

# RUN 8

November 2006



## President's Message

*by Bob Roth*

It's time for a social event! We will host a hobo breakfast at the ARM on Saturday, October 28 starting around 9:00 AM and will have an open house for the public at the ARM between 11:00 AM – 3:00 PM. Please be there to pitch-in and assist on that date as we will have several guests visiting the Museum. This will be our first opportunity to show-off the DOE "White Train" since the SFRH&MS convention back in July and to show-off the beginning of our layout and at the same time solicit for new members and hopefully raise some funds.

Concerning the layout, as I write this message I have made a number of attempts to contract our layout designer to get the last corner of the upper level plan so the Layout Committee can commence with review of the upper level plan. The plan for the upper level provided to date is just a preliminary plan that has not been reviewed by the Layout Committee and is subject to change.

Work has progressed on the construction of the lower level of the layout with particular effort being expended to locate the turnouts so the joists can be installed where they will not interfere with any switch machines. Once we have the staging yard completed we are in good position to turn the corner at the east end of the Layout Room and build toward the helix. The west end of the Layout Room will pose a particular challenge to us because we have no other location to store the John Deere mower other than inside the building, so we will hold off on constructing the bench work around the west end of the layout for now.

Member Survey: I hope the majority of our members completed their surveys as this will help us to determine the direction for the ARM for the future. Along the same vein, I have not received any feedback on the draft policy document from anyone thus I have to assume the draft policy is acceptable to the membership. The issue is that your opinion counts, please let us know.

## News from the Hobo Breakfast

The latest word about the Hobo Breakfast estimated there were over 100 attendees at the breakfast although only about 50 signed the guest register. Over \$100 was donated to the club and two applications for membership were distributed. The breakfast was deemed to be a success and the club looks forward to hosting another breakfast soon.

RUN 8 November 2006

Photos from the Layout



Earl Carrell, Virgil Doyle and Tracy Ball studying the drawing for trunout locations



Virgil Doyle, Tracy Ball and Earl Carrell laying out trunout locations in lower staging yard



Tom Jones and Adam Jones prepare to thread electrical wire through floor conduit



Adam Jones pulling electrical wire through floor conduit

Tracy Ball, Earl Carrel and Virgil Doyle ripping panels for staging yard tracks



### **No Excuse, but Many Reasons**

In a recent conversation with another member, he stated that a lot of former members had quit the club because we no longer had a layout to run trains. This set this author to thinking. Why did we choose to dismantle the old modular layout instead of assembling it in our train room so that we could have a place to run trains?

There were many reasons for choosing the path we followed. Some of those reasons follow. No doubt the reader can think of other reasons, and some may regret the path we chose. The main reason we chose to dismantle the old layout was that the old layout was not in good condition overall. Some of the bench work was in excellent repair but other parts were ramshackle to say the least.

The main track was in fair to good condition, but the industrial switching track often appeared to be an afterthought. In many cases, it was poorly planned with no prior study made of the necessary wiring, gaps, controls, etc., necessary for the switching track to become part of the overall operation of the layout. Consider this author's corner modules with the large elevator, chemical plant, packing

house and small elevator town. Remember the trouble with the track and wiring on these modules and the attempts to repair them? On some modules, the turnouts leading to the industrial switching yards were spiked closed to prevent the yards from being used.

Some parts of the old modular layout had been in use for many years. The turnouts in the main yard were wearing out and the switch machines were failing. The control panel was well built when the layout was new. However, the contact points on the wafer-type track-selection switches were corroding and causing trouble, especially at the low starting-voltage of DC operation. There was little documentation of the wiring in the control panel. The necessity of keeping the joints to the bridge-track sections unsoldered for portability often led to open circuits between modules.

There were no transition curves on the corner modules. This led to the toy-train appearance of trains as they entered the curves at the corners and suddenly changed direction from straight to fixed-radius curved track. It would have been almost impossible to change this feature without major and expensive alterations.

