rides are \$25. We will carpool to the Station.**

In addition to the speeders we will also have two velocipedes and one hand pump car to operate in the Niles Station area while you are waiting for the speeders rides, or when you get back.

To see a velocipede in action, go to the YouTube video at [http://www.youtube.com/watch?v=ZxMic69n6\\_E](http://www.youtube.com/watch?v=ZxMic69n6_E)

BTW, the popping you hear in the video is not the velocipedes, but rather another rail car.

A picture of the hand pump car and write-up on the velocipede are attached to this e-mail.

Speeder riders must wear long pants and closed shoes, preferably not tennis shoes. They will also be required to sign two legal releases, one for the speeders and one for the railroad.

To sign up for the speeder rides, you must be signed up for the Iron Horse Express 2013 Convention. To sign up for the convention, and the speeder rides go to the convention website <http://www.pcrnmra.org/conv2013> and go to "Outside Activities."

There are a limited number of speeders/seats. Whatever spaces are not sold by March 1 will be opened to the public.

*Tom Crawford*

*Registrar, Iron Horse Express*



**PCR/NMRA**  
**Iron Horse Express**  
**2013 Convention**  
**Holiday Inn, Dublin, CA**  
**April 3-7 2013**

RETURN FORM AND PAYMENT TO:

Iron Horse Express  
 c/o Tom Crawford  
 4337 La Cosa Ave  
 Fremont, CA 94536

E-mail: [IronHorseExpress2013@pcrnmra.org](mailto:IronHorseExpress2013@pcrnmra.org)

Website: <http://www.pcrnmra.org/conv2013>

Hosted by:  
 Coast Division, Pacific Coast Region, National Model Railroad Association

**Registration Form**

Last Name		First Name		First Name (for Name Badge)		
Address			City		State    Zip Code	
Home Phone	E-mail Address			NMRA # (Membership Required)		
Registration Type (Please check one) <input type="checkbox"/> Model Railroader <input type="checkbox"/> Non Rail <input type="checkbox"/> Youth				NMRA Region (if other than PCR)		
Available to Volunteer on <input type="checkbox"/> Wednesday <input type="checkbox"/> Thursday <input type="checkbox"/> Friday <input type="checkbox"/> Saturday Times: _____						
I can help More. Have a Volunteer Coordinator contact me <input type="checkbox"/> _____						
Primary Scales and Interests <input type="checkbox"/> HO <input type="checkbox"/> N <input type="checkbox"/> Z <input type="checkbox"/> S <input type="checkbox"/> O <input type="checkbox"/> G <input type="checkbox"/> Narrow Gauge <input type="checkbox"/> Other: _____						
<b>ADDITIONAL REGISTRANT LIVING AT SAME ADDRESS (Use another form for more than 1)</b>						
Last Name		First Name		First Name (for Name Badge)		
Registration Type (Please check one) <input type="checkbox"/> Modeler <input type="checkbox"/> Non Rail <input type="checkbox"/> Youth		E-Mail (if Different)		NMRA #		
Available to Volunteer on <input type="checkbox"/> Wednesday <input type="checkbox"/> Thursday <input type="checkbox"/> Friday <input type="checkbox"/> Saturday Times: _____						
I can help More. Have a Volunteer Coordinator contact me <input type="checkbox"/> _____						
Primary Scales and Interests <input type="checkbox"/> HO <input type="checkbox"/> N <input type="checkbox"/> Z <input type="checkbox"/> S <input type="checkbox"/> O <input type="checkbox"/> G <input type="checkbox"/> Narrow Gauge <input type="checkbox"/> Other: _____						
<b>All Fares, except Day Fares, include Clinics, layout tours, &amp; Saturday Night Banquet</b>						
FARES: Please fill in and total				QTY	Unit Cost	Total
Early Bird (Before January 31, 2013)					79.00	
Normal Registration					89.00	
First Timer - PCR Members who have not registered for the past 5 conventions					69.00	
Non Rail Registration					69.00	
Banquet Only (s-o's coming to nothing else)					45.00	
Youth Registration (12-18 years or student)					50.00	
Day Fare (No Banquet) <input type="checkbox"/> Wed <input type="checkbox"/> Thurs <input type="checkbox"/> Fri <input type="checkbox"/> Sat					35.00	
PCR Breakfast (prior to Business Meeting, Sunday 8 AM)					5.00	
Non Rail Lunch					5.00	
Polo Shirt <input type="checkbox"/> S <input type="checkbox"/> M <input type="checkbox"/> L <input type="checkbox"/> XL					25.00	
Polo Shirt <input type="checkbox"/> 2XL <input type="checkbox"/> 3XL <input type="checkbox"/> 4XL					27.00	
Ball Cap					15.00	
Non NMRA member must join the NMRA		6 month Rail Pass (allowed one time only)			9.95	
		Full NMRA membership/PCR subscription			72.00	
Payment by <input type="checkbox"/> Check** <input type="checkbox"/> Cash    [Use website for credit card]				TOTAL:		
** Make Checks Payable to: "PCR Conv 2013" <b>No Refunds After March 15, 2013</b>						

