

RUN 8

January 2007



President's Message

by Bob Roth

I would like to wish all the members of the Amarillo Railroad Museum a very Merry Christmas and a Happy New Year. I hope that everyone's Christmas wishes are fulfilled.

As this year is winding down I am finding very little time to focus on any particular activities, including writing this message. I've found this time of year to be exceptionally busy and each year it only seems to get worse as there are more activities to attend and deadlines to be met, but the days only getting shorter.

Concerning the layout, there is a separate article discussing the status of the layout design and construction. The only thing I will add here is that we need EVERYONE to remember we are trying to build a high quality display, thus the reason that we designated Tracy Ball as our Construction Foreman. Although we have not yet written a set of standards for the construction work, Tracy is to be consulted prior to the execution of work on the layout specifically so that we do not have to go back and fix work after something is done. The whole plan is for the layout to be of Museum quality thus the quality of workmanship put into the construction of the layout is of the utmost importance.

One additional issue I want to bring up is the matter of understanding. I have found that frequently the spoken word is misunderstood by individuals. Three people standing next to each other listening to one person speaking can come away with entirely different messages. I remember a game played back in grade school where a person in one corner of the room whispered a message to the person seated behind them and after the message traveled all the way around the room, the message received by the last person was entirely different from the initial message. I thought since the spoken word can be misconstrued by individuals, that the written word could be utilized to send specific messages.

The problem is that while I would think this media that we have available for instantaneously sending messages around the world might succeed in transmitting a given message with specific intent and meaning, I find that even the written message can be misconstrued. This has proven extremely frustrating for me as I have seen a number of subjects put into e-mail messages that get bounced around our membership, looking for answers to questions and creating new questions and spreading a lot of misunderstanding. When I write something, including this message, I am very careful with the words I select to transmit a particular message, and I would ask all of our members to please take me at my word, and not read anything into it.

If anyone should have any specific questions about the operation of the ARM or the design or construction of the layout

of the layout, please direct your requests to me or to one of the other members of the Executive Board. The Executive Board governs the ARM and makes the decisions that are critical to the operation of the ARM; we do not operate based upon opinions gathered over the internet. While it might take us a little time to get back to you with an answer to your questions, we will give your inquiries due consideration and will issue a response.

NMRA Membership: A question came up earlier this month concerning membership in the National Model Railroad Association. Back in 1996 we hosted the annual Lone Star Region (LSR) NMRA Convention here in Amarillo. Sometime prior to this convention, a policy was instituted to encourage our membership to become members of the NMRA and the LSR so they could participate and be involved in the convention by crediting an individual's dues during the month they showed their proof of membership in the NMRA. At that time our dues were \$15.00 per month. Our members may not be aware this policy is still in place however, the credit amount has not been increased despite the fact our dues have increased to \$25.00 per month. There are some benefits to membership in the NMRA and ARM members that are not members of the NMRA might consider joining the NMRA. I will provide more information about the NMRA in the future.

Minutes of the ARM Business Meeting

December 7, 2006

Old Business:

Meeting Minutes: Published in Run 8. Approved as published.

Treasurer's Report:

Checking Beginning Balance:	\$ 8,874.38
Expenses:	\$ 2,116.82
Income:	\$ 3,512.07
Ending Balance:	\$10,269.63

<u>Expenses:</u>	Electric	\$ 86.82	<u>Income:</u>	Cust. Car	\$ 2,596.59
	Nat. Gas	\$ 15.00		Donations	\$ 140.00
	Water	\$ 72.24		Dues	\$ 630.00
	Phone	\$ 36.69		Svgs. Interest	\$ 0.00
	Bldg/Lumber	\$ 0.00		Shirt Sales	\$ 127.19
	CC Fee	\$ 27.37		Reimbursemt	\$ 18.29
	Car Postage	\$ 0.00			
	Loan	\$ 478.69	<u>Month of November Accrued Liabilities:</u>	Layout Const.	\$ 189.86
	Cokes	\$ 29.76		Bldg/Lumber	\$ 0
	Supplies	\$ 187.41		Office Supp.	\$ 0.00
	Purchases	\$ 0		E-Bay	\$ 79.62
	Equip.Repair	\$ 0.00		Postage	\$ 60.59
	Layout Sup.	\$ 458.39			
	Car Svgs	\$ 259.66			
	Insurance Act	\$ 100.00			
	RR Equipment	\$ 0.00			
	Ins. - Liability	\$ 0.00			
	Capital One	\$ 364.79			
		\$ 2,116.82			

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Our “keep the doors open” cost was noted to be \$689.44 this past month; we had turned the heater on during the month of November and the cost will be much higher next month.

