

RUN 8



VOLUME 2 ISSUE 9

NOVEMBER, 2005

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Happy Thanksgiving! Hopefully this issue of Run 8 will reach you before the Thanksgiving holiday. We've been having some difficulty in getting the monthly issues of Run 8 prepared in a timely manner and hopefully we can get caught up in the near future. Irregardless, I believe that we all have a lot to be thankful for and this time of year is good time to stop and reflect. I feel that I personally have been blessed to be a part of such a great group of people that have accomplished so much over these last fifteen years. I am very thankful for the membership of the club that has hung together thru the last two and a half years despite not having the ability to run our trains at our facility due to the extended construction of our building. I am thankful for everyone's contributions to the club over this past year.

We have another new member in our organization. Dr. Brian Chapman, the new Provost at WTAMU has joined our organization. Welcome Brian.

Out at the Museum, there is still a lot of work to be done. The Kitchen has been furnished with a full set of cabinets thanks to a very generous donation by Virgil and Paula Young and the efforts of Tracy Ball with assistance primarily from Virgil Doyle and Jerry Michels. At this point the meeting room end of the building is essentially complete and work efforts will be moving out into the Layout Room. Please remember that we have designated the second and fourth Saturdays of each month as work days at the Museum to work on building-related projects and hopefully soon the layout itself. Earl Carrell is attempting to coordinate a schedule of work activities. Please check with Earl on Thursday evenings to see what you can do to assist us in continuing to move forward. At the same time, thank you to everyone that has shown-up and helped with the work to-date.

Concerning the layout design, I was hopeful that we would have received the first CAD rendering of the layout a long time ago, but our layout designer has had his own set of trials to overcome these last few months that have taken his time away from our layout design. Hopefully we will have the drawings soon and be able to start working on the bench work in December.

Car sales have been good and sales have picked-up since we mailed a catalog of our offerings to our mailing list. Anyone that missed the meeting on November 3 missed-out on the effort to prepare the catalogs for mailing. Even

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Presidents Message

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if you missed-out on the catalog preparation, you can still help-out with the effort to pack the car orders every Thursday. Jerry Michels has been asking for assistance in the application of AOK and NOKL decals on some of the C&NW covered hoppers in anticipation of demand for these models. Concerning the SP hoppers, sales are going very well and if anyone is wanting to buy a pair of these cars for themselves, I recommend you make your purchase soon.

Oklahoma City Show: At the moment we do not have a booth reserved at the OKC Show. I called and talked with the show chairman and the report was the OKC Fire Marshall had looked at last year's attendance figures and mandated the aisles be widened to a minimum width of 15-feet. The net effect of this mandate was a loss of approximately 18 booths. Some of us can still get together and make a trek over there to go shopping and drop-off some flyers and catalogs that people at the show can pick-up. Last second plans will be finalized on Thursday, December 1 since the show will be conducted on December 3 & 4.

In other news outside the Museum, the word from the Railroad Artifact Preservation Society (RAPS) is that the episode of Mega-Movers covering the relocation of the Madam Queen will be televised sometime during the Spring; no specific date was given. There was an article in the September issue of CTC BOARD covering the Trains of the Texas Panhandle with a lot of local area photographs. Hobby Time has moved from the strip plaza off the west end of Westgate Mall to their new home at Tradewind Business Park off 34th Street. In case anyone missed it, I will also report that Norm closed his model railroad shop that had been located on 6th Street.

We will continue meeting at Robert Koch's home to run trains on his layout on the last Thursday of the month (except for Thanksgiving Day) so if you want to get your models out and run them, the opportunity is there; come and join us.

