

# RUN 8

February 2007



## President's Message

*by Bob Roth*

When I first tried to write a message for this month, my mind was blank concerning what to say. Recent events have given me some fresh ideas. Since this is January, it's time to look ahead.

I read thru the responses that Earl had compiled from the survey of our active membership. The survey was designed to help the Executive Board undertake strategic planning for the ARM. We have not been able to do much planning because of more pressing concerns. However, the Executive Board will give it more attention in the future.

**Increasing income:** The number one response was to hold special events and increase public interest. Tied in second place were holding monthly clinics for a fee, holding modeling contests, and building a modular layout for local display. We would like to resume monthly clinics, but if we have the clinics on the same night as our Business Meetings, we need to shorten the length of the business to provide the time for the clinics. Effective March 1, we will start the Business Meetings at 7:30 PM rather than 8:00 PM. We have a visitor who will present *Passenger Trains in West Texas* on March 1, so we will shorten the length of the business portion..

**Adult Membership:** The number one response was to finish the construction of the layout. The number two response was tied between conducting social events such as covered dish dinners and providing information packages at the hobby shops. Beyond that there were a number of individual ideas/responses listed. One big surprise was that there were no statements concerning actual recruitment of new members. This should be a priority. Concerning the layout, we continue to be frustrated in obtaining the final plans for the layout. However, we have a lot of work to do before we can go too much further with the plans we have.

We had started to construct the Staging Yard and an idea came up to put a ceiling over the Staging Yard to keep light from shining out over top of the wall. Work was started on the ceiling, but the ceiling work was left incomplete and damage occurred to some of the turnouts and the foam base. This set us back and we are still repairing the damage.. The only way to keep the layout construction moving forward is for one individual to coordinate the work. The priorities should be finishing the ceiling, installing lighting over the staging yard and installing supports for the various levels of the Staging Yard. Our layout designer is to modify the plans for the Staging Yards to include the supports for all the levels before we lay the track.

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**Youth Membership:** The number one response was tied between constructing our layout and video presentations for youth groups. The number two response was Scouting, particularly the merit badge program and any similar programs for Girl Scouts, Big Brothers/Big Sisters and 4H. The layout is a recurring item, so the priority of our active membership is obvious. A video presentation for youth groups is a good idea, but it does not necessarily need to cater specifically to youth.

I am planning to eventually expand my presentation on the DOE "White Train" that I prepared for the SFRH&MS convention. I need to examine the files of the Pantex Photo Lab to obtain more photographs of the train and the individual rail cars. I hope to present it to the ARM before our next formal open House.

**One Year Goals:** The number one overwhelming response was to complete the layout. Number two response was to hold special events. Number three was tied between installing the switch and updating our web site. Beyond these items there were a large number of individual responses. Everyone will need to work to achieve these goals.

**Immediate Goals:** We have a lot of work coming in the near-term and we need EVERYONE to help, including our less physically active members. The number one item staring at us is that we need to move our materials out of *AutoCraft* by March 1. To assist with this, we plan to hire some day laborers to clean-out the baggage car so that we can move some of our larger items into the baggage car. This is planned for Saturday, February 3. The weekends of February 10, 17 and 24 are reserved to move the items from AutoCraft to the ARM. This work will be undertaken by our more physically able members. We may also involve some Day Labor assistance with the heavy work. Since the first item will take a toll on our more physically active members, the second item needs to be undertaken by some of our less physically active members.

The Make-A-Wish Car Show is schedule March 3-4. We've had a display in the model car room at the Car Show these last two years and this is a good place to start with publicity for the ARM. We need a table in the model car room to advertise the ARM. The model car guys have run a model contest for the railroad models so if anyone wants to display their models or operating trains at this show, it will be great! The important issue is being seen in public advertising the ARM.

The recent weather has been a mixed blessing. This whole area needed the moisture from the ice storm one weekend and the 8-inches of snow the following weekend, the timing of the storms hurt us in getting the railroad track materials from Pantex delivered to the ARM. The delivery of the track material is scheduled to commence soon, but the melting snow is softening the ground and there is a strong likelihood we will not be able to get the switch materials off the Pantex site before the contractor moves to their next project. If this is the case, we will be looking at March to load the switch materials ourselves.

