

# **RUN 8**

October 2006



## **President's Message**

*by Bob Roth*

It has begun! Construction associated with the layout was started on Saturday, 9/16, with the erection of the stud wall that will separate the staging yard from the Amarillo Junior yard. This is a major step for the ARM in our goal to model the old Santa Fe main line from Canadian to Clovis.

At this point in time we still do not have the final plan for the layout, but we do feel that we have enough of the plan to start building the bench work for the staging yard that will feed trains to/ receive trains from Canadian. I will continue to push our layout designer to finish the layout plan so that we will have the detailed track plan before we start laying track. I want to set an intermediate goal to try to have some track laid and operational by Christmas, even if it is just a straight stretch of track in the staging yard and we are only able to shuttle a train back and forth; it will be a starting point.

Where do we go from here? We have a lot of work to do and we need everyone to pitch-in and help. Above and beyond the physical construction of the layout, we have switches needing to be built. We don't plan to lay all the tracks in the staging yard at the beginning because that will be costly; instead we want to lay as much of the main line trackage thru the staging yard as we can but we will need the switches ready to install in the main line as the track work progresses.

Advertisement: This is the time to start advertising for new members. We need some posters made to put up in the hobby shops to advertise that work on the layout has started and this will be the best time for people to join the ARM. Surely someone that has not been actively working out at the Museum can take some time to prepare some posters for this purpose; someone please visit with me about this. Experience in layout construction is not required as we will teach pertinent skills as we build the layout.

New Member: I would like to welcome new member Linda Silva to the ARM. Linda has 2 grandsons, Pedro and Angel that are very interested in trains. Please welcome them!

GE Locomotive: No progress has been made on the relocation of the GE locomotive from the Exell Helium Plant. I have been trying to research the rarity of this type of locomotive in my spare time with minimal success to-date. I've found where GE built 348 of the 44-ton locomotives from 1940 thru 1956 as this allowed the railroads to skirt a union rule during the steam to diesel transition era requiring firemen on locomotives weighing 45 tons and more. The problem I've run into is that I have not found any statistical information on 65-ton GE locomotives.

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Survey: We have only seen 3 surveys returned to-date. This does not give us a broad consensus on the wishes and desires of the ARM membership thus 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 particularly in some much needed longer range planning.

**ARM Business Meeting**

September 7, 2006

Old Business:

Meeting Minutes: As published in Run 8. Approved.

President Bob Roth apologized for the lateness of the publication of Run 8.

Treasurer's Report:

Checking Beginning Balance:	\$ 8,561.13	ARM Savings	\$ 2,232.29
Expenses:	\$ 1,695.43	Car Savings	\$ 2,504.62
Income:	\$ 406.65	Insurance Svgs.	\$ 700.00
Ending Balance:	\$ 7,272.35	Checking	\$ 7,272.35
		Total Balance:	\$12,709.26

<u>Expenses:</u>	Electric	\$ 86.91	<u>Income:</u>	Cust. Car	\$ 296.65
	Car Postage	\$ 0.00		Donations	\$ 0.00
	CC Fee	\$ 122.41		Dues	\$ 110.00
	Postage	\$ 0		Svgs. Interest	\$ 3.29
	Nat. Gas	\$ 15.00			
	Phone	\$ 36.58			
	Copying	\$ 29.80			
	Loan	\$ 478.69			
	Cokes	\$ 0			
	Supplies	\$ 0			
	Purchases	\$ 0			
	Water	\$ 71.86			
	Bldg/Lumber	\$ 250.00			
	Equip.Repair	\$ 0.00			
	Layout Sup.	\$ 0.00			
	Car Svgs	\$ 31.74			
	Insurance Act	\$ 100.00			
	RR Equipment	\$ 0.00			
	Subscription	\$ 24.00			
	Capital One	\$ 448.44			

Notes:

“Bldg. Supplies/Lumber” was the cost for the 2 station signs for the building.

“Subscription” was renewal of the ARM’s subscription to the Colorado Timetable.

The Capital One bill was a compilation of several smaller charges including the purchase of the 2 books back in July, postage for car shipments, etc.

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Treasurer Virgil Doyle reported on the ARM's outstanding liabilities.

Outstanding Loans and 2 pending custom car Shipments:	<u>\$28,926.77</u>
Total Outstanding Liabilities (Excluding Building Loan)	\$28,926.77

Net worth reported:	-\$16,217.51
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There was extensive discussion concerning the "net worth" of the ARM given this was just the cash liability of the organization and it did not include the outstanding balance of the building loan or reflect the value of the building and/or the cash value of the custom car inventory that is in stock and is yet to be received. The main point for showing the sum of the liabilities was to draw the picture to the membership of the ARM that although our bank balance appears to be healthy, we do have extensive outstanding liabilities and we cannot afford to go on a spending spree because of our positive bank balance.