Bob Roth



Treasures Report

9/30/2005

Income	Expenses
Car Income \$ 2,164.19	Utilities \$ 146.23
Dues \$ 00.00	Car Loan Payment \$ 0.00
Donations \$ 1,958.59	Construction \$ 2,119.52
Misc \$ 0.00	Bank Loan \$ 478.69
	Misc \$ 149.76
	Insurance and Car Fund \$ <u>223.00</u>
Total Income \$ 4122.78	Total Expenses \$ 3,117.20
Ending Balance as of 9/30/2005	\$ 5,902.53
Insurance and Custom car Fund	\$ 1,225.77

11/03/2005

Income	Expenses
Car Income \$ 2,184.31	Utilities \$ 166.13
	Car Loan Payment \$ 0.00
Dues \$ 265.00	Construction Costs \$ 624.79
Donations \$ 350.56	Bank Loan \$ 478.69
Misc \$ <u>0.00</u>	Misc - \$ 124.61
	Insurance Premium \$ 350.00
	Insurance and Car Fund \$ <u>1,000.00</u>
Total Income \$ 2,799.87	Total Expenses \$ 2,744.22
Ending Balance as of <u>11/03/2005</u>	\$ 6,181.18
Insurance and Custom Car Fund	\$ 2,207.62



Lay Out Design Update

Last news in this project is that Byron has been having problems making the track grades for the proposed FW&D & RI yards coincide with the ASTF yard trackage and we needed to make a decision on which would be the most desirable for our usage, the FW&D trackage was chosen by the layout committee .

Car Project Update

Jerry Michels gives us a report that the new cars are selling well, with the exception of the Santa Fe hoppers. He is working on a set of C&NW NOKL / AOK decaled cars in anticipation of orders for these cars.

The latest run of PFE R40-25 reefers and the ART ice reefers are not expected to arrive till the first of the year. And there is no word from Intermountain in regards to the SFRM&HS Convention car.

He is working on a end of the year catalog to mail out of past customers and will need help with the assembly of it and envelopes for the mailing.



Construction Updates

Detail projects continue although at a somewhat slow pace, Tracy Ball, Virgil Doyle and the Young's have combined to finish of the installation of the Kitchen Cabinets and hopefully will have it in place before the holidays are on us.

Dan Juliano has been busy painting the newly installed base board on the train room wall and when finished will start doing touch up work on the banister rail and manifold doors.

Joe Sweeny and Jerry have been busy working on getting our library back in operation, which is a time consuming ordeal considering how many box's of books and magazines that we have in storage, some more help here would be well appreciated by all. They need to be resorted cataloged and inventoried, and the extra issues grouped together for future disposition.

Danny Auburg has installed the bookcases along the wall upstairs and will have the final trim installed and volunteers have stepped forward to do the finishing staining on them.

Virgil Young and myself have spent the last couple of meetings getting bases built for the dispatch panels for upstairs.



News

All the Panhandle Capacity expansion projects and the Cajon Pass expansions have definitely been needed. During the 3rd quarter of 2005 BNSF moved 2.6 million units of freight (cars, containers or trailers). That is 100,000 more units that BNSF moved in the third quarter of 2004 and 800,000 more than they moved in the 3rd quarter of 1996, the first 3rd quarter that BNSF had after the 1995 merger. That translates into about 2,700 more trains per month than BNSF moved in 1996! For the third quarter BNSF reported all-time record earnings by posting a profit of \$414 million, or \$1.09 per share

The old South Orient Railroad line is up and running. It's just not real busy yet.

A freight train rolls through San Angelo about once every week, but that should pick up as more repairs are done to the line that stretches 391 miles from the San Angelo Junction, near Coleman, to Presidio, said Doug May, Fort Stockton's economic development director. Between \$15 million and \$20 million already has been spent repairing a quarter of the line in various stretches, Williams, vice president of operations for Texas-Pacific Transportation Ltd said. An additional \$70 million will be required to finish the work on the line. Much of the work is adding ties to the line to increase its strength. The state is repairing bridges and railroad crossings, and controlling vegetation along the line, he said. The track is functional at different speeds in different locations, from 10 to 25 mph. Trains should be running about 45 mph after all repairs are done, Williams said.



Members Information

There are a few changes to the Membership list in regards to address's and if any one has noticed any incorrect information please forward it to me so that I can get it corrected in the next issue.

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For those of you who are not aware of the fact that the Phone at the Club House is in operation, Well It Is.

335-3333

If you would like to call and see if any one is out and working it just takes a call.



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*We are a
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nonprofit
Organization*

**We're on the Web @
amarillorailmuseum.com**



UP Heritage Trains



Picture of the UP engine #4141 to commemorate the opening of the President Bush Library