This will be important to us as it will give us the switch ties we need for the switch that is in our stockpile. We still have the two rail cars that are designated to be moved to the National Atomic Museum in Albuquerque, so in the near future, I will be chasing the pending car movement and possible switch installation. We need everyone to be engaged in the activities of the ARM in the next couple of months.

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MEETING MINUTES

**ARM Business Meeting**

January 11, 2007

**Old Business:**

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

**Treasurer's Report:**

Checking Beginning Balance:	\$10,269.63
Expenses:	\$ 2,330.64
Income:	\$ 2,700.48
Ending Balance:	\$10,639.47

<u>Expenses:</u>	Electric	\$	0.00	<u>Income:</u>	Custom Cars	\$	2,012.19
	Nat. Gas	\$	68.60		Donations	\$	18.29
	Water	\$	72.24		Dues	\$	645.00
	Phone	\$	36.76		Svgs. Interest	\$	0.00
	Bldg/Lumber	\$	0.00		Shirt Sales	\$	25.00
	CC Fee	\$	34.82		Reimbursemt.	\$	0.00
	Car Postage	\$	0.00				
	Loan	\$	478.69	<u>Month of December Accrued Liabilities:</u>			
	Cokes	\$	0.00		Layout Const.	\$	
	Supplies	\$	0.00		Bldg/Lumber	\$	
	Purchases	\$	0.00		Office Supp.	\$	
	Equip.Repair	\$	0.00		E-Bay	\$	
	Layout Sup.	\$	53.11		Postage	\$	
	Car Svgs	\$	209.00				
	Insurance Act	\$	100.00				
	RR Equipment	\$	0.00				
	Ins. – Liability	\$	0.00				
	Shirt Sales	\$	405.03				
	Capital One	\$	<u>872.39</u>				
			\$ 2,330.64				

Our “keep the doors open” cost was \$737.20 this past month; the electric bill was received after January 1, thus it does not show in the tally of expenses for the month of December.

The Treasurer's Report was approved as read.

**Car Sales Report/Update:** provided by Jerry Michels

Red Caboose PRR X-29 Express Cars – These cars have been received and are selling pretty good. We are advertising them on our web site and doing some E-Bay sales.

Information on 2006 Car Sales: Total we sold 947 cars earning \$17,401 gross and \$6,527 net. This was our 5<sup>th</sup> highest year in sales; we averaged approximately \$6,500 per year last few years.

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Jerry was given a round of applause for his work on the car sales.

At this point in time we need to think about new projects.

We discussed doing a new mail-out catalog to our customer list; this had been considered. A suggestion was offered to save on the mail-out cost by sending the catalog electronically to those with e-mail address. Jerry indicated he can have a list by February.

**Announcement:** We had a visitor come in; Mike Harter. Mike had visited on the previous Saturday and had offered to do a clinic for us on *Passenger Trains in West Texas*. The date for this clinic will be on March 1 following the Business Meeting. Mike presented us with a copy of a book compiled by his brother, Jim Harter. Title of the book is, "American Railroads of the Nineteenth Century." The book is a compilation of copies of rare etchings of railroad-related events, equipment, etc. that appeared in various publications during the late nineteenth century. This book will be placed in the ARM library.

**Layout Design Status:** No news on the layout design.

Building Research: We started making a List last month of towns members would like to research.

Tom Jones: Hoover thru Canadian  
Virgil Young: Hereford  
Earl Carrell: Pampa  
No new volunteers

Virgil Young was going to search thru his slides to find photos of Amarillo for the backdrop behind the Amarillo Junior Yard. Virgil had his slides on disk but noted it would take time to find the original slides so they could be projected onto the wall.

**Layout Construction:** The Staging yard is on-hold for ceiling work. Switches were damaged by the ceiling work in the Staging Yard area thus further work on the Staging Yard will be held-up until the ceiling work is complete.

Update on Projects: Tracy has been working on the joints in the wall separating Amarillo Junior from the Staging yard. Half of the wall was painted with a base coat to seal the gypsum board. Tracy indicated he would finish working on the outside of the wall and then move to the area inside the wall to work on the ceiling. After the ceiling is done, the lights will be installed. Tracy brought some light fixtures; Virgil Doyle has been working to replace the ballasts in those light fixtures. Work on the helix has been progressing; all-thread rods have been inserted. Next will be some rough adjusting, but the final adjustment will not be done until the helix is installed in-place.