There was no unifying theme for the scenery used on the old layout. At first, this was advantageous, because it allowed each module builder to choose his own theme. As time went on, and original builders came and went, and their modules were rebuilt by others, and we found ourselves with a layout resembling very little in real life. Some modules had little or no scenery, while others had buildings and equipment piled indiscriminately on the module.

Then DCC came along. We used it in conjunction with DC operation, but the two systems don't work well together. We couldn't fully utilize one of the advantages DCC has to offer—the ability of the engineer to accompany his train all the way around the layout, including switching at industrial sidings. The way things had evolved on the old modular layout, about the only convenient activity was running trains around and around and around. This is a useful train show activity that delights the public, but one that quickly becomes boring to a model railroader who likes to have switching tasks interspersed within mainline running.

Perhaps the main reason we dismantled the old modular layout was that we knew the difficulties of remodeling a house with all the old furniture still present. It can be done, but think of the difficulties we've had with all the junk stored in the train room, how hard it is to get rid of it and the work involved in shifting it around to make room to work. We still have many leftovers, building materials, workbenches, tools and sawdust to work around, but we are surmounting these problems.

We have attempted to remedy many of the shortcomings of the old modular layout. We have engaged the services of a professional layout planner who has transferred many of our ideas to paper. For instance, we will use DCC as an operating system and no DC. We have made every effort to lay out the track and turnouts for smooth, trouble-free operation. The turnouts are being built with gaps for DCC operation. The industrial switching yards will be planned, with all wiring, gaps and controls as part of the plan. New wiring will be documented and labeled as it is installed.

There won't be a main control panel with electrical switches to control track selection. Selection of main-line track and turnout positions will be switched electronically. There will be simple control panels for each town. Eventually, the dispatcher will use the display panels from the Santa Fe Building to indicate the position of trains all over the layout. He will control turnouts on the main

RUN 8 November 2006

line, and when we get them, the dispatcher will control signals through his computer.

We have designed the new layout around essential elements, or, in other words, easily-recognized buildings or scenes that identify actual towns along the Santa Fe, Rock Island and Fort Worth and Denver railways. The railroad depot will be one of the essential elements for most towns along the railway. Specific elevators, businesses and scenery will form the other essential elements.

We are aiming at Christmas to have a temporary loop-to-loop layout in operation. Plans are already being made for enhancement of this loop plan. It may be possible to utilize three yards in the loop plan without having to purchase additional DCC equipment. At the same time, we are boring holes in the bench work joists and planning future wiring requirements to make the staging yards as well as other parts of the layout fully active.

Work for it!