*More Sierra Division Meet Photos—Oct. 8*



**Walt Schedler shares a model of his 4 level layout with members.**



**Multiple cabs and tenders are stored for eventual construction of the SP Consolidation.**



The boiler had just been moved into the newly constructed shop building which is equipped with a hoist.

PCR High Sierra Tour Photos—Nov. 3



Above: **Larry Anderson** models the Burlington Northern in the 1980's. Lots of city areas done and he is now adding a mountainous section to his 20' x 25' layout. Control is Digitrax, benchwork Sievers.

Below: **Bob Westphall** has a lot of Western Pacific equipment. There is a yard and a mining branch with a double track main line. He uses radio control DC power. A mirror enlarges the yard area.





*PCR Railfair Photos—Nov. 10*

Railfair would not happen without the generous support of volunteers such as these regulars: Mary Moore-Campagna, Bob Fallon, Dick Klammer, Dick Witzens and Karen Keifer. Jim Dieckman is all smiles and Ronnie LaTorres all hat.

Volunteers enjoy the free banquet Sat. night.



# Train Mountain

<http://www.trainmountain.org/> Permission granted to use photos.



JC Black photo





Tom 703 photo

The January 19 to 21 meet will have snow plowing on the 7.5" gauge tracks (assuming lots of snow).

2013 **Train Mountain** Meet Schedule

	Polar Bear Train Meet	Narrow Gauge Train Meet	June Train Meet	Operations Meet	August Train Meet	September Train Meet	Fall Colors Train Meet
Work Week	none	5/4 to 5/9	5/25 to 5/30	6/22 to 6/27	7/27 to 8/1	8/31 to 9/5	none
Meet	1/19 to 1/21	5/10 to 5/12	5/31 to 6/2	6/28 to 6/30	8/2 to 8/4	9/6 to 9/8	10/11 to 10/13

The 2012 PCR Convention in Eugene had a field trip to see Train Mountain. There were a lot of legal problems that remained to be solved. It appears they are getting solved. I thought some of our members would be interested so reprinted parts of their publication with their permission.



# The Mountain GAZETTE

© Copyright 2012, Train Mountain Railroad

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An Official Club Members Only Publication of the Train Mountain Railroad Issue: Vol 2, Issue #1 November 2012

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From the Editor, Russ Wood

After being asked if I would be the editor of the Gazette again I thought what is going to be the purpose of the Gazette at this stage of the Train Mountain story. Train Mountain has always needed volunteer members in order to work. That certainly has not changed. The 2200 plus acres has not shrunk. The winters still cause frost heave and so track needs to be maintained. The pine needles and pine cones continue to fall and seem to know where every frog and switch point on the railroad is located. So I have concluded the purpose of the Gazette has really not changed at all nor has my editorial purpose.

Therefore my main purpose is the same, that is to get ya' all fired up about having fun! To get ya' excited by the new Board of Directors and their roles as our fearless leaders. To get ya' excited about all of the new projects. To get ya' to volunteer to take on a couple of the tons of projects that need to be done to keep Train Mountain, well Train Mountain. OK if that's the case then please read this issue to see if there are projects you would be interested in working on and then check the 2013 Schedule of Meets and Events to see if there is a time in your busy schedule that you can come, have some fun, and give us a hand. There are jobs requiring some skills, and these are skills I know that many in this hobby have. There are jobs that require knowing nothing more than which end of a rake to use. There are indoor jobs, and certainly a few outdoor jobs, some take a lot of time and energy while others are just quickies. All are important and will NOT get done without ya'.