Tom Jones asked about construction of the valance over the Amarillo Junior Yard. A lengthy discussion developed over constructing the valance, but Tracy recommended holding-off on the valance for the moment until we have the final plan because we want the valance over Amarillo Junior to follow the front edge of the layout and we need the final plan for the layout. A motion was made and approved to Table further discussion on the valance.

**GE Center-Cab 65-Ton Locomotive:** President Bob Roth stated he had reviewed the donation papers.

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We have a letter from TPRHS stating transfer of ownership of this locomotive from the TPRHS to the ARM. The letter from BLM noted the equipment could be obtained from its current location and movement and any costs incurred would be responsibility of "your organization." Since we could not get someone to move the locomotive for us and we did not have the funds to pay for its relocation, it was deemed that we did not have any standing to ask for payment for the locomotive since it had been sold. Earl Carrell noted the format of the donation letter to TPRHS followed the same format as the letter we received concerning our helium car; this being the case, the Government actually retained the ownership of the equipment thus they had the right to sell the locomotive.

**Railroad Track:** We need to plan to pick-up track materials from Pantex. Tentative date is Saturday, January 20. We need to schedule a truck and forklift. It was stated that we need to get the switchties first to set the rail on the ties.

**Need to remove items stored at *AutoCraft* by March 1;** the space has been leased to First Baptist Church.

A suggestion was made to hire some day labor to work on cleaning the Baggage car. Tom Jones can help us in obtaining the day labor. This suggestion will be discussed by the Executive Board.

**Proposed Operating Rules/Policy Document:** Earl Carrell reviewed the revised policy document; it had been e-mailed to the regular members with e-mail addresses. Jerry Michels noted he had read thru the document and that it had looked good to him. There was a strong discussion on the Board of Directors' Membership requirement, specifically that Directors do not need to be members and also on the matter of the Board of Directors electing the officers rather than the membership electing the Officers per the By-Laws. Specific points were related to the operation of corporations where the officers are employees of the Board of Directors and about the responsibilities of the Board of Directors of a corporation. Issue was taken with Earl's recommendations to amend the By-Laws at this time; one specific issue is that the By-Laws are on file with the State of Texas and there will be a cost of approximately \$300 to amend the By-Laws. Statement was made that given the current level of our membership, noting a total of 14 members present at this meeting, there is no effect on us to continue to operate under the existing By-Laws as we currently are operating; it would be different if we had 200 members. It does not make sense for us to amend the By-Laws at this time. A Motion was made and approved to accept the Operations Policy document, the revised Membership Application, Student Member Waiver, Student Member Medical Release and Facility Usage Policy document with correction of typographical errors.

**Housekeeping Schedule:** Month of January – Tom Jones

We still need members to sign-up for several months during the year.

**New Business:**

Next work date: This coming Saturday, January 13.

Next Meeting: February 1, 2007. President Bob Roth noted he will not be present.

**Cleaning Schedule:**

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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**Scenery for Godfather 2**

One of the most enjoyable features of modern DVD movies is the extra background material that is included on the disks along with the movie. In the Godfather set, they documented how they changed the appearance of two or three blocks of modern New York City to represent the appearance of a street in the early part of the century when Vito Corleone became the Godfather.

These set designers begin their task by seeking out interesting locations. They are helped by historic photographs that can represent fictional locations if the physical arrangement of the present buildings is similar. As in Godfather 2, model railroaders only need two or three blocks by 2 blocks to represent most small towns. If we concentrate on a short, narrow section of the trackage in a small town, and include the buildings that are there now and the buildings that have been removed, such as depots, water tanks, grain elevators, fuel jobbers, agricultural products dealers, team track, unloading dock, etc., we will catch the essence of that town that visitors will recognize.

One way to find what needs to be included in a particular town is examination of the diagrams of that town in the CLIC book. Standing for Car Location Inventory Control, CLIC books show the location of depots, bunk houses, section houses, water tanks, loading platforms, etc., together with the mile posts. An examination of Hereford in the CLIC book shows the major part of the business district covers a little over a mile.