Virgil noted someone had requested an idea of the ARM's monthly cost of operation:

Cost for month of August:	\$689.04
Average cost over past 10-months:	\$722.00

This is the approximate "keep the doors open" cost for operation of the ARM. This cost includes the monthly loan payment, electricity, water/sewer/trash, natural gas and telephone service.

Specific Point: The monthly dues income does not cover the full cost for keeping the doors of the ARM open; the custom car income makes up the difference and is what has gotten us this far.

The Treasurer's Report was Approved as Read.

Car Sales Report/Update:

InterMountain C&NW grain hoppers: Low; less than 30 left.

InterMountain PFE R40-25 1949 scheme: No news.

InterMountain ART ice reefer (ARM/MPHS joint project) Hopefully will be "on the water" starting tomorrow (shipping finished cars from China).

Kadee PS-2 covered hopper: No update. We have the most of these cars in inventory.

Red Caboose PRR X-29 Express Cars: No news; expect to receive a sample copy soon.

The meeting was stopped for a couple minutes to introduce new member: Linda Silva and her grandson Angel.

Layout Design – Status: The Layout Committee met this past week.

The committee felt that only minor revisions were required primarily to widen the (chase) space between Miami & Panhandle to improve access to the area where the CO&W and the Panhandle branch lines are hidden from view.

SFRH&MS Convention Update: One more update – There was an article concerning the convention

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published in the 3<sup>rd</sup> Quarter issue of the Warbonnet that was very positive and complementary although they still did not properly identify the ARM.

**Building:** Update on Projects: President Bob Roth did not have a current list of projects; Everyone had noticed the new sign at the road entrance?  
Tracy had installed the lock on the door to the locomotive so it can be kept locked.  
Tracy had some difficulty installing the key switch on the motorcar and it wasn't complete yet.  
Some "No Trespassing" signs had been installed.  
Layout Room still needs some work on the walls and ceiling.

**TPRHS Engine:**

President Bob Roth reported this is not really the TPRHS' any more; we have the donation papers in our possession now. The contractor performing the environmental restoration work was going to leave the site to do some work in the area around Red River, NM "until the snow flies." When they come back, the scrapping of the remaining helium cars will commence. We have not approached Hulcher or anyone else yet while we are doing some research on the locomotive to try to determine how rare it is. This information may help us to sell the need for assistance to rescue it. Per the paperwork, it is a 1943 vintage General Electric 65-ton locomotive. A question that we need to answer is how many such locomotives were built, and how many may still be in service? A suggestion was made to try writing a letter to General Electric to see if they might be able to answer this question.

**Trains Grant Request:** It was noted the membership was interested in actions of the Executive Board.

The Executive Board spent time this past month discussing specifically what to request for the Trains grant. While it would be nice to ask for assistance with the relocation of the locomotive to the ARM, we lacked enough information to make a viable request. Instead the Board focused on other needs including repair of the radiator and oil cooler on the ALCO locomotive, purchase paint supplies required to repaint the locomotive, repair the roofs over the DOE cars where we've found them to be leaking, and to purchase interpretive signage for the DOE cars.

**Railroad Rolling Stock:**

President Bob Roth reported receipt of a letter noting a donation of the railroad equipment and track materials from the DOE. The letter was read to the membership. Key points were that the railroad equipment must be used for the stated purpose (educational display to the public) within one year or they will need to be transferred back to the DOE; the ARM will obtain permission from the Government before "selling, trading, leasing, loaning, bailing, cannibalizing, encumbering or otherwise disposing of the property;" and the DOE reserves the right to inspect the public display for accuracy and appropriateness. No concerns were perceived with these conditions.

President Bob Roth noted the clinic he had prepared will be a part of the overall display. The clinic had not yet been updated given the need to add more material to it. Just received was a copy of an article from Mainline Modeler that showed the interior of some of the railcars as they were being dismantled.

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Paul Sowle suggested asking Pantex about possible donation of the steps formerly used with the railcars at the Pantex Plant; the steps were steel and they were just lying on their side. President Bob Roth will investigate this matter.

Housekeeping Schedule: Month of September – David Jusiak & Joe Sweeney.

It was suggested to Joe that he might enlist some help from someone else this month since David had surgery and will not be able to assist this month.

