



RUN 8

UP 844

FEBRUARY 2006

Scheduled to make tour of Panhandle Area

The "Flagship" of the Union Pacific Railroad will be part of a celebration of the heritage of Southwest Kansas and the Oklahoma Panhandle. 1944 model No. 844, will play a part in the 2006 Pioneer Days celebration in Guymon, Okla., according to Texas County Sheriff Arnold Peoples. Peoples made nearly a year's worth of phone calls and letters before announcing the commitment of Union Pacific to the annual celebration. The locomotive will also be accompanied by several vintage railcars. Tentative plans call for the 114-foot long locomotive and tender to pull its fleet into Guymon on Thursday, May 4, and to remain through Saturday afternoon for viewing and observation by the public as well as providing the opportunity for asking questions of the crew, touring the train, taking photographs and purchasing souvenirs.

"Excursions of this type typically draw thousands of railroad buffs and tourists," he said. "It is a once in a lifetime event for Guymon and a chance for the younger generation to go back in time to the golden age of the railroad." In Guymon, the train will be parked on a siding near the Texas County Courthouse where visitors can view and tour the train. Another highlight will be a run from Liberal to Guymon where a limited number of seats will be available. How these seats will be allocated is yet to be determined. As more information, dates and specifics become available about the trip, announcements will be made, according to a press release from the Texas County Sheriff's Department. After the train leaves Guymon, it will travel to its next stop in Dalhart, Texas.

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UP 844



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The Potter County Railroad Museum group is sponsoring a round table planning secession Saturday, March 25, 2006 at the second floor of the Santa Fe building from 10:00 a.m. to 2:00 p.m. Sam Teague of the 5000 group will be a participant, as well as the Panhandle Square House Museum crew, the Panhandle Plains Historical Museum crew, and others. There will be several members of the ARM in attendance as well.

February 25 & 26 is the Make a Wish car show and the ARM will have a booth it again this year so members that wish to show off some of their models is encouraged to brig them for display. The show will be open from 9:00 AM - 5:00 PM Saturday and also Sunday with a set up time for those wishing to do so starting Friday Evening. Davis Jusiak and myself will have some G scale trains and Dan Juliano has been busy working on his table top setup. We will also need some folks to show up and help with the booth.

We have finally finished the installment of the former Santa Fe dispatch panel that the Club was donated, when the Railroad closed the dispatch center in the Santa Fe building. I personally think that it looks really cool setting up above the train room. It needs a little cleaning and a dispatchers desk to set in front. Thanks Jerry for the Photo.





Treasures Report

2/02/2006

Income		Expenses	
Car Income	\$ 1,412.26	Utilities	\$ 293.80
		Car Loan Payment	\$ 0.00
Dues	\$ 870.00	Construction Costs	\$ 0.00
Donations	\$ 0.00	Bank Loan	\$ 478.69
Misc.	<u>\$ 0.00</u>	Misc. -	\$ 179.28
		Postage	\$ 191.74
		R 40-25 cars	\$ 4,800.37
		Insurance	<u>\$ 976.04</u>
Total Income	\$ 2,282.26	Total Expenses	\$ 6,919.92
		Ending Balance as of <u>2/02/2006</u>	\$ 7,344.41
		Insurance and Custom Car Fund	<u>\$ 2,211.76</u>
		Total	\$ 9,556.17

In a sad note for the membership, fellow member Homer Damron passed away, Wednesday February 15, 2006. Services were held at the Quail Creek Baptist Church, Saturday February 17th. Homer a long time train enthusiast and friend to many of the club members will be missed.



Construction Updates

The book cases have been completed and are in the final stages of being stained and varnished by David Jusiak.

Tracy Ball has started the project of taping off the insulation in the Train room, there is a lot of work to be done here which involves cleaning up and spray painting some of the bad places on the walls.

So the remaining projects that need to be addressed are as follows:

- ⇒ Staining and varnishing of the upstairs book cases, and upon completion move all of the hard-back books from downstairs and out of the storage closet to the bookcases.
- ⇒ Install ceiling fan and wire it in, upstairs.
- ⇒ Working on insulation in Train room, tape seams, paint guy wires and strapping on bottom of wall, patching torn places, and just general house cleaning to make room for layout bench work.
- ⇒ Return to Autocraft for the remainder of dispatch panels, and cabinet doors, installing them so they will hang from the ceiling beams in the train room.
- ⇒ Weather permitting, Collect railroad ties for the following, installing retaining wall in front of the building at the parking spots, loading dock at the rear door for access to the box car. Install weather striping on upper eaves of east and west wall, prepare ground in front and on sides of the building for the planting of grass, and the completion of the sprinkler system.

Any other suggestions are welcome.



News

Railroads, unions at odds over safety of one-person crews.