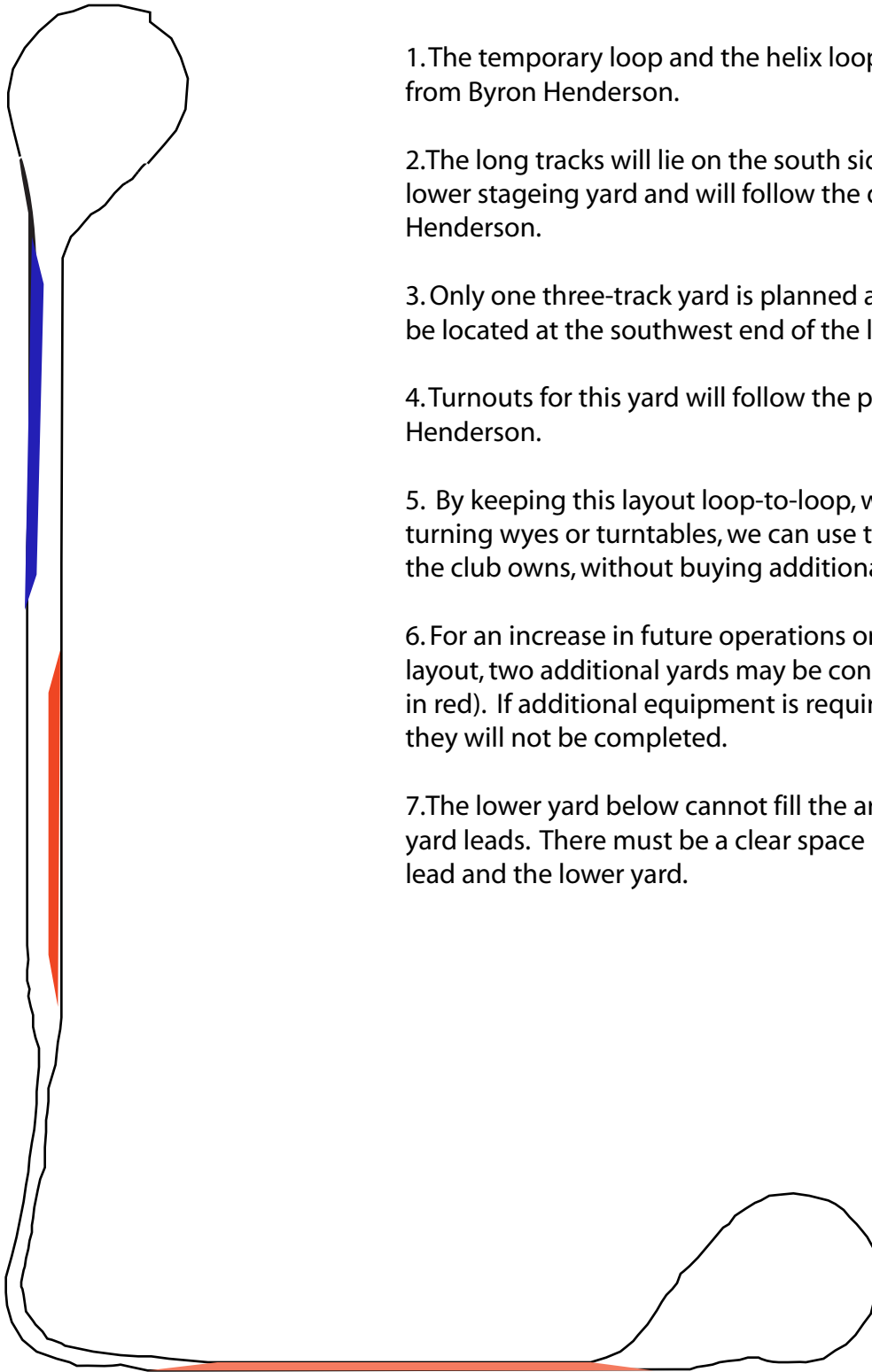
*See the temporary loop drawing on page 7.*



Remember the Amarillo Rock Island Depot? Who wants to build a model of it?

Date of Photo: 6-13-76

## Proposed temporary layout



1. The temporary loop and the helix loop follow the drawings from Byron Henderson.

2. The long tracks will lie on the south side of the wall on the lower staging yard and will follow the drawings of Byron Henderson.

3. Only one three-track yard is planned at this time and will be located at the southwest end of the long tracks (in blue).

4. Turnouts for this yard will follow the plans of Byron Henderson.

5. By keeping this layout loop-to-loop, with no reverse loops, turning wyes or turntables, we can use the DCC equipment the club owns, without buying additional DCC equipment.

6. For an increase in future operations on this temporary layout, two additional yards may be constructed (indicated in red). If additional equipment is required for these yards, they will not be completed.

7. The lower yard below cannot fill the area between the yard leads. There must be a clear space between the upper lead and the lower yard.

**ARM Business Meeting**

October 5, 2006

Old Business:

Meeting Minutes: As published in Run 8. – Approved.

