

# RUN 8

September 2006



## President's Message

*by Bob Roth*

**Goals:** Each of us has our own personal goals; things to accomplish each day, each week, each month... New goals take the place of old goals; it's never ending. Now that I've had some time to overcome the feeling of euphoria over receiving the DOE's "White Train" at the Museum followed by the Santa Fe Railway Historical & Modeling Society convention, I have found the need to re-ground myself and take a fresh look at our goals at the Museum. Along this vein, Earl Carrell has drafted a survey and I want to encourage each of you to take some time and fill-out the survey as this may help to guide us thru the coming months.

**Model Railroad Layout:** For the years that we were located at Western Plaza Mall, the modular railroad layout was the "glue" that held us together. It has been nearly three years since we've had an operational layout and it is time for that aspect to change. While we still don't have a plan with which to start construction of the layout, we have a lot of work to finish within the Layout Room before we can start building the layout. The particular chores needing to be completed include removing the accumulated "junk" from the Layout Room, finish cleaning the vapor barrier on the walls and ceiling, taping the seams in the insulation and painting the structural bracing. Only a few individuals have worked on this task so far and it is coming along very slowly. We really can use a few more hands to help with this work.

**Where is the Layout Design?** If you have not looked at the draft plan for the lower level of the layout, take some time to look at it; it's been out at the Museum since the SFRH&MS convention. I spent some time reviewing it and believe it is very close to the final version although there are some industry tracks requiring correction around KingsMill and the branch line tracks are not detailed very well. I recently talked with our layout designer to nudge him to provide a scaled version of the plan for the Layout Design Committee and based upon my discussion with him, I am hopeful that we may have a draft plan for the upper level of the layout in time for our September Business Meeting.

**Fundraising:** With the locomotive on the Museum property, the question was asked if we might be able to offer rides on the locomotive as a possible means to help raise money for the Museum. I have explored this idea with our liability insurance carrier and the response was negative. Our insurance carrier views the operation of the locomotive when people are around as a huge increase in risk; if we want to pursue this, we will need to find other liability coverage at a significantly higher cost. They are content with us using the locomotive as required to shuffle the railroad cars on display "after hours" when the general public is not present at the Museum. We need to investigate other means to raise funds for the Museum if we are to accomplish the goal of restoring the "White Train" to its original state and/or to accomplish many other projects around the Museum including fencing the property and repairing and upgrading the tracks. If you have alternative ideas for fundraising, please discuss your ideas with a member of the Executive Board.

**Excel Helium Plant:** The clock is ticking on the dozen helium cars and locomotive stranded at the Excel Plant. I made a trip up there with Tracy and Earl and took photos of the locomotive and cars while Tracy and Earl obtained brake parts for our helium car. The contractor performing the site remediation work was going to temporarily leave the site to work around the Red River (NM) area with plans to come back after the snow starts falling in the mountains. Following their return, scrapping of the helium cars will commence followed by the removal of the railroad tracks. I am hopeful that we can work out some kind of deal with someone for the relocation of the center-cab locomotive to the ARM. We have a place to put the locomotive; unfortunately we do not have the funds to rescue it. If anyone has a good lead on any company that might be willing and able to move it, please holler back at me.

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MINUTES of BUSINESS MEETING

**ARM Business Meeting**

August 3, 2006

Old Business:

Meeting Minutes: As published in Run 8. Approved.

Treasurer's Report: Treasurer did not have the detail from June and reported for Month of July.

Checking Beginning Balance:	\$		ARM Savings	\$ 2,229.00
Expenses:	\$ 1,466.84		Car Savings	\$ 2,472.88
Income:	\$ 2,815.88		Insurance Svgs.	\$ 600.00
Ending Balance:	\$ 8,602.23		Checking	\$ 8,602.23
			Total Balance:	\$13,904.11