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) – Most of the kits received sold.

Kadee PS-2 covered hopper – No Update.

Red Caboose PRR X-29 Express Cars – Not in yet; expected within a week.

Layout Design Status: This past month there was a joint meeting of the Executive Board with the Layout Committee to resolve a few issues. One of the major decisions from this meeting was to locate Canyon where our layout designer had placed it. Another issue taken-up by the Layout Committee was the layout of the tracks in the Staging yard with the decision to keep the diamond shape in the center of the yard.

A question was asked concerning the 2 tracks entering the Canadian end of the Staging Yard; initially it was suggested these tracks were for the Forth Worth & Denver and the Rock Island tracks, however after a minute it was noted the FW&D and the Rock Island were on a level 6-inches higher than the Staging Yard and we would need to research this further. We had been told by our layout designer he was looking at 5 levels in the Staging Yard and we have not seen the design with all 5 levels yet.

Layout Research: We are at a point with the layout where we need to start researching the businesses served by the railroad and particularly the buildings that housed those businesses. We will need photos to model those buildings. It is too early to start building models of the structures because we may need to do some “selective compression” to fit the models to the layout, but we need to get going on the research. Tom Jones volunteered to research structures from Hoover to Canadian. Earl Carrell volunteered to look at Pampa. Virgil Young volunteered to research Hereford and Black. It was noted that some photos can be obtained from the source that provided most of the photos used in the “Historic Amarillo” book.

Building: Update on Projects: Tracy Ball has been working on the ceiling. Tracy noted the helix needs to have the holes drilled and rods installed; he is fabricating some “feet” for the rods so the helix can set on the benchwork. Sheetrock is ready to be installed on the staging yard wall.

GE Center-Cab 65-Ton Locomotive Update: President Bob Roth noted that per a conversation with the contractor performing the site remediation work at the Exell Plant, the locomotive was sold to a company from Omaha and removed from the Exell Plant property back while we were working on our Open House. Per other information, the locomotive was being moved to Kansas City for rebuilding thus we will have no more news on this item. Member Tom Jones asked if we wanted to

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pursue the money from the sale of the locomotive since we had the donation paperwork. Bob Roth explained that the lady at the Bureau of Land Management had indicated it would be sold or scrapped if we could not get it moved and that any moneys derived from the sale of the locomotive would go to off-set the costs of the contract for the site remediation work. We will need to research this item but it was extremely doubtful we have a standing to request the money.

Railroad Track: We need to plan to pick-up track materials from Pantex but this item has been delayed. The contractor had been shut down by Pantex Safety after an accident and they were required to change their methodology for picking-up the track that was going to be much slower. The contractor was shut down and was supposed to return to work next Tuesday.

Storage: We need to remove items stored at AutoCraft by March because they have leased the upstairs space to a church. Jerry Michels was investigating cargo containers. Tracy Ball related that he had talked with one company about containers; \$3,700 will get a 45-foot container. They charge \$65 to move it. We had no information from Jerry on containers. Question was asked what remained at AutoCraft? A bunch of stuff remains at AutoCraft including the other dispatcher's panels, the cabinets from the panels, shelves, desks, control stuff related to the dispatcher's panels, wire and a few modules.

Proposed Operating Rules/Policy Document: Earl was going to work on it; Earl related he has not had much time to put into the document yet, but he hopes he can get it done in the next month.

Ed.Note: see Earl's announcement after Next Meeting announcement, below.

: Month of December – Tracy Ball. This spills over into “New Business” as we need to start filling-out a Housekeeping Schedule for 2007.

New Business:

Housekeeping: A new list was circulated for members to sign-up for 2007. It was suggested we probably should have at least 2 members per month.

Questionnaire: Have all members received a copy of the results from the Questionnaire? Copies were available.

We had received a letter from the Union Pacific

Announcement: There is a Train Show at the Lake Meredith Aquatic Museum; it will be open from 12 Noon to 5:00 PM Monday thru Saturday, December 11 – January 6. There will be a raffle to win a train set that was donated by Hobby Time. There is a \$1.00 admission to get into the Museum; this is a fundraiser for the Lake Meredith Aquatic Museum.