Treasurer's Report:

Checking Beginning Balance:	\$ 7,248.95	ARM Savings	\$ 2,238.68
Expenses:	\$ 824.39	Car Savings	\$ 2,571.64
Income:	<u>\$ 1,141.41</u>	Insurance Svgs.	\$ 800.00
Ending Balance:	\$ 7,565.97	Checking	<u>\$ 7,565.97</u>
		Total Balance:	\$13,176.29

<u>Expenses:</u>	Electric	\$ 0.00	<u>Income:</u>	Cust. Car	\$ 670.16
	Nat. Gas	\$ 15.00		Donations	\$ 0.00
	Water	\$ 68.59		Dues	\$ 245.00
	Phone	\$ 37.43		Svgs. Interest	\$ 6.39
	Bldg/Lumber	\$ 0.00		Shirt Sales	\$ 226.25
	CC Fee	\$ 12.54			
	Car Postage	\$ 0.00			
	Loan	\$ 478.69			
	Cokes	\$ 0			
	Supplies	\$ 0			
	Purchases	\$ 0			
	Equip.Repair	\$ 0.00			
	Layout Sup.	\$ 0.00			
	Car Svgs	\$ 67.02			
	Insurance Act	\$ 100.00			
	RR Equipment	\$ 0.00			
	Capital One	<u>\$ 45.12</u>			
		\$ 824.39			

Month of October Accrued Liabilities:

Layout Const.	\$ 176.03
Bldg/Lumber	\$ 51.86
Office Supp.	\$ 21.63
E-Bay	\$ 27.19
Postage	<u>\$ 59.60</u>
	\$ 336.31

Car Sales Report/Update: Jerry Michels was absent; report given by Virgil Doyle.

InterMountain C&NW grain hopper – No News.

InterMountain PFE R40-25 1949 scheme – No News.

InterMountain ART ice reefer (ARM/MPHS joint project): ART cars will be here Tuesday.

Some of the cars will be shipped to the MPHS Convention directly.

Kadee PS-2 covered hopper – No News.

Red Caboose PRR X-29 Express Cars: Information was lost and these cars were delayed.

These cars are not expected to arrive until around mid-December.

Layout Design Status: Pushing Layout Designer to get the upper level plan.

Design Standards are being developed.

Goal: To build the layout according to the plan. Don't want to overbuild the plan.

RUN 8 November 2006

Layout Construction: Construction started on the staging yard.  
Tracy Ball was designated as our "Foreman"

Building: Update on Projects: The Executive Board had discussed the list of outstanding projects and the plan is to post the list of projects so that folks might be able to work on some of those projects if they have time available.

GE Center-Cab 65-Ton Locomotive Update: Letter was sent to GE asking for information.

Railroad Track: We will need to start planning to pick-up track materials from Pantex.  
Rail removal started Tuesday, Oct. 3.

Housekeeping Schedule: Month of October – Andy & Beverly Lyle

New Business:

Social Event: The Executive Board had discussed that we were past due for having a Pancake Breakfast. We will have a public "Open House" coincide with the Breakfast. The Board had tentatively set the date for this event on Nov. 4. President Bob Roth noted a personal conflict with that date and member Tom Jones had indicated a conflict with that date. It was decided to change the date for the Breakfast to Saturday, October 28 with breakfast starting at 9:00 AM. Member Tom Jones volunteered to produce flyers for the breakfast. Concerning the food, Board Member Tracy Ball will cook for the group. There was a lengthy discussion concerning the list of invitees for the breakfast. The initial idea had been to keep the invitation list rather small, but it was suggested we should invite the Sherriff's folks that patrol by the Museum property, City Police, Campus Police, and others. Earl Carrell will compile a list of invitees. Member Tom Jones volunteered to pay for the food for the expanded crowd. Flyers for the Open House need to be posted in the Hobby Shops.

Stored Items: We need to remove items stored at AutoCraft by March. It was noted that AutoCraft has leased the space thus we have until March 1 to move our stuff. The difficult issue for us will be where to put the stuff from AutoCraft.