In HO scale, a mile covers a little over 60 feet. It will be impossible to have every town on the ARM Layout occupy its scale length and still have any run between towns. One needs to make a straight-line sketch of the CLIC facilities in a given town and delineate it with mileposts. Determine the actual length of the town in miles and assign six feet of layout space per mile of town length. Using this formula, Umbarger will occupy about 1 foot, Pampa about 14 feet and Bovina about 3 feet.

Limiting the town length means that spaces within towns will be limited, so the buildings will be more closely-spaced and the largest structures, such as elevators, will be condensed. Passing sidings should be retained as they appear on the layout plan. Depots for Texico, Friona, Black and Kings Mill have been built, while Jerry Michaels is gathering materials to build the depots at Umbarger and Bovina.

The space the Amarillo rail yard will occupy is already assigned in our plans. On the north end, the Railway Express building, the Freight office and the long row of pigeon-hole freight rooms have been removed. We have plans for the freight office and the pigeon-hole freight rooms. We have photographs and dimensions of the depot. It will take a little time to scale depot plans from the photographs.

The roundhouse, roundhouse office, sand house and most of the servicing facilities north of the roundhouse location are gone. Even the old Kimball elevator, adjacent to the yards, burned several years ago. Yet we have photographs of many of these facilities and can scale plans either to build models of them or paint them on a backdrop.

If each member will pick one or more towns along the right-of-way, copy their pages from the CLIC book, sketch out a straight-line map indicating mile posts, building outlines, rail sidings, water tanks, tool houses, bunk houses, section houses, etc., then we can start collecting pictures, drawings and other material related to that town. Jerry Michaels chose Umbarger and Bovina, Earl Carrell chose

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other material related to that town. Jerry Michaels chose Umbarger and Bovina, Earl Carrell chose Pampa, Virgil Young chose Friona, Black, Hereford and Kings Mill and Tom Jones chose Canadian, Miami and Hoover. There are a number of towns not yet chosen; choose yours now!

## Member Information

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Above: Austin Jones checks the height of the roadbed plus track



Left: Paula Young and Joe Sweeney adjust the feet of the helix

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Earl Carrell presents Changes in By-Laws and Rules



