

# ***RUN 8***

**December 2006**



## **President's Message**

*by Bob Roth*

At this time I would like to wish everyone a Happy Thanksgiving. We all have a lot for which to be thankful. We have 12 acres of land with railroad track with some historically significant railroad cars, an operating locomotive, and a nice building in which we've started construction of the permanent layout. This is a huge step for the ARM from just a few years ago!

Concerning the layout, as I write this message I have been in contact with our layout designer and have requested the minor corrections be made to the lower level plan and that additional information be filled-in on the upper level plan. He has indicated a goal to complete the design for our layout by the end of this calendar year.

Work has progressed on the construction of the lower level of the layout with particular effort being expended to locate the switches in the staging yard so the joists can be installed where they will not interfere with any switch machines that may be installed. 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 keep the tractor mower at the moment other than inside the building, so we will hold-off on constructing the bench work around the west end of the Layout Room for now.

On the other side of the spectrum, we missed out on obtaining track materials, wheel sets and/or trucks, and/or the 65-ton GE center cab locomotive from the Excel Helium Plant. The contractor performing the site remediation work scrapped the stranded helium cars, sold the locomotive, removed all the railroad track and was just finishing his work the second week in November. I was hopeful we might get a 90-pound switch from the Excel Plant, but they were all removed while we were working on our open house. The positive side to this is that while we did not get the locomotive for the ARM, at least it was not scrapped; the contractor reported it was sold to a company from Omaha and they brought in 2 side-booms and lifted it onto a truck for transport to its new home.

Have a Happy Thanksgiving.

Bob Roth

[HO Locomotives For Sale:](#)

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Jeff Claytor, the grandson of James McCarty, a former (now deceased) member of the Canadian River Model Railroad Club that formerly operated in Sunset Plaza dropped by and visited with us on Thursday, 11/09. He brought a few brass locomotives that his granddad had owned and asked if any of our members might be interested in those models. He would like to sell these models for a fair market value. The models included a Key Imports 4-6-4 Santa Fe #3459 engine & tender; a Tenshodo 4-6-4 Hudson Santa Fe #3465 engine & tender; United Scale Models 4-8-4 Santa Fe #2903 engine & tender; and a United Scale Models 2-10-4 Santa Fe #5030 engine & tender all in original boxes. He also had one plastic GP-35 and a matching dummy of unknown origin. Sheets with information were left at the ARM if anyone is interested in these models.

### Library Additions:

Last month we received a donation of several boxes with prototype railroad magazines. Some of the publications added to our library include the following:

“SP Trainline” - The Official Publication of the Southern Pacific Historical & Technical Society dating from Fall 1996 – Summer 2004.

“The Northwest’s Own Railway” - Spokane, Portland & Seattle Railway Historical Society publication dating from 1991 – 2004.

“MILWEST Dispatch” – Issues dating from 1991 – 2003.

“The Milwaukee Railroader” published by the Milwaukee Road Historical Association; Issues dating from 1976 – 2005.

“Newsletter of the Milwaukee Road Historical Association” and “The MRRRA Newsletter” – un-inventoried.

“The Great Northern Goat” – Issues dating from 1994 – 2005.

“Great Northern Railway Historical Society Reference Sheet” – numerous sheets – un-inventoried.

## AGENDA

### ARM Business Meeting

*by Bob Roth*

November 2, 2006

#### Old Business:

Meeting Minutes: Published in Run 8; it was noted that problems had been encountered in publishing Run 8 this past month, but it had been released and a copy was available to read.

Minutes were approved as published.

Treasurer’s Report: Approved as Read.

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Checking Beginning Balance:	\$ 7,565.97	ARM Savings	\$ 2,242.09
Expenses:	\$ 1,863.81	Car Savings	\$ 2,827.64
Income:	<u>\$ 3,103.63</u>	Insurance Svgs.	\$ 900.00
Ending Balance:	\$ 8,805.79	Checking	<u>\$ 8,805.79</u>
		Total Balance:	\$14,775.52