Proposed Operating Rules/Policy Document: 3 hard copies of the draft document were available at the Meeting for members to review. President Bob Roth read thru pertinent points of the document. There was some discussion and a few suggestions were offered. It was noted that most of our members have e-mail and only 3 members don't, thus the 3 members lacking e-mail service (all present) could have the hard copies and everyone else could receive the document via e-mail. One suggestion offered on the document was that a statement should be added such that in the case of Family Members, both spouses should not serve on the Board at the same time. It was also suggested we should give the membership 2 weeks to review the document and send comments to the Board, and then after the Board discusses and votes on it, to bring it back to the Membership next month.

Fundraising Ideas: Goal to raise money to pay-off building loan.  
Lease land?  
Rent Meeting Room – this was perceived as being feasible.  
Other Ideas? Suggestions included RV and Boat storage, but there is

RUN 8 November 2006

an associated security concern since we lack a fence. Steak dinner by the water towers on the train. Any other ideas – please pass along; it was noted this ties-in with the questionnaire.

Rail Drill Donation: Tracy Ball rolled the 4-wheel cart out thru the door of the Layout Room and showed-off the manual rail drill. President Bob Roth explained the rail drill had been donated by Pantex.

Oklahoma City Train Show: Question: Do we want to have a table at the OKC Train Show? This matter will be discussed with the Board. It was noted that we need to check on space; last year they lost several vendor tables because the Fire Marshall wanted them to widen the aisles.

Run 8 Deadline: The Executive Board had discussed trying to set a firm deadline for the Run 8. Deadline will be 2-weeks after our monthly Business Meeting and this should put the Run 8 in members' hands approximately 2-weeks before the next Business Meeting.

Electrical Design: Virgil Young had been asked to coordinate with Robert Koch to develop a plan for the electrical wiring required for the layout. We will look to someone with electrical engineering background for the lighting of the layout.

Next Meeting: November 2, 2006.

**Project List:**

- Meeting Room: Floor Outlets (finish installation)  
Hang Pictures  
Install Downlights
- Kitchen: Install Baseboard
- Train Room: **Clean face on Insulation vapor barrier and tape seams** (walls & Ceiling).  
Paint structural bracing cables black.  
Install Floor Outlets/Cover holes.  
Remove old junk.  
Install Exhaust Fan in Eaves  
Install jack-shaft fan for air circulation  
Start Construction of Layout
- Upstairs: Fabricate & Install Doors over the Storage Area Openings  
Install Ceiling Fan  
**Repair water leak in heating system.**
- Outside: Complete Sprinkler System Installation.  
Plant Grass around Building.  
Trees???  
Finish Loading Dock behind Building.  
Clean-up Rail Yard  
Install lights under eaves of building  
Move stuff from Autocraft Shop
- Rail Cars: Clean-out Guard Escort Cars  
Steps for Access  
Clean-out Baggage Car  
Fabricate Door for Baggage Car
- Locomotive: Long-Range – Repaint it.
- Motorcar: Install Key Switch

RUN 8 November 2006

## Member Information

### **Amarillo Railroad Museum**

13000 East U.S. Highway 60  
P.O. Box 31105  
Amarillo, TX 79120  
Club House Phone  
806-335-3333  
Web Site  
Amarillorailmuseum.com

**Auburg, Danny** -2530 Claude Rd.  
Amarillo, TX 79118  
622-1753 [fire924@cox.net](mailto:fire924@cox.net)

**Ball, Tracy** – 4203 S. Harrison  
Amarillo, TX 79110  
371-9503 [tracy@amaonline.com](mailto:tracy@amaonline.com)

**Carrell, Earl** – 3313 Oxbow Trail  
Amarillo, TX 79106  
352-2751/h 372-5781/w 679-4517/m  
[anthonycarrell@cox.net](mailto:anthonycarrell@cox.net)

**Chapman, Brian** – 17601 Spring Lake,  
Canyon, TX 79105  
656—0058  
[rawlschap@sbcglobal.net](mailto:rawlschap@sbcglobal.net)

