

RUN 8



MARCH 2006

President's Message

Let me apologize for not getting my President's message out for inclusion in the February issue of Run 8. Initially I held-off hoping for some good news to share and the news has been much slower in developing than I had hoped and anticipated.

First, I want to thank everybody that participated with the Make-A-Wish Car Show on February 25 & 26. While the car show is not about trains, railroading or model railroading, this was an important event for us to be out in the public's eye and to let people know that we have not totally disappeared off the face of the earth. Many folks were used to seeing our modular layout over at Western Plaza and we've been nearly invisible to the general public since we moved.

Coming down the road, we have a meeting on March 25 with the Board that is planning for the museum on the 2nd floor of the Santa Fe (Potter County) Office Building downtown. The last announcement is they have contracted with the Panhandle-Plains Museum to design and set-up the exhibits and their Board was going to set-up a non-profit corporation to raise the funds for the museum with the expected cost to be in the neighborhood of \$1.0 to \$1.5 million. My hope is that they will be willing to work with us and that we can be mutually beneficial to each other; particularly that they have the display space for exhibits of railroad memorabilia while we have the railroad track for display of railroad equipment.

Concerning display of railroad equipment, members of our Executive Board have been busy working on a grant request to help with a display of railroad equipment owned by the U.S. Department of Energy, specifically the "white train" that formerly was used to ship weapons and components to and from various sites around the country. BWXT Pantex is planning to remove the railroad track on the DOE Pantex Plant site and they are looking to move the railroad equipment off the site before they start removing the track. The current proposal that is being recommended to the DOE is the donation of 2 ALCO S-2 locomotives, all 16 of the DOE railroad cars, one former Amtrak (baggage?) car and a Fairmont motor car with 2 equipment trailers to the ARM for public display. The 16 DOE railroad cars include 4 armored escort coaches, 7 power/buffer cars, 1 heavyweight 80-foot escort coach, 1 40-foot coach, 1 high-sided "cargo" car, 1 non-armor-plated "cargo" car and 1 armored-plated "cargo" car. One of the armor-plated escort coaches and the one armor-plated "cargo" car are pledged to go to the National Atomic Museum in Albuquerque.

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Our proposal for the display will be to set it up in 3 different train sets; a 1970's consist, an early 1980's consist and a later 1980's consist. The 1970's consist includes the heavyweight coach, the high-sided "cargo" car and the 40-foot coach; this is all one-of-a-kind equipment. The early 1980's consist would consist of at least 5 railroad cars including the armored "cargo car" book-ended by power/buffer cars and armor-plated escort cars; this train would be repainted into its original white color, hence the name, the "white" train. The later 1980's consist would be made up of all the remaining power/buffer cars book-ended with the remaining 2 armor-plated escort cars; the main feature was that in 1985 the cars were all repainted into various colors so they would not stand-out so much as they did when they were all painted white. The power/buffer cars were utilized both to provide power for the escort coaches and as buffer cars because regulations do not allow personnel to ride in cars adjacent to explosives.

In our grant request we are seeking funds to help with the display of the DOE cars. Specific items include repainting of the DOE railroad cars for their preservation, fencing of the Museum property to better protect the railroad equipment, repair and upgrade of the railroad track on the museum grounds, construction of a motor car shed for storage of the motor car and track tools following genuine Santa Fe Railroad plans, construction of a walkway for viewing of the railroad equipment without having to walk in the grass and weeds, and the purchase of a tractor with front-end loader and mower to assist us with the long-term maintenance of the Museum grounds.

The timeline for the movement of the DOE railroad cars to the Museum is sometime before the Santa Fe Railway Modeling & Historical Society (SFRM&HS) Convention scheduled on July 20-23 here in Amarillo. The BNSF Railroad is planning to install the switch serving the Museum track just before they move the railroad equipment from Pantex to the ARM. After the switch is installed we can ask for the Rock Island boxcar located at Progress Rail Services to be moved to the Museum.

