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 didn’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

Follow this link for the expanded digital color issue of the Short Line: http://www.pcrnmra.org/sierra/index.html
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
12012 Gold Arbor Lane
Gold River, CA 95670
Scooter923@att.net
916-351-9885

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

**International Railfair** is the Sierra Division's only fundraiser. 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**, (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.

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**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 Nacy Oriol of North Eastern Scale Models, Klaus Keil, Mike McReynolds, Robert Schott, Ed Pultz, Bob DeWitt, Jeff Lemke of www.twinportsrailhistory.com/, Bob DeWitt, Dave Mussatti, Dick Witzens and Walt Schedler.

Also greatly appreciated are those who brought in their NorthEastern 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 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

*We are not affiliated with the CCC modular group but appreciate their work in establishing these guidelines.*

**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.


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 11th 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 ½” 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
jpetro328@gmail.com

Car card operation gets the goods delivered to industries large and small.
Mel Jones is one of the several members that stayed after the Round Table lunch to operate on Walt Schedler’s ever-expanding layout.

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

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

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<th>Date</th>
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<tr>
<td>Jan. 24—26</td>
<td>O Scale West / S West Meet, Hyatt Regency, 5101 Great America Parkway, Santa Clara, CA</td>
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<tr>
<td>Jan 25—27</td>
<td>Bay Area Layout Design &amp; Operations Weekend, 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 tam to 10 pm, Clinics &amp; layout tours, Sunday, Operations Sessions and layout tours. Harry's Hofbrau, 390 Saratoga Ave., San Jose, CA 95129ran Jose, CA</td>
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<tr>
<td>Feb. 23—24</td>
<td>World's Greatest Hobby on Tour, Cal Expo, 1600 Exposition Blvd. Sacramento, CA Adults: $12 for both days, $11 Sat., $10 Sun., Kids under 16 free with a parent</td>
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<tr>
<td>March 2—3</td>
<td>World's Greatest Hobby on Tour, 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</td>
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<tr>
<td>April 3—7</td>
<td>Iron Horse Express 2013, PCR Convention, 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 Digital Short Line</td>
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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 outbound 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.
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:
Phil Simpson

Bottom Photo:
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 or 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

BTW, the popping you hear in the video is not the velocipede, 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.pcmra.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

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

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**Registration Form**

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**All Fares, except Day Fares, include Clinics, layout tours, & Saturday Night Banquet**

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| Non NMRA member must join the NMRA |  | 6 month Rail Pass (allowed one time only) |  | FULL NMRA membership/PCR subscription |  | 9.95 | 72.00 |

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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.
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.
Railfair would not happen without the generous support of volunteers such as these reg-
ulars: Mary Moore-Campagna, Bob Fallon, Dick Klammer, Dick Witzens and Karen Keif-
er. 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.
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

<table>
<thead>
<tr>
<th></th>
<th>Polar Bear Train Meet</th>
<th>Narrow Gauge Train Meet</th>
<th>June Train Meet</th>
<th>Operations Meet</th>
<th>August Train Meet</th>
<th>September Train Meet</th>
<th>Fall Colors Train Meet</th>
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<td><strong>Work Week</strong></td>
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<td>5/4 to 5/9</td>
<td>5/25 to 5/30</td>
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<td><strong>Meet</strong></td>
<td>1/19 to 1/21</td>
<td>5/10 to 5/12</td>
<td>5/31 to 6/2</td>
<td>6/28 to 6/30</td>
<td>8/2 to 8/4</td>
<td>9/6 to 9/8</td>
<td>10/11 to 10/13</td>
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</tbody>
</table>
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.
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 Meet 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:


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 4th 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 Panzisk, 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.tmrr.org/Resources/tmrrdocs/Signed_Inc_Articles.pdf](http://www.tmrr.org/Resources/tmrrdocs/Signed_Inc_Articles.pdf)


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

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**Membership Categories**

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<th>What Do I Get?</th>
<th>What Can I Do?</th>
<th>Need</th>
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