**Doyle, Virgil** – 6208 Fannin  
Amarillo, TX 79118  
356-0659 [vldoyle@aol.com](mailto:vldoyle@aol.com)

**Fritsch, Ken & Donna** –  
10201 Snowball Trail Amarillo, TX 79108  
383-8022 [trainmasterk@aol.com](mailto:trainmasterk@aol.com)

**Jones, Tom** - 2902 Teckla Blvd.  
Amarillo, TX 79106  
355-1144/h 570-9909/m  
[tomtherailnut@yahoo.com](mailto:tomtherailnut@yahoo.com)

**Jusiak, David** - 3606 E. 31 ST.  
Amarillo, TX 79103  
372-3796 [gjusiak@yahoo.com](mailto:gjusiak@yahoo.com)

**Juliano, Dan** – 1200 Jasmine  
Amarillo, TX 79107 383-4919

**Koch, Robert** \_ 7601 Mary Rose Lane,  
Amarillo, TX 79118  
622-1380 [rhk154@amaonline.com](mailto:rhk154@amaonline.com)

**Lyle, Andy & Beverly** PO Box 3551,  
Amarillo, TX 79116 353-2559

**Michels, Jerry** – 133 Dewey Rt 6  
Amarillo, TX 79124  
376-6548/h 354-5806/w 654-9567/m  
[Asychis@aol.com](mailto:Asychis@aol.com)

**Morris, Tommy** – PO Box 1133  
Los Alamos, NM 87544  
505-661-1816 [milomorris@aol.com](mailto:milomorris@aol.com)

**Osborne, Carter** – 6302 Dreyfus  
Amarillo, TX 79106  
[osborne6302@nts-online.net](mailto:osborne6302@nts-online.net)

**Roth, Bob** – 6701 Alpine Lane  
Amarillo, TX 79109  
358-9774/h 676-8966/m  
[broth6701@sbcglobal.net](mailto:broth6701@sbcglobal.net)

**Silva, Linda** – 613 S. Spring  
Amarillo, TX 79104  
342-4118/h 433-4192/m

**Soeberg, Pelle** – Farumsodal 18, DK –  
3520 Farum, Denmark  
45-4499-8805  
[pelle@soeberg.dk](mailto:pelle@soeberg.dk)

**Sowle, Paul** – 3206 Oakdale Amarillo,  
TX 79103  
373-7570 [pbjarb43@aol.com](mailto:pbjarb43@aol.com)

**Sweeney, Joe** – 6208 Rutgers Amarillo,  
TX 79109  
355-1581

**Young, Virgil & Paula** –  
4209 Kingston Rd. Amarillo, TX 79109  
352-4498/h 584-4363/m  
[vyoung5622@aol.com](mailto:vyoung5622@aol.com)

## Internet Members

**Letzerich, Louis** – 3133 Buffalo  
Speedway Apt # 6204 Houston, TX 77098  
713-850-0571  
[lletzerich@sgtc.com](mailto:lletzerich@sgtc.com)

**Horton, Darrell** – 13450 Baywind Circle  
Anchorage, AK 99516  
907-345-7286  
[dandkhorton@hotmail.com](mailto:dandkhorton@hotmail.com)

**Machri, John R.** –  
362A Whitewater Dr. Apt # 304  
Bolingbrook, IL 60440

**Randall, Rich** – 301 Forest Drive  
Gettysburg, PA 17325  
[rrand4449@aol.com](mailto:rrand4449@aol.com)

**Spadini, Dennis** – 100 Van Ness Ave.,  
AOMB San Francisco, CA  
415-565-2270  
[a969611d@aol.com](mailto:a969611d@aol.com)

**Webb, W. N.** – PO Box 33  
Carnegie, Victoria 3163 Australia  
[noelatsf@optusnet.com.au](mailto:noelatsf@optusnet.com.au)

**van Burren, A** – van Wassenaerstraat 96  
2461 RE TERAAR Netherlands  
[aavanburren@casema.nl](mailto:aavanburren@casema.nl)