Next Meeting: January 11, 2007.

Notice of Special Monthly Business Meeting:

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Pending completion and Board of Director's approval prior to this meeting, there will be discussion and possible voting on important issues regarding *ARM Operations Policy and Bylaws Amendments*. I am working diligently on these, and hope to have them completed at least a week prior to that meeting. Please bring your reading glasses and be prepared to vote and sign the roster afterwards. It is important to finish this process at this meeting so that they can go into effect at this meeting, the first of the New Year. All voting members of the ARM organization should plan to attend.

Earl Carrell
Secretary, ARM

Cleaning Schedule for 2007:

January	Tom Jones
February	Virgil & Paula Young
March	Dan Juliano
April	Tracy Ball
May	Andy & Beverly Lyle
June	David Jusiak & Joe Sweeney
July	
August	Tracy Ball
September	
October	
November	
December	

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A Two-edged Cliché

by Virgil Young

A dictionary defines cliché as a trite, stereotyped expression; a sentence or phrase, usually expressing a popular or common thought or idea that has lost originality, ingenuity and impact by long overuse, as *sadder but wiser* or *strong as an ox*.

A cliché usually expresses a popular or common thought and this makes a cliché sound applicable to a number of life's experiences. Users often modify the cliché to suit the intent of the person using the cliché. One cliché that was prevalent when this author was teaching in high school was Murphy's Law. It stated, "Anything that can happen will happen". This law was applied in the popular press to project anything from germ warfare wiping out the world's population to cockroaches taking over the earth.

But this author's parents were aware of the tenets of Murphy's Law long before it became popular. "Look both ways before crossing the street" and "Don't take candy from strangers" were admonitions most children heard long before they started to school. They were their parents' way of countering the ever-present knowledge that bad things can and will happen. They **reduced** the risk with these precautions

Actually, Murphy's Law is more a designer's guideline rather than a predictive statement. If a designer uses Murphy's Law productively, he will design any item so that adverse events **cannot take place**. Suppose an inventor has a design for a new army rifle that is outstanding in every facet of its design, Murphy's Law requires the designer to ask himself, "Can anything go wrong"? "In the fog of war, can any part be installed the wrong way and cause a malfunction of the rifle"? If the answer to these questions is yes, Murphy's Law says that if it can happen, it will. The designer must re-design the offending parts so that **they cannot be installed incorrectly**.

Apply the situation to the tasks undertaken by the Amarillo Railroad Museum in designing and building an outstanding model railroad. The possibilities for something to go wrong in this endeavor are endless. Each member participates in club activities because he/she feels that he/she has something to contribute. Each member is proud of the knowledge and skills he has acquired over the years. Each member is excited, anxious and sensitive about his own performance, especially now that layout construction has begun. All of these experiences have given members the abilities to spot many things that can go wrong with anyone's efforts.

The irritating factor is the way that one member becomes aware of something that can go wrong and tells the person doing the task how he is doing it wrongly, or not doing it at all. Murphy's Law says that if the instructee can be offended, he will be.

The ability to point out errors on another's part without offending that person is called *tact*. In the past few weeks, there has been an amazing lack of tact by disagreeing with others, pointing out another's oversights, or by not responding at all to another's inquiries. Often the critical person is not even aware of the ramifications of the task involved. In the words of Strother Martin, the prison warden in *Cool Hand Luke*, "This heah, is a failure to communicate". Each of us means well—we are just not communicating. We can solve most of our present problems by communicating openly but positively, by not nursing resentments or grievances and by granting the other fellow equal worth and recognition.

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This author includes himself with the offenders. He apologizes for his missteps and urges everyone to stop and consider the effects of his reactions, or lack of them, on the other guy.

Remember, “Murphy was an optimist”!

Photos



The ARM helix (A.K.A. *The Wooden Slinky*). Shown with blocks between layers before holes for the supporting rods have been drilled.



Angel (left) and Angel and Junior (right) insert support rods in the helix, add nuts and washers, and run them down the rods.



Dave Jusiak, Ellen Sweeney and Joe Sweeney unpacking the new Pennsylvania Express Cars



Jerry Michels filling orders for new cars.

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