<u>Expenses:</u>	Electric	\$	78.02		<u>Income:</u>	Cust. Car	\$ 1,795.38
	Car Postage	\$	65.80			Donations	\$ 605.50
	CC Fee	\$	10.81			Dues	\$ 415.00
	Postage	\$	0				
	Nat. Gas	\$	15.00				
	Phone	\$	36.09				
	Copying	\$	29.80				
	Loan	\$	478.69				
	Cokes	\$	0				
	Supplies	\$	0				
	Purchases	\$	0				
	Water	\$	74.12				
	Bldg/Lumber	\$	126.45				
	Equip.Repair	\$	0.00				
	Layout Sup.	\$	0.00				
	Car Svgs	\$	179.54				
	Insurance Act	\$	100.00				
	RR Equipment	\$	151.60				
	Library Purch.	\$	96.00				
	Show Expense	\$	24.92				

Car Sales Report/Update:

- InterMountain C&NW grain hoppers: Low.
- InterMountain PFE R40-25 1949 scheme: No fresh news.
- InterMountain ART ice reefer (ARM/MPHS joint project) Promised in August.
- Kadee PS-2 covered hopper: No update.
- Red Caboose PRR X-29 Express Cars: Expected in October/November.

General notes: We sold almost \$900.00 worth of merchandise at the SFRH&MS convention. We did well on Friday and then it tapered-off. There were several folks who expressed interest in the ATSF hoppers but after looking closely at the hoppers noted they were too new for their era. PFE's sold almost double everything else.

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To date we've sold over 8,000 PFE reefers.

New Project(s): Robert Koch suggested RPO and/or Baggage Cars as a potential project.

Layout Design – Status: Received revised plan for lower level in time to display at the convention. It was recommended that if anyone had not looked at the plan they should take a look at it; we believe it is very close to a final version.

SFRH&MS Convention Update: The Convention was a success and the ARM received good publicity

We received several donations. President Bob Roth thanked everyone who volunteered their time to help at the convention, especially:

Virgil & Paula Young and Joe & Ella Sweeney for staffing the Registration Desk

Paul Sowle & Ken Fritsch for staffing the Contest Room

Jerry Michels, Earl Carrell & Virgil Doyle for setting-up and running our vendor tables

Beverly & Andy Lyle and Dan Juliano for coming out and helping.

Building: Update on Projects:

Need to work on the walls in the Layout Room; work on the back dock.

TPRHS Engine: President Bob Roth had sent a letter out to Messer previously, but after a phone conversation with Jackie Messer found out that Messer was not interested in moving it. A question was asked if Hulcher had been contacted – not yet. Tracy Ball noted there are 9 helium cars left up there; 2 have the same type trucks as our car and we need to get some brake parts for restoration of our car before the cars are scrapped. Can we get the trucks off a car? We will ask.

Railroad Rolling Stock:

There was no word concerning when the National Atomic Museum may be coming to get their cars. The question was asked if we could contact Progress to get our Rock Island boxcar ready out of the possibility to get it moved to the ARM if/when the NAM's cars are removed. We lack information to make this request.

Caboose BN 10061: President Bob Roth had made a request to various folks with the BNSF concerning the possibility of delivering the caboose to the ARM while our track was connected. Contact with a few folks had indicated our caboose was missing; it wasn't in the computer. President Bob Roth has been asking questions concerning the fate of the caboose.

Housekeeping Schedule: Month of August – Tom Jones

Trains Grant Request: Jerry Michels needed information on the train to use in the grant request.

President Bob Roth will supply that information along with requested costs for repainting of the DOE cars.

Publication of Minutes from Executive Board Meetings: Notes will be discussed under New Business.

New Business:

Executive Board Items: The Board met last Thursday and discussed the following items:

Liability Concerns: 3 people had been hurt during our open house. The three injuries were discussed.

President Bob Roth is looking into our liability insurance coverage and Treasurer Virgil Doyle is looking into liability release forms for folks that come onto our property. This is ongoing.

Security: The police had been contacted; we need to put up No Trespassing signs and our members on the property may need to show their membership cards if challenged by the police.

Locomotive & Motorcar: Fuel for the locomotive; purchase of fuel was deferred.

Davidson Oil will not deliver to us; we need to find another fuel supplier that will deliver and we should be able to purchase fuel without the highway taxes.

Tracy Ball was working on locks for the locomotive and a key switch for the motorcar.

Money: Our Treasurer had informed the Board we have some major expenses coming up including 2 new car runs, payments on our loans, insurance and layout construction.