Burlington Northern Santa Fe Corp. and other major railroads want to run some of their freight trains with only one employee on board, aiming to boost their profitability by eliminating thousands of jobs. But the railroads' efforts to slash jobs by deploying computer and global-positioning technologies are running into fierce resistance from unions representing the nation's thousands of conductors and engineers. In addition to concerns about job losses, the unions say that operating trains without conductors would be dangerous because the technology isn't ready.

Positive control -The technology behind one-person crews, known as positive train control, serves as a kind of safety net for engineers, making it possible to operate without conductors. The systems can automatically apply a train's brakes to stop or slow it down if an engineer doesn't respond to warning signals. This would help prevent trains from speeding, going through stop signals and straying from their approved travel areas. The systems rely on on-board computers, a global positioning system and other devices to monitor and control trains. They give railroads a tool to combat human error, the leading cause of train accidents. So far, railroads are in various stages of testing the technology, with BNSF the leader. For almost two years, the railroad has been piloting Wabtec Corp.'s Electronic Train Management System on 50 locomotives operating on 135 miles of track between the southern Illinois towns of Centralia and Beardstown. BNSF is now seeking the federal government's permission to deploy the technology from Fort Worth to Arkansas City, Kan., southeast of Wichita, said Denny Boll, BNSF's assistant vice president of signals.

The issue is hampering contract negotiations. In late January, the two unions representing engineers and conductors announced they were putting aside past differences to jointly oppose any reduction in train crew size, calling the move a danger to the lives of all rail workers and the public. "We would have an agreement with the carriers already if they weren't pushing for one-person crews," said Frank Wilner, a spokesman for the United Transportation Union, which represents 36,000 conductors in the contract talks.

By some estimates, one-person crews could save the industry more than a billion dollars annually. Even though railroads now operate with far fewer workers than in past decades, labor remains a huge expense. At BNSF, compensation and benefits accounted for 35 percent of operating expenses last year. The \$3.5 billion tab far surpassed the \$2 billion spent on fuel, the next biggest expenditure. Moreover, during the next few years, railroads will have to spend millions of dollars hiring and training thousands of workers to replace a wave of retiring baby boomers. Forty-five percent of BNSF's more than 40,000 employees will be eligible for retirement over the next 10 years.

The dispute has spread to the courts. The conductors' union filed a lawsuit last March to prevent the railroads from bargaining over crew size in the current talks. The lawsuit is still pending.

The "Golden Spike" is Coming!

Saturday, March 18th, during the NRHS Day at the Bush Library!

The actual Transcontinental Railroad's "Golden Spike" will be on display 'only in the month of March' at the George Bush Presidential Library and Museum in College Station, during the "TRAINS: Tracks of the Iron Horse" exhibit now on display. PLEASE NOTE: The "Golden Spike" will be on loan from Stanford University, it's the very spike that joined the East with the West at Promontory Summit, Utah on May 10, 1869 between Union Pacific and Central Pacific railroads. The NRHS and Bush Library are pleased to welcome two speakers who will present slide shows on Texas railroads. Mr. Leonard Ruback and Mr. Steve A. Goen. For additional information, click:

http://bushlibrary.tamu.edu/trains/nrhs_day.php



News

PALESTINE RESIDENTS RALLY TO RAILROAD'S AID WITH PETITION

By: MEGAN MIDDLETON, Staff Writer

02/16/2006

During the last week, more than 800 people have signed the petitions, City Councilwoman Andrea Baird said. It is part of an effort by Palestine leaders to create awareness about the financially strapped state parks and send a message to legislators to focus attention on fixing the problem.

The critical condition of state parks was made clear to Palestine officials after word came that the railroad would no longer offer runs originating from Palestine, only Rusk. Budget issues on a state level resulted in about \$339,000 having to be cut from the budget for the Texas State Railroad State Park, which also includes the two camping units at Rusk and Palestine.

CURTIS HILL RENDEZVOUS IX

May 19, 20, 21, 2006

We will probably spend Friday west of Woodward and Saturday east to the Hill and Waynoka.



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
501 (c)(3)
nonprofit
Organization*

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



Board Member Elections

Once again it is time to start thinking about the yearly board member elections to be held during the May business meeting. This year the officer positions are up for re-election, President, Secretary, and Treasurer.

To be eligible a member has to have been a member in good standing for at least 12 months and be current on yearly dues.

This year I would like to start nominations at the end of the March meeting and then at the beginning of the April meeting have the second round of nominations with persons making nominations giving the club a brief talk on why they think the person that they nominated would be the best choice for election to that position. The election will then be held during the May meeting and as always, by a secret written ballot taken by the club Secretary. Only members in attendance during the meeting will be allowed to vote.