New Business:

Congratulations to Tom & Melodi Jones. Reception will be Saturday.

Membership Survey: The survey may help to guide the Executive Board.

Members were requested to fill-out the survey that had been prepared by Earl Carrell. If members wish their comments to be anonymous, it was suggested they leave their survey form in the donation box.

Members discussed the need for participation of our members in the construction of the layout.

Social Event: Member Dan Juliano asked if we might have a social event sometime soon.

Next Business Meeting: October 5, 2006.

News Photos



Treasurer Doyle drags out the first plates to build the new wall

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Looking East to the area where the wall will be built September 16, 2006



Looking East at end of work on September 16, 2006

## Editorial

*By Virgil Young*

It was an encouraging sign when construction of the south wall of the layout began Saturday, September 16, 2006. In the following week, questions arose about decisions of the Layout Committee and the actual construction of the wall. The Layout Committee had designed the actual construction of the wall and the bench work to be attached to it. However, decisions about the 120V wiring, wiring for computer operation and wiring for signaling were not planned since a computer operating system had not been decided upon and the Layout Committee was uncertain about the Wiring Code that would be enforced for the bench work structure. There was much disagreement and materials and effort were expended in counter-productive ways.

The Club needs Long-range Plans yesterday. To guide us in accomplishing these plans, Construction Standards are needed. To interpret, prioritize, and direct the implementation of the plans and adherence to the construction standards, a Construction Foreman needs to be officially designated by the BOD. Only one foreman should be designated. The foreman shall choose at least two assistants.

The production foreman should be designated immediately, and notice of this action made available immediately to all members via the internet, by announcement at the next business meeting, by publication in RUN 8, and by special announcement on the web site.

**Once a construction foreman has been designated by the BOD, all design and construction work done by an individual member following only his own inner-directed motives must stop.**

Individual ideas and initiative should be shared with the foreman or his assistants, and the foreman will decide whether or when to use the idea. Needless to say, the foreman should be a person who works well with others and is knowledgeable of construction methods and materials. Such a person will automatically absorb some of the leadership burden of the President.

Once a construction foreman is designated, how can the adoption of a long-range plan and construction standards be expedited? The efforts of the BOD to work through these long-range plans beginning with the Member Questionnaire are to be commended. But at last count, only five of the questionnaires had been returned

1. Those members who have failed to complete the questionnaire should be contacted by Earl, encouraged to ask for help if needed, urged to finish the questionnaire and return it to Earl immediately.

2. Analyzing and compiling the questionnaires will be a very complex and time-consuming undertaking. Earl may need help organizing all that raw data into usable information. Earl should be free to ask anyone he can work with for help.

Earl has said that after he has organized and compiled all this data into information, he will present it to the members for their reactions and record these reactions for presentation to the BOD. This exchange between the Members and Earl and the subsequent exchange between Earl and the BOD will be critical to the final adoption of the plan by the BOD, and should be concluded in the very near future.

3. Much thought will have preceded the adoption of the plan. However, provisions for reviewing and

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amending the plans on a periodic basis should be included in the adoption of the plan. The BOD may appoint interested members to serve on a Review and Amendment Committee. The plan does not have to be perfect when first adopted; it needs to be adopted first. .

4. The Layout Committee is the interface between Byron Henderson, the designer, and the Club. The Committee should speak as one voice, not as individuals. Individual Committee members may participate in discussions about aspects of the layout design, but the Committee as a whole makes the decisions about changes to be discussed with Byron.

The Layout Committee compiled some tentative guidelines for construction standards and some operating rules. These guidelines should go to Earl to be considered in the Long-range plan. They apply mostly to free-standing bench work, but some aspects also apply to the wall-supported bench work. Other features are included in the design process such as choice of the operating system (the club decided on Digitrax a long time ago), the guidelines for the placement of receptacles for the throttles, and the selection and installation of boosters. Layout lighting will come soon after.

5. With all the recent events concerning layout construction, it is easy to overlook the acquisition of the Pantex “White Train” and the need for further development of our exhibits. Foremost among these needs is planning for explanatory signs to be posted on the equipment. This is not a minor task, but will require much thought in the wording, procurement and placement of the signs.

The events of the last week or so resemble nothing so much as a lightning-storm-inspired stampede in one of John Wayne’s movies. The main remedy then and now is to try to turn the herd into a tight circle so that the stampede is slowed down, the herd mills about, calms down, and then proceeds in their original direction. A little singing from the cowboys helps. Don’t we need a Saturday morning breakfast about now?

## Member Information

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