Harley Raffle: An idea had been brought to the Board concerning possibly of doing a raffle for a 2006 Harley Davidson Screaming Eagle Fatboy. Tracy Ball's partner had won the Catholic Family Services' raffle and had offered it to us for its face value of \$30,000. The idea was that we could sell 2,000 tickets for \$50 apiece and thus raise \$100,000; subtracting the value of the bike, we could make \$70,000 less expenses.

The Board voted not to pursue this opportunity due to our current manpower situation; we lack the folks to go out and sell the tickets.

Highway Signs: David Jusiak was investigating the possibility with TXDOT for signs on local highways. David is still working on how to do it and the potential cost.

Open House: We need to set a regular schedule to have open house for the public.

We will need everyone's support for the open house events.

Web Site: Web Site needs to be updated. Tom Jones had set it up; Jerry Michels had not been able to update it. We need to post new pictures on our web site. Tracy Ball recommended the need to link with other museums with operating locomotives and motorcars.

Guest Register: Question asked if anyone knew where our Guest Register went.

We have not been able to find the register we had. If it does not turn up we will need to buy a new guest register.

Coffee Pot: Our coffee pot appears to be missing. Question asked if anyone had borrowed it.

2-Wheeler hand Truck: A 2-wheel hand truck is missing.

Membership: We seem to be equipment rich and money poor. We need to work on getting some new members into the group and new members should be informed of Club Organization. Our feeling was that construction of the layout will be a help in recruiting new members. The Young's will sponsor a new student member.

Clinic on DOE "White Train:" The question was asked if the clinic given at the SFRH&MS convention could be given for the club. President Bob Roth has plans to update the clinic information first; some new information has come up and the desire is to expand on the clinic.

ID Plaques: A question was asked about putting plaques on the walls around the Museum underneath each of the pictures to help identify each of the pictures. This was ac-

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cepted as a good idea to be implemented.

Station Sign: Jerry Michels presented 2 station signs for the ends of the building.

ARM Shirts: Paula Young was soliciting interest in shirts with the ARM logo.

Next Business Meeting: September 7, 2006.

### More News

Director David Jusiak underwent surgery for a complete knee replacement a little over a week ago. He is at home now and has to be on a knee-bending machine for eight hours each day. The knee-bending machine keeps the new joint from stiffening, and he is recovering well. He says that he can have company and phone calls, but he won't be out and about for a while.

### New ARM Sign Board



The original idea for the sign board came from Tracy Ball. He was assisted in fabricating and installing the sign board by Earl Carrell. Virgil Doyle, Paula Young and Virgil Young dug part of the holes. Watch for changes in the lettering style in the weeks to come!

### Editorials

In our first issue of RUN 8, for November, 1995, Carter Osborne was President of our predecessor organization, Amarillo Model Railroad Association. Carter wanted to start a newsletter and

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since Virgil Young had time and also possessed a copy of Adobe *Pagemaker*, he became ipso facto Editor of RUN 8. As Editor, he wrote editorials expressing his personal opinions and those of others. Eventually, publishing RUN 8 consumed too much time and the editorials stopped.

Once again, Virgil Young has found himself to be ipso facto Editor of RUN 8 and feels the urge to write editorials. Signed Letters to the Editor will be published in an Internet message to members, followed by copies of the Letters in the next printed edition of RUN 8. See below.

## Get Your Priorities Right

In an interview appearing in the July 8, 2006 issue of Wall Street Journal, Kimberly A. Strassel highlighted the views of Danish political scientist, Bjorn Lomborg. Mr. Lomborg said that when the leading politicians are presented with a situation where several billion dollars suddenly become available, no strings attached, and are asked to prioritize the most pressing world problems; they tend to assign equal importance to all of them, and divide the available money equally among all of them.

Mr. Lomborg is trying to change such logic. He believes that the money should go to solve the problems that will bring the most improvement per dollar spent. For instance, in his list of world problems, \$1 spent towards the HIV/AIDS problem brings about \$40 worth of good, while \$1 spent towards global warming will bring about \$0.02 to \$0.25 worth of good.