Now all of this talk of work might be enough to drive some of you away, but there is a solution to all of these issues. The solution is simply recruitment. If we have 100 jobs to get accomplished and only 10 members volunteer to help then everybody needs to do 10 jobs. Arggggg, but with a 100 members we each only need to do ONE job. Get the picture? Please talk up Train Mountain to your fellow club members at your local club. If you have a model railroad club in your area, go there and volunteer to be a guest speaker. The 2012 Triennial DVD is out (and it's terrific) and take it along and give them a taste of the fun to be had at Train Mountain. With our wonderful Midway Circle Garden Railway don't forget your local G-Scalers. If your local Hobby Shop carries railroad videos make sure they contact Aaron Bentsen at 7Idea Productions to get signed up as a dealer. If you haven't signed up to get the DVD then now is certainly the time. I'm a little prejudiced but as I said, the DVD is just terrific!

Friends of Train Mountain has always used the byline of 'more track more fun'. I think the Train Mountain byline should read 'more members, EASIER fun'. Seriously, to make this magnificent railroad Mecca succeed we really do need you, all of you, and your friends and their friends and . . .

The main gate still works. Your membership is still good 365 24/7. The lifts at Crisp Yard still assist you in unloading your trains. 4 Way crossing still leads you and your guests to the wonders of the magical Train Mountain experience. We need you all to come back and please plan on having a great time and help make us all smile.

This issue of your Mountain Gazette is full of terrific information from all of those that are working so very hard during this transition period. The marathon sessions this past week from your board and others was quite inspiring. There is a hope that all of you will contribute to this process, so constructive criticism will always be welcomed, but please read all of this issue and follow the links to the complete set of

documents to see if your question gets answered, if not please drop us an email or give us a call and we will try and get you answer. Remember it is YOUR club. Info@trainmountain.org

### **Train Mountain Today and Tomorrow** - John Black RRI

On November 1st Friends of Train Mountain (Friends) became Custodian of Train Mountain (TM) under the supervision of the Klamath County Court. The Court and Oregon Attorney General John Kroger's office acted through the Vertel v Breen law suit to protect the public's interest that resulted from all the volunteer hours and contributions that helped build Train Mountain. Friends has the authority to negotiate with the IRS to discharge the IRS liens on TM. If Friends can get the IRS liens discharged, then Friends has the authority to transfer to Railroad Institute (RRI) the assets of Train Mountain with liabilities to be defined. RRI is a 501c3 public benefit non-profit that will provide railroad education at Train Mountain.

The most the IRS can get is the market value of TM. On August 2nd Friends gave the IRS five inches of paper that explained what Friends thinks the possible market values are depending on various assumptions. The valuations were developed working with appraisers hired by Friends. The IRS said that they needed time to evaluate the presentation. On August 20th the IRS assigned an IRS engineer (appraiser) to value the property. We are waiting for him to report back. Stay Tuned. The IRS can move very slowly.

Friends has an agreement with Train Mountain Railroad (TMRR) a new non-profit organization that will offer membership in Train Mountain, keep the track open, get the Meets organized, and let you enjoy Train Mountain. TMRR will continue in the same role after "Closing" when the IRS liens are discharged and the property is transferred to RRI. TMRR will speak for itself elsewhere in this Gazette.

In the period from Nov 1 until Closing, Friends primary duty as Custodian is to maintain the assets of TM. Friends will make as few changes as possible. Most of the existing TM policies will continue in force with the exception of the policy changes explained below. Friends and TMRR will continue to evaluate if policy changes are required to assure safe operation of the railroad, assure compliance with legal requirements, minimize risk of fire, and make TM a friendly place appropriate for kids and family.

There are several trains and other pieces of equipment where the ownership is disputed... particularly with Sharon Breen, The Peterson family, and Ross Perrin. We are working to develop a complete list so we can make the list public and get all available testimony on who owns what. Part of this process will resolve a set of claims that Ross has made which in turn will allow us to consider lifting the ban on Ross and Kay joining the community.

### **State of Train Mountain Report** - John Black RRI

After a week of research into the state of Train Mountain, there is Good News and Bad News.

First the good news... Train Mountain is pretty healthy. Sharon left money in the bank. At least \$25,000 in the bank and about \$25,000 in the Triennial fund... and this is before the 2013 membership drive. The bills appear current and the payroll taxes seem to have been paid.

The bad news... Neither TMRM, TMI, nor TMF has filed income taxes. Sharon confirms she did not file any. The accountant says none were filed for years and years while Quentin was alive. The bank records show lots of transfers among the 3 entities so funds were clearly commingled. There is no tracking of the source of income. In other words, the records are inadequate to reconstruct tax returns. Friends will account for everything starting Nov 1, 2012, and file the needed tax returns for Friends and its custodianship. The buildings have a lot of deferred maintenance. There is a serious mouse problem in Central Station and the roof needs repairs. A new cat has been welcomed in Central Station and is working on the mouse problem. We are getting bids on cleaning up the mouse damage. All the buildings need a serious housecleaning.