<u>Expenses:</u>	Electric	\$ 157.37	<u>Income:</u>	Cust. Car	\$ 2,373.21
	Nat. Gas	\$ 15.00		Donations	\$ 170.00
	Water	\$ 71.60		Dues	\$ 560.42
Phone	\$ 37.00		Svgs. Interest	\$ 3.41	
	Bldg/Lumber	\$ 0.00		Shirt Sales	\$ 0.0
	CC Fee	\$ 20.14			
	Car Postage	\$ 9.60			
	Loan	\$ 478.69			
	Cokes	\$ 0			
	Supplies	\$ 0			
	Purchases	\$ 0			
	Equip.Repair	\$ 0.00			
	Layout Sup.	\$ 0.00			
	Car Svgs	\$ 256.00			
	Insurance Act	\$ 100.00			
	RR Equipment	\$ 0.00			
	Ins. – Liability	\$ 350.00			
	Capital One	<u>\$ 368.41</u>			
		\$ 1,863.81			

Month of October Accrued Liabilities:

Layout Const.	\$ 147.89
Bldg/Lumber	\$ 0
Office Supp.	\$ 30.89
E-Bay	\$ 39.51
Postage	<u>\$ 121.25</u>
	\$ 336.31

It was noted that our monthly costs will significantly increase since we will be firing our water heater to heat the building starting very soon.

Car Sales Report/Update:

Intermountain C&NW grain hopper – No Update.

Intermountain PFE, R40-25 1949 scheme – No Update.

Intermountain ART ice reefer (ARM/MPHS joint project)

Jerry Michels reported 102 kits had been sold to-date; we had good orders for these cars but it was unfortunate that Intermountain had so many problems producing this model. No news was available on the assembled cars since the cars had to be shipped back to Intermountain. Jerry suggested that we probably don't want to advertise a new car such as the ART car until we know they are at least on a boat coming from China; several of the orders are old and Jerry will need to contact several of the folks that placed advance orders to update their credit card information.

Kadee PS-2 covered hopper – No Update.

Red Caboose PRR X-29 Express Cars

Jerry reported the information from the Minutes from last month were incorrect because the cars were not lost. They are to be here in approximately 3 weeks. Jerry and Virgil Doyle were not sure where the confusion had arisen.

Jerry Michels reported we have approximately \$9,000 in inventory on-hand.

Report on Open House:

It was reported we had 49 people signed-in on our register during the open house. We know we had several more and estimated we had at least 100 people out at the ARM during the open house but apparently a lot of folks did not sign-in. It was good PR for us and we made a few good contacts.

Layout Design Status: We received a draft of upper level; the Layout Committee has not yet reviewed this plan. Director Tracy Ball requested a joint meeting of the Layout Committee with the Executive Board to go over a few particular issues.

Layout Construction: The base for the Staging Yard is well underway.

Building: Update on Projects: The ceiling fan had been installed upstairs and the leak on the hot water pump had been repaired. The project "Task List" was posted on the bulletin board.

GE Center-Cab 65-Ton Locomotive Update: No Update.

Railroad Track: President Bob Roth stated we need to plan to pick-up the track materials from Pantex. Rail removal started Tuesday, Oct. 3.  
Director Tracy Ball reported he had talked with the BLM and they related we could have track material if Casey (the contractor) will allow us to have it. We had previously talked with Casey about obtaining trucks and wheel sets. Tracy had a friend that worked up at the Fain Gas Plant nearby and they were willing to help us to load material. We hoped to pick-up a switch at the Excel Plant that we could have setting down at the end of the track for installation.

Need to remove items stored at AutoCraft by March. Tracy Ball will try to obtain quotes for containers for storage.

Proposed Operating Rules/Policy Document:

Jerry Michels had sent some feedback to President Bob Roth on the document via e-mail and expressed his strong concerns over the document being a revised version of the constitution. The Board had not met thus his comments had not been shared with the members of the Board. It was explained the intent behind the document was not to re-write the constitution but to serve as an operating policy document. The Executive Board will re-visit this document. VP/Secretary Earl Carrell suggested a "Supporting Membership" category for folks willing to pay \$150 per year for which they could receive Run 8 and invitations to all events, but they would have no voting rights or access to the club to run trains. The Board can take this up when other revisions are discussed.

Housekeeping Schedule: Month of November – Jerry Michels

New Business:

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Shirts are in. See Paula Young. This has pretty-much been done.