Now apply those principles to the problems facing the Amarillo Railroad Museum. Although many of the members, including the Editor, receive enjoyment from the activities examined here, this enjoyment has not been taken into account in the Editor's evaluation. Also, the evaluations are not intended to minimize the large amount of caring work that has been done, but to influence a change in its emphasis..

Suppose the Amarillo Railroad Museum receives a grant of \$25,000 with **no strings attached**. The idea of a fictitious grant is to separate this new idea about prioritizing from the harsh realities of our actual budget. Using the new prioritization idea, how should we spend the grant money? This problem list is the Editor's; your list will be different:

- The Amarillo Railroad Museum needs a turnout installed from the switching lead off of BNSF track to ARM's track. Approximate cost is \$17,000. Benefits include switching access to the main railroads of the nation and may provide an incentive for more equipment donations. It certainly would make it more convenient for movement of cars in and out. Monetary return? The savings of not having to hire a heavy lifter or pay for a temporary connection.
- The Amarillo Railroad Museum needs to provide concrete steps, walkways, interpretive signs and a cyclone fence around the White Train. Approximate cost is \$55,000. Benefits are that the exhibit will be more accessible and informative to visitors. Monetary return? Will reduce our liability insurance expenses only if the fence is built.
- The Amarillo Railroad Museum needs to repaint the White Train. Approximate cost is \$37,000. Benefits are that we will receive media attention, have a more attractive exhibit and will draw in more visitors. The appearance won't look so shabby. Monetary return? No money unless the display is fenced and members organize themselves to man the exhibit at scheduled times to collect entry fees. Otherwise, we get 10 Attaboys.
- The Amarillo Railroad Museum needs to purchase the old warehouse land west of our present holdings. Approximate cost is unknown, assume \$20,000. Benefits are that we will have more room to expand our rail collection, and we obtain title to it before some-

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one else does. Monetary return? None, unless we can lease the added tracks to industry for storage. Otherwise, it is more land to mow and fence.

- The Amarillo Railroad Museum needs to complete accessioning, adding labels and cards and shelving the library collection. Approximate cost is \$500. Benefits include making the library collection more attractive and accessible. Monetary return? None; just improved benefits for members.
- The Amarillo Railroad Museum needs to repair and modify the sprinkler system. Approximate cost is \$2,000. Benefits are that it will be possible to plant grass all around the building, and relieve the uncertainty of proper watering. Monetary return? None, though we'll have a more attractive property without the hassle of dragging hose around to keep it watered.
- The Amarillo Railroad Museum needs to start building the club layout; providing room for trains to run as soon as possible. Approximate cost is \$10,000 to begin. Benefits are that this is the main attraction for new members, including their continuing dues and expertise. Monetary return? \$300 per year in dues plus the expertise and labor that a new member may contribute. This is more return than from all of the other needs put together.

**This is the major need for this club.** Not one of us is getting any younger. Few of us can do as much now as we did five or ten years ago. The major attractions for new members are not scraping paint, digging holes or spraying bindweed; they can do those things at home. It is the possibility of operating model trains on a large, well-designed, well-constructed and well-sceniced layout that will attract new members. The layout doesn't have to be completely built to attract them; it just needs to have some bench work with trains that run and minimal scenery so they can visualize the possibilities. In other words, it needs a start.

Part of starting the layout involves preparation. The walls and ceiling need to be taped and the metal strips painted before bench work is started. Some members are working on that. The layout room still has too much excess material that needs to be stored in the buffer cars or discarded. Many other members have been moving the excess material to the buffer cars. We are getting close to completing the preparation. After that, we start the bench work.

The cost figures are from memory. The return is the Editor's viewpoint. Remember that the enjoyment many of the members receive from the activities examined here has not been taken into account in the Editor's evaluation. At the present, there is no grant of \$25,000 without strings attached. Examining all the situations, the most return per dollar spent from available funds would come from starting the club layout. It would attract new members as well as increase the enjoyment of the present members.

If we don't start building the new layout, most of the return we'll receive resembles a membership in a country club that has unusual scenery and a huge dance floor, but no swimming pool, tennis court or golf course, though it has plenty of hazards.