SFRM&HS Convention: Plans are still moving forward for the convention. Thursday, July 20 will primarily be prototype tours during the day with a reception and BBQ dinner in the evening at the former Santa Fe General Office Building in downtown Amarillo. Friday and Saturday, July 21 & 22 will primarily involve clinics and a vendor room at the convention hotel. The convention will conclude with a business meeting following the breakfast on Sunday followed by layout tours. We will need the participation from the majority of our active membership during the convention to help staff various positions including serving as tour guides, registration hosts, clinic room support, contest room support and to man our own tables in the vendor room. I will start a sign-up list at our next Business Meeting. Folks that assist with the convention will receive a convention staff shirt which is proposed as an orange shirt (refrigerator car color) with the convention logo of the San Francisco Chief, Amarillo Merchandise Service emblazoned on it. This convention promises to be a lot of fun.

To get ourselves ready for the convention we have a lot of work to do in the next few months including cleaning-up the Museum building and grounds and hopefully starting on the construction of the

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Financial Report

March 2006

Income		Expenses	
Car Income	\$ 1,659.55	Utilities	\$ 464.15
Dues	\$ 185.00	Car Loan Payment	\$ 0.00
Donations	\$ 0.00	Construction Costs	\$ 0.00
Misc	<u>\$ 0.00</u>	Bank Loan	\$ 478.69
		Misc -	\$ 216.00
		Credit Card, postage	\$ 358.86
		Insurance and Car Fund	<u>\$ 0.00</u>
Total Income	\$ 1,853.55	Total Expenses	\$ 1,517.70
	Ending Balance as of <u>2/26/2006</u>		\$ 8,819.86
	Insurance and Custom Car Fund		<u>\$ 2,213.90</u>
	Totals		\$ 11,033.76

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model railroad layout. Work accomplished to date has included sorting thru the old magazines to compile a reference library for our members to have available for research purposes, staining and finishing of new bookshelves for the library and setting-up one of the dispatcher's panels. Tracy Ball has been working on taping seams in the wall insulation in the Layout Room. There are several more projects needing attention so please stay tuned and pitch-in when and where you can.

Special Project: One additional special project has come-up. I recently received a call from Don Dean. Don has a layout at his home that he was building with assistance from Max Smith. Don indicated the layout is fairly well along but he would like some assistance to overcome an electrical problem on one section of the layout and to finish scenery work. Don figures that with 3-4 people working approximately 3-4 hours over 3 Saturdays might finish the work required to make the layout ready and has proposed this layout can be on the tour for the SFRH&MS convention. We will be soliciting volunteers at our next meeting.

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Layout Design: We've finally seen some progress from our layout designer, although as I write this we still have not received the overall proposed plan. We have received sketches of the proposed lower level staging yard and have exchanged questions and answers with our designer. Within the next couple of weeks, we should have a plan in-hand that we will be able to use to start building the layout.

Model Sales: The sales of the Intermountain C&NW hoppers and the Kadee cement hoppers have been going pretty well since these cars were received. We have one more project car that will be arriving soon, the American Refrigerated Transit (ART) reefers which are a joint project with the Missouri Pacific Historical Society. At this point in time we are looking for new model projects that we might be able to do to keep our income steady in the foreseeable future. If you have ideas for potential model projects, please forward your ideas to any member of the Executive Board and/or Jerry Michels for consideration.

Elections: Elections are coming-up at our May Business Meeting. This year we will elect the President, Vice President/Secretary and Treasurer. If anyone is interested in running for any of these positions, please let one of the members on the Executive Board know. Requirements to run for one of these offices includes the following: Member must be in good standing with the Treasurer, must belong to the association for a period of at least one year prior to an election to be eligible for the offices of Director, Vice President/Secretary, and/or Treasurer. In addition to the above conditions, a member desiring to run for the office of President must serve a minimum of one term as a Director, Vice President/Secretary, or Treasurer.

This year promises to be an extremely busy year for the ARM. We have some major tasks ahead of us and we will need the participation of the majority of our membership to get thru the next few months thus I ask everyone to dig-in and do what you can to assist with the projects ahead.