The best news is that everyone is optimistic, working hard, and taking responsibility for the tasks that need to be done to keep Train Mountain going. There is lots to do. In the next Gazette we plan to start talking about specific tasks we need help on.

**TMRR as a 501c7 - John Black RRI**

TMRR has decided to incorporate as a mutual benefit non-profit like Friends and that the reasoning behind this decision is documented at:

[http://www.tmr.org/Resources/tmrrdocs/Why\\_501c7.pdf](http://www.tmr.org/Resources/tmrrdocs/Why_501c7.pdf)

Special note from ED: (TMRR is officially an Oregon 501c7 Corporation as of 11/07/2012)

**TMRR Cooperative Agreement - Jim Armstrong President**

Welcome to Volume 2 in the on-going life of Train Mountain. "On-going" is and will always be the most important aspect of Train Mountain and Quentin's Dream!

The TMRR Board of Directors want to thank Sharon for a cooperative, smooth, and cordial transition these past several days as the torch was passed, Thank you Sharon.

As Friends of Train Mountain continues its quest of negotiating with the IRS to discharge the liens and performs its other duties and responsibilities of being the interim custodian of TM, Train Mountain Railroad (TMRR), your new members' organization, is forging ahead to define and then carry out the functions of its new role. The TMRR Board was in near continuous meetings from November 1st through November 4<sup>th</sup> addressing the mountain of tasks before them. I want to thank the Board (Chuck Barnes, Jerry Crane, Dennis Ward, Tom Watson, and John Black – RRI's non-voting board member representative) and several other non-voting observing members (Jeff Pape, Steve Panzik, and Russ Wood) for their input, discussion, and commitment to developing a work plan to keep TM moving forward from this point. Our goal is to maintain a fun and relaxing atmosphere for all TM members and their guests and that any changes will hopefully prove to only enhance that experience even more.

TMRR has filed the appropriate forms with the State of Oregon to become a non-profit mutual benefit corporation. The Board has approved the Articles of Incorporation, Bylaws, and Cooperative Agreement contract with RRI.

*Articles of Incorporation* - [http://www.tmr.org/Resources/tmrrdocs/Signed\\_Inc\\_Articles.pdf](http://www.tmr.org/Resources/tmrrdocs/Signed_Inc_Articles.pdf)

*Bylaws* - <http://www.tmr.org/Resources/tmrrdocs/TMRR-BYLAWS.pdf>

*Cooperative Agreement* - [http://www.tmr.org/Resources/tmrrdocs/Cooperative\\_Agreement.pdf](http://www.tmr.org/Resources/tmrrdocs/Cooperative_Agreement.pdf)

CHOOSE	Membership Categories	What Do I Get ?										What Can I Do ?					Need		
		Email Gazette Newsletter	Mag of Train Mountain	Early Blog	Laminated Name Badge	1st Year Quality Name Badge	Year Pin	Identifying Pin	Full Size TM Flag	Can Register for Meets	Track Use Between Meets	Can Operate Railbikes at TM	Can Bring Trains to TM	Can Rent Equipment at TM	Can Hold Official Positions	Minimum Age		Annual Safety Update	
	\$20 Subscription Member	Y	Y	Y	Y														
	\$25 Railbiker Membership	Y	Y	Y	Y					Y	Y	Y					18	Y	
Most Popular	\$50 Individual Membership	Y	Y	Y		Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	18	Y	
	\$75 Family Membership 2 individual Memberships & all Kids & Grandkids under 18	Y	Y	Y		Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	18	Y	
	\$25 Young Adult Member requires a Sponsoring Member	Y	Y	Y		Y	Y		Y	Y	Y	Y	Y	Y			14	Y	
	\$150 Supporting Member	Y	Y	Y		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	18	Y	
	\$250 Participating Member	Y	Y	Y		Y	Y	Y	1 Free	Y	Y	Y	Y	Y	Y	Y	18	Y	
	\$500 Yard Boss Member	Y	Y	Y		Y	Y	Y	2 Free	Y	Y	Y	Y	Y	Y	Y	18	Y	
	\$1,000 Empire Member	Y	Y	Y		Y	Y	Y	All Free	Y	Y	Y	Y	Y	Y	Y	18	Y	