

RUN 8



President's Message

July, 2006

The month of July flew right past me. I think this has been about the busiest month I can recall with so many tasks needing to be done at work, home and at the Museum.

As of July 17, the Amarillo Railroad Museum is now home to remnants of the U.S. Department of Energy's *White Train*. On July 17 we received a train consist of eleven (11) railroad cars and one ALCO S-2 locomotive. Nine (9) of the railroad cars and the locomotive were donated to the ARM while the other 2 rail cars are designated to go to the National Atomic Museum in Albuquerque. We owe a world of thanks to the DOE, BWXT Pantex and to the BNSF Railroad for making this happen.

Of the rail cars we received at the Museum, we received two (2) armor-plated escort coaches built from Korean war vintage Troop Kitchen cars; six (6) power/buffer cars; and one (1) baggage car with Amtrak markings Amtrak #603, although the vintage of the car appears to be a Korean War era Troop Kitchen car. The two cars designated to go the National Atomic Museum are the third armor-plated escort coach and the one "Safe Secure Rail car (SSR) that was used to transport nuclear weapons across the country.

The rail cars are parked so that the public can get a general idea of what the train looked like while it was in service. Starting at the west end of the train is one of the escort coaches, a power/buffer car, the SSR, a power/buffer car and an escort coach; this is how the trains were operated although there would have been several more SSR's in the middle of the group. Filling out the string of rail cars are the remaining four (4) power/buffer cars and the third escort coach. This is still a somewhat prototypical arrangement because there was a finite number of SSRs that could be utilized between the escort coaches and if there were more weapons to ship than could fit within the consist, they sometimes tacked another set of cars behind the rear escort coach.

Operation of the *White Train* was discontinued in 1987 and the rail cars have been stored at the Pantex Plant these last several years.

The second big event this month was the Santa Fe Railway Historical & Modeling Society (SFRH&MS) convention. The convention was a huge success with over 340 attendees. Six months ago the convention committee was concerned with having enough people coming to the convention to book enough rooms at the hotel to cover the costs, but two weeks before the convention they were forced to close-off the registration because there was not enough room at the convention hotel to accommodate the crowd. The ARM received good exposure during and after the convention particularly with our assistance staffing the registration desk and the contest room and with an open house at the Museum and at Robert Koch's layout on Sunday after the convention closed.

Additionally we received a revised plan for the lower level of the model railroad layout. This latest plan incorporated much of the feedback the Layout Committee had on previous versions of the design and I am excited that we are finally getting very close to something we can build.

We still have a lot of older projects to finish and, now that we have the *White Train* at the Museum, we have many new projects. We will discuss these projects during the next few Business Meetings. I gave a clinic

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covering the history of the *White Train* at the SFRH&MS convention and will give a reprise for the club at a future meeting.

I remain hopeful that we can work out some kind of deal with Messer Construction for the relocation of the center-cab locomotive stranded at the Excel Helium Plant to the ARM. We have a place to put the locomotive; unfortunately we do not have the funds to move it. If anyone has a good lead on any other company that might be willing and able to move it, please holler back at me.

I want to thank everyone who assisted in the convention and the necessary activities which preceded it.

Bob Roth

MINUTES FROM JULY BUSINESS MEETING

ARM Business Meeting

July 6, 2006

Old Business:

Meeting Minutes: As published in Run 8 were approved.

Treasurer's Report: Treasurer was absent.

Jerry Michels reported he had been given a copy of the Treasurer's Report but he was unable to lay his hands on it. A motion to defer the Treasurer's Report to next month was approved.

Car Sales Report/Update:

InterMountain C&NW grain hoppers: Getting Low; only 8 complete sets left.

InterMountain PFE R40-25 1949 scheme: No fresh news.

InterMountain ART ice reefer (ARM/MPHS joint project) Delayed a few more weeks.

Kadee PS-2 covered hopper: No update.

New Project(s):

Executive Board approved proceeding with Red Caboose PRR X-29 Express Cars.

We expect to receive these new cars in the fall in time for Christmas sales.

A question was asked about preparing a new sales flyer. We are not in a position to issue a new flyer at this time. It will be best to wait until we have our next batch of cars since we now have 3 different sets of cars in production. We advertised the ART reefers previously and have a number of advance orders for those cars, but their delivery has been delayed several times and we've received some negative feedback. We need to wait for improved information on the ART reefer before publishing a flyer.

Layout Design – Status: Received revised plan for lower level.

The Layout Committee sent red-line mark-up plans back to Byron for revision.

Told Byron we wanted to have a copy of the plans to show-off at the SFRH&MS Convention.

Movement of the Department of Energy's *White Train*: The news concerning the move date has changed several times.

The last word that President Bob Roth had was that on Friday, July 7, the BNSF was to install the missing rail at Pantex so the train could be moved and then their crew was supposed to move out to the ARM. Their plan is to swing the spur track over to connect with the ARM track rather than install a switch. The date for the train to be moved had slid back to July 17th.

SFRH&MS Convention Update: Message received from Jay Miller – Convention was Sold Out.

Concern was expressed that any more people and the hotel will be overcrowded.

Volunteers Needed: Sign-up sheet was passed around again.

Wed. Eve. Registration Desk from 5:00 – 7:30 PM

Thurs. Morn. Registration Desk 7:30 AM – critical

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8:30 AM Load Buses (back at Hotel by 4:30 PM)

5:30 PM Load buses to Santa Fe Building for BBQ; Out by 9:00 PM

Fri. Morn. Registration Desk 7:30 AM

Contest Room 8:00 AM

Building: Update on Projects:
Need to finish-up on magazines and books; the back dock had been started.
Need volunteers to put joint-bars back in track; found 4 missing joint-bars while weed-eating.

Housekeeping Schedule: Month of July – Jerry Michels
Everyone is asked to assist this month, particularly before the convention.

New Business:

TPRHS Engine: Immediate need to try to move it from the Excel plant site. President Bob Roth had sent a letter to Messer Construction; no word yet.

Trains Magazine: Grant: Information came out in latest issue of Trains; application must be submitted by September 1. The Executive Board needs to consider projects and priorities for this grant.

Station Sign: Virgil Doyle had worked on getting a station sign for the building.

Museum Publicity: Questions were asked concerning publicity for the ARM associated with the upcoming move of the DOE train. Publicity is being handled by BWXT Pantex. President Bob Roth was asked to check on this.

Publication of Minutes from Executive Board Meetings:

An issue was raised that a lot of decisions are coming from the Executive Board but no meeting minutes have been published for the members to read what the Executive Board has discussed. President Bob Roth explained that given the wide distribution of the Run 8 we did not want the minutes from the Executive Board meetings to be published if we had no control over their distribution outside of the ARM membership. The Executive Board will take this matter under advisement to consider how best to publish minutes from their meetings.

Next Business Meeting: August 3, 2006.