Tracy Ball and Earl Carrell adjusting the bottom layer of the Helix

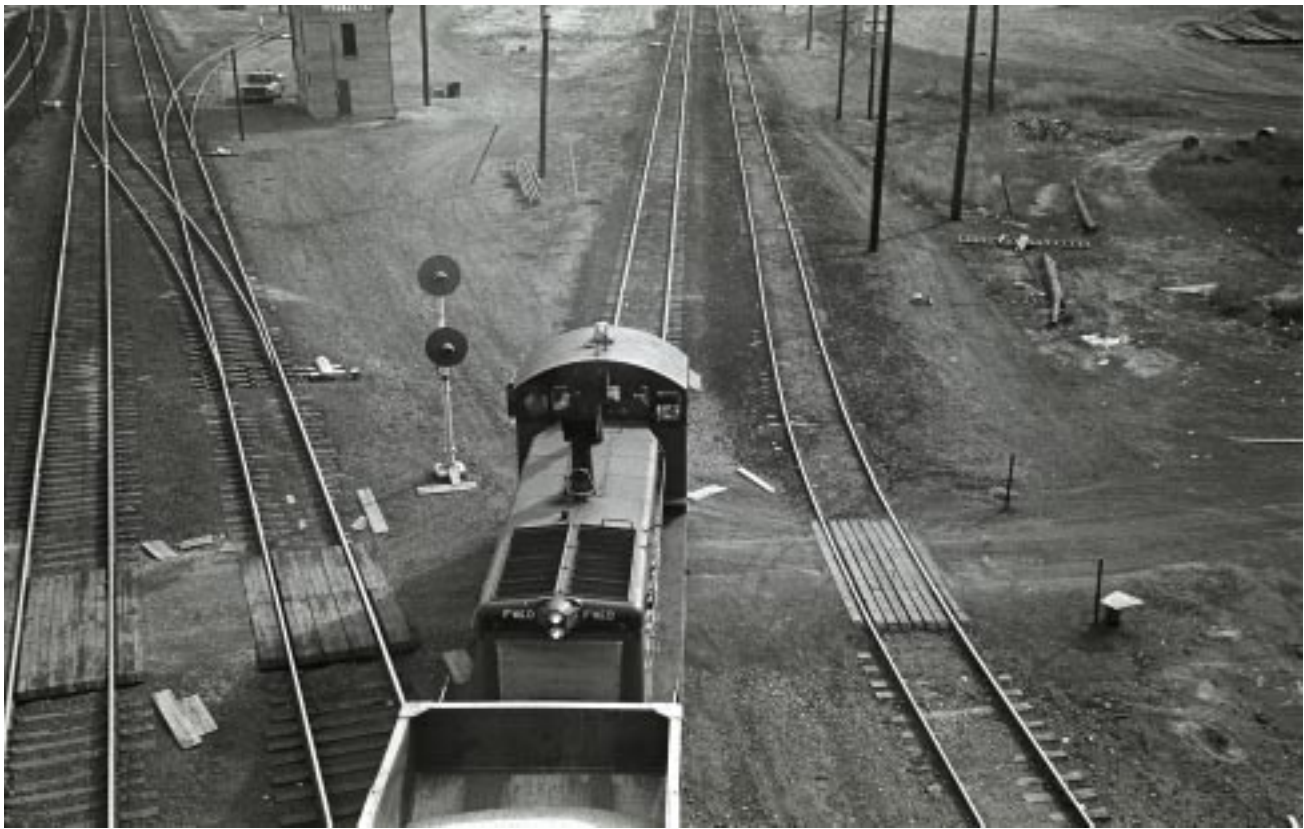


It is a late Sunday afternoon on February 14, 1976. The caboose of a just-emptied Burlington Northern coal train is re-entering the Fort Worth and Denver westbound main from the newly-constructed line that runs north of East Tower and out to the recently-completed Southwestern Public Service Company's coal-fired generating plant. This train was photographed from the almost-completed Ross/Osage overpass.

The silver-painted Rock Island Engine House can be spotted near the top center of the skyline. The Rock Island yards are to the right of the line of telegraph poles located near the upper right hand corner of the photograph. The Rock Island Passenger depot is located at the intersection of Polk Street and First Avenue, to the right of the line of telegraph poles and beneath the overpasses in the distance.

The Ft. Worth and Denver yards are between the two lines of telegraph poles. The passenger depot is located a little over a mile ahead of the caboose at the corner of Lincoln Street and First Avenue. The depot's upper story was removed to make room for the Buchanan Street overpass.

The former Ft. Worth and Denver Roundhouse is behind (East of) the photographer near East Tower. It is located near Pittsburg Street and the end of First Avenue. It is occupied by a scrap metals dealer. The turntable has been removed. Until the late fifties, a Ft. Worth and Denver coaling tower was located just off the main line near the roundhouse. Joe Sweeney, club member and former employee of the Fort Worth and Denver, said that the coal tower was primarily used by coal-burning steam engines coming south out of Colorado.



It is the same day, February 14, 1976, as the picture on page 11, but it is but several hours earlier. The photographer is standing on the almost-completed Ross/Osage overpass and looking east. In the upper left-hand corner is a small segment of the new coal line shown on the previous page. The North and South Mains of the AT&SF are immediately to the right of the coal line. The line heading to the right off the South Main leads to the south side of the Western Stock Yards.

East Tower was built soon after the Santa Fe opened its direct connection to Amarillo from Panhandle in 1908. Before then, the Santa Fe connected to the Ft. Worth and Denver at Washburn and entered Amarillo on Ft. W. & D. tracks and a tower was not needed.

For a while, the Ft. W & D. shared a long wooden union passenger depot with the Santa Fe. After the Santa Fe built its first depot and the Ft. W. & D. built a new passenger depot, the old union depot became the Ft. W. & D. freight depot. It remained in place until about fifteen years ago when the by-then-vacant freight depot was torn down.

In the picture above, the Ft. W. & D. main, just south of East Tower, is occupied by a diesel switcher towing a hopper eastbound. The second track south of East Tower is also a Ft. W. & D. track. It is near here that the Ft. W. & D. had a line diverging southeast to their roundhouse. It is unclear from the Santa Fe CLIC book exactly where it was.

The dirt road with the plank rail crossings was probably a service road to Rock Island tracks. Rock Island tracks are north of the tracks shown in this picture. However, passage of Rock Island trains through this area is controlled by East Tower.