OKC Train Show: Sat. Dec. 2, 9 AM – 5 PM; Sun. Dec. 3 11 AM – 5 PM

No tables are available. President Bob Roth had contacted the folks running the show and they had reported the loss of more vendor tables this year as the Fire Marshall had mandated the aisles be widened to 15-feet due to the attendance figures. They lost several vendor tables the previous year as the Fire Marshall had required them to widen the aisles to 12-feet in width. It was suggested we take Flyers listing our offerings to distribute at the show. Anyone wanting to car pool to OKC should contact Bob Roth.

Fundraising Ideas: Other Ideas?

DOE Rail Cars: President Bob Roth reported receipt of an e-mail message indicating the 2 rail cars designated to go to the National Atomic Museum in Albuquerque will be leaving us sometime; the NAM has an agreement with the Public Service Company of New Mexico to use space on one of their sidings to store their rail cars and an agreement with the BNSF to move the cars. Bob Roth's gut feeling is it will not happen until after the first of the year because this is typically the busiest season with goods being shipped across the country for the Christmas shopping season and those DOE railcars had operated with a 35 mph maximum speed. The one issue with the railroad cars is that the one escort coach belonging to the Atomic Museum is the most complete car of the set we received while our 2 cars are obviously missing items; it was suggested that we need to take photos of the various panels and use the photos to document and try to replicate the missing items in our cars.

Virgil Young commended Tracy Ball for his push to get the Layout Committee, the Electrical Committee and the Executive Board together and also noted the need to appoint a Standards Committee.

Special Donation: Following the Treasurer's Report we received a special donation of \$40.00 from Junior & Angel, our two newest student members. They had sold candy and lemonade at a Yard Sale and donated their proceeds to the ARM. Thank you to Junior and Angel for this special donation

Next Meeting: December 7, 2006.

## **Getting it Done!**

*by Virgil Young*

The accomplishments of the November 6 meeting between the BOD, the Layout Committee and the DCC Committee are still fresh in mind. The meeting clarified several conflicting ideas and gave us more concrete immediate goals. One immediate result was that we knew what needed to be done this past weekend and continued for the next work weekend.

Tracy, Virgil TY and Jerry cut plywood underlayment for the lower staging yard and then cut and laid the foam board topping for the yard. Jerry began plotting the location of the turnouts in the middle of

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the staging yard and located where the joists should be placed to avoid interference with the tortoise switch machines to be mounted underneath. Jerry was assisted by Virgil TE in the latter stages of this task.

Tracy brought his bandsaw and he and Virgil TY began cutting out the plywood segments to be used in constructing the helix. These segments were plotted on the scrap plywood at Thursday's meeting. Each layer of the helix will require about 25.5 segments, a total of 115 segments.

The helix has a 106-inch outside diameter and will require fifty-one threaded rods to space the layers and hold them steady. The layers will be about five inches apart from surface-to-surface, will make about four and one-half turns and will raise the trains about two feet between the Rail Welding Yard and Buffalo Stadium.

Supporting the layers on the threaded rods will require 510 nuts and 510 washers between the layers. All of those nuts and washers will have to be screwed on and adjusted one layer at a time. It's a boring job, but somebody has to do it! When the helix is completed, trains will travel about 125 linear feet going up or down the helix.

These are two big jobs that will require several Thursday nights and work Saturdays. Jerry will continue to work on the track work for the staging yard, Tracy, Virgil TY and Earl will continue on the helix and its base table. Paul Sowle is building #6 turnouts and Virgil TE is making some final adjustments and gluing turnouts to the tie plates. We are going to need between forty and fifty #6 turnouts just for the temporary loop-to-loop layout.

What's left for you to do? Dan Juliano is always finding grass and weeds that need to be mowed. Andy Lyle will be working on the layout lighting. Bob Roth does many administrative tasks. There is a task list posted on the Bulletin Board showing things that need to be done. Find a task you will do. Tracy or someone will show you how to do it.



Junior shows a rough-cut panel and Angel shows a finished panel.

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Angel rough-cuts a panel while Junior holds the workpiece



Tracy holds the glue while Earl brushes in onto panel. Austin spreads glue on bottom layer.

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Paul Sowle displays some of the turnouts he has assembled.



Virgil Doyle is assembling an L-girder.