Bob Roth

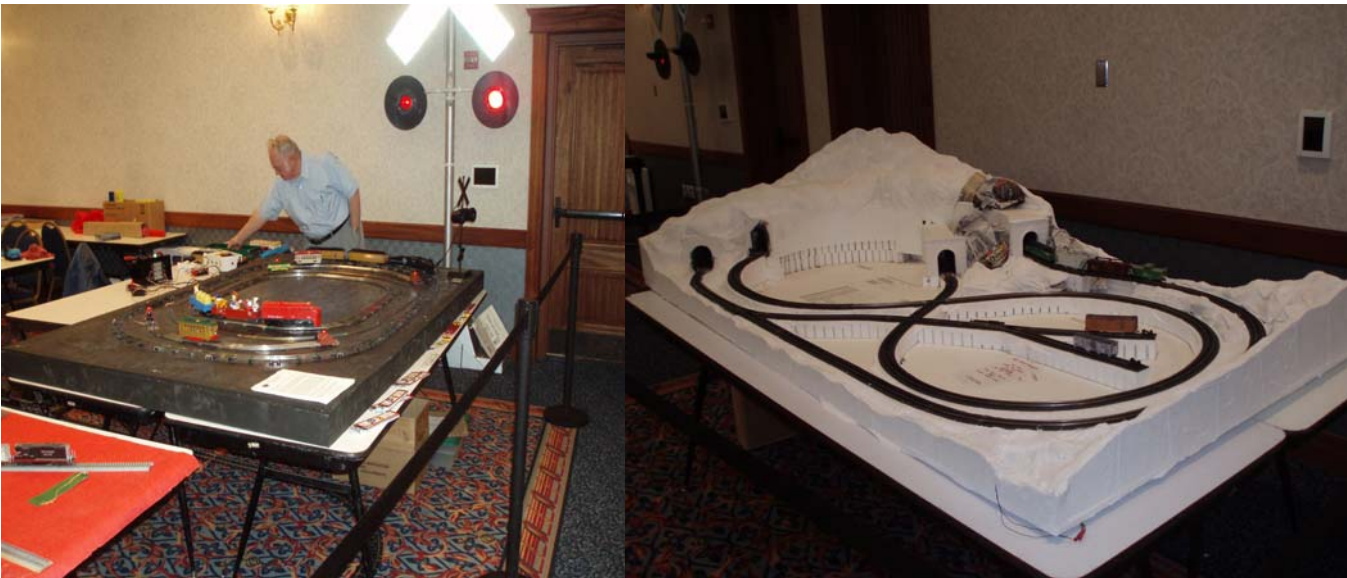


Make a Wish Car show



Photos of the Make a Wish Car Show Exhibit - Left, A couple of our best fans taking a break from all the cars to check out the trains.

Right -Dan Juliano demonstrating his Smallest Train in the world to an interested party



Dan making some adjustments to his layout board, right is the layout demonstrator on loan from Hobby Time.



On Mar 12th, BNSF halted all train traffic on the Panhandle Sub of the Kansas Division between Miami and Mendota, TX. Numerous grass fires had been reported burning near the BNSF tracks in this location. None of the fires appeared to have started due to the BNSF. In most places, the fires burnt up to the north side of the two main tracks and stopped, except for one spot near MP 467 west of Mendota where it jumped the two main tracks and continued burning. The Texas Panhandle has been devastated by wildfires burning all across it due to extremely dry conditions. BNSF halted train traffic at 19:20 on the 12th and did not resume it until 23:30 after all track had been inspected and had no damage. There were 15 trains directly affected near the location and stopped for this. In addition to that, there were trains slowed down on the Emporia, Avard, and Hereford subs so they did not arrive at the location too fast.

The UPRR sued a noted rail photographer for using the UP trademark without permission. The suit alleges that photographer Nils Huxtable violated UP's exclusive right to use its trademark by producing and selling a UP calendar, which Mr. Huxtable has done annually since 1994. A website associated with Mr. Huxtable, HelpSteamScenes.com, has established a legal defense fund on his behalf, and has issued a response to the suit stating that "the artistic rights of railroad photographers are under attack." (ffd: Trains, Vancouver Sun)



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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