

RUN 8

March 2007



President's Message

by Bob Roth

Thanks to everyone who assisted with the cleaning of the baggage car and the relocation of our stuff that had been stored at *Autocraft*. The work involved two long Saturdays and a lot of sore muscles but in the end, we cleaned several inches of pigeon and owl poop out of the baggage car and opened a lot of space in which we were able to store the old Dispatcher panels from the Santa Fe building plus other items. The surprise is that there is still open space inside the baggage car. The next trick with the baggage car will be to fabricate a cargo door so that it will be easier to move larger items in and out of the car and this raises the possibility of storing the mowing equipment inside the car, not inside the building.

The old baggage car was originally built in 1953 as a troop kitchen car based upon its appearance in comparison to the DOE escort coaches that have builder's plates attesting to their construction. The military started transporting troops via air in the 1960's and sold their surplus railroad rolling stock. The railroads were struggling with declining passengers and declining income in the 1960's. Several railroads purchased the kitchen cars and converted them into baggage cars, cabooses, etc., replacing older worn-out equipment. Then in 1971, when AMTRAK assumed passenger train operations around the country, the baggage car was passed along to AMTRAK along with other passenger cars.

AMTRAK apparently decided to retire the baggage car sometime in the mid-to-late 1970's and it was acquired by the Department of Energy to be converted into an armor-plated weapons escort coach. Four similar troop kitchen cars were converted into armored escort coaches, three of which are currently residing at the ARM. This car would have been the fifth escort coach, but a decision was made to stop with four coaches and this car was left with no doors and sitting out at Pantex. It was an ideal roost for pigeons, accumulating a deep layer of bird poop inside the car. Just prior to the movement of this baggage car off the Pantex site, the door openings were covered with sheet metal, resulting in the current configuration of the car. It would be interesting to find out exactly which railroad bought this car from the Army, but that is a project for another time.

Concerning projects, we have another significant project looming. We still have switch materials to remove from Pantex and this may require multiple loads. The contractor that picked-up the track materials has moved on to another project. His crew will not likely to be around to load a truck for us. It was very unfortunate for us that the 8-inch snowfall occurred when it did because the snow-melt made the ground too soft to extract the switch materials. Inquiries from Pantex concerning the removal of the material have been received and we are looking at the conditions we must meet to pick-up the switch materials.

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Plans are proceeding for the guest speaker at our March Business Meeting on the subject of passenger train operations in West Texas. Don't forget that March 1; we will start the Business Meeting at 7:00 PM **as the announcement flyer stated**, rather than 8:00 PM.

The weekend of March 3-4 is the Make-A-Wish Car Show at the Amarillo Civic Center and it is hoped we can have enough presence to possibly recruit some new members to our organization. As stated last month, this will be a good place to start with publicity for the ARM. The model car guys have a special model contest for railroad models so if anyone wants to enter or display their models at this show, that will be great. The important issue is being out in the public advertising the ARM.

Make a Wish -

Two special guests from the *Make a Wish Foundation* invited us back to the annual Car Show to be held March 2 & 3. Questions regarding entries for models were answered that the deadline would be 1:00 pm on Saturday with an entry fee of \$5.00 for the first entry with no additional charge for more entries from the same exhibitor. All exhibits are required to remain in place until the awards presentation at approximately 5:00pm on Sunday.

After the *Make a Wish* guests departed, the members discussed the ARM participation in the show, with Dan Juliano and Joe Sweeney agreeing to spearhead the effort to get us organized for participating in the show. Details should be forthcoming in the next couple of weeks.

Financial Report by Virgil Doyle:

Beginning Balance as of 1/1/07:\$10,127.53

<u>Incoming</u>		<u>Outgoing</u>	
Car Sales	\$ 4,235.14	Car Purchases:	\$ 6418.69
Donations:	6.25	Utilities & Normal Bills:	402.06
Dues:	670.00	Insurance:	976.04
		Building Loan:	478.69
Total:	\$ 4,961.39	Other Car Expenses, decals, postage:	1,024.24
		Total:	\$ 9,299.72

Total Monthly Fixed Expenses: \$ 880.75

Ending Balance as of 1/30/07: \$ 5,758.35
Insurance Accrual: 1,100.00
Car Savings Account: 3,296.30
Savings: 2,248.40
Total: \$12,403.05

Note: The purchase of the Red Caboose PRR X29 cars, and the yearly Insurance Premium were big items for the monthly expenses. Still to come out of the budget are the MPHS share from the sale of ART cars, which has not been calculated at this time.

The Financial Report was approved as presented.

Custom Cars by Jerry Michels:

Jerry presented a brief update on the Car Projects, noting that the latest order of the PFE Reefers and the CNW hoppers are nearly sold out. The first order of 189 ART reefer kits is completely sold and the second order is moving well. The recent order of the PRR Express cars is showing good interest with several orders being placed. Jerry also noted that as of the February meeting, all of the current items on inventory have generated enough sales to pay for the cost of the cars.

He mentioned that Carter Osborne had presented a couple of suggestions for projects at the last meeting. One of them is undergoing research: a former D&RGW orange and black covered hopper that had a small range of car numbers.

One question was raised in regards to the PFE cars, which are close to being sold out; do we need to do another order so that we would have a steady flow of these cars? We have sold many of these cars and they have been a good source of income to the club. We retain our exclusive right to the R-40-25 if we continue to order them.

Pantex Donation of Rails and Ties:

A brief discussion developed in regards to the status of the Pantex donation of rail and ties, the fact that the largest parts of this donation having arrived in the previous couple of days and stacked on the east end of our property and the pending donation from the contractor for the balance of the rail and ties. The switches and switch ties are still located on Pantex property and the inclement weather makes it impossible for us to pick them up at this time.

Cleaning the Baggage Car:

Discussions were held in regards to the pending project to clean out the baggage car, scheduled for the weekend of the February 3. Members felt that the weather would present too much of a problem for that weekend and agreed to reschedule this project until the following weekend. It was decided that the change would still present enough time during the following weekends, Feb 10, 17, 24 to empty *Autocraft* within the First of March deadline. Hiring additional labor was agreed upon; Tom and Jerry will make arrangements for hiring and transporting them.

New membership cards were distributed by Virgil Doyle.

Change in Time for Meetings

Members were informed again of the change of starting time for future meetings from the previous 8:00pm to the new 7:30pm starting time.

Clinic by Mr. Harter

A reminder was given of the clinic by Mr. Harter, *Passenger Service in West Texas*, which is to be held March 1st at the meeting. **The clinic flyer stated that the starting time was 7:00 pm..**

Housekeeping Duties

Members were reminded of the sign up sheet for both the housekeeping duties and the list for choosing cities for Layout Detailing by members. There were no additions to either list.

The Meeting was Adjourned

Announcements:

**UP Steam Train in Oklahoma (September 2007)
September 9-30, see:**

<http://www.upsteam.com/schedule.html#schedule>

September 9-30:

Oklahoma Centennial: Cheyenne-North Platte-Marysville-Herington-Wichita-Enid-El Reno-Chickasha-Lone Star and return via the reverse route, again with the stopovers planned in current and past employee sites. The territory south of Herington is new to UP Steam and hasn't seen a steam locomotive since 1949.

July 19-23:

Annual CO/WY Legislative Trip/Frontier Days Trip: This is the Centennial of the first UP Cheyenne Frontier Days Special. They are planning for a double-header of 844 and 3985.

News Photos:



Tracy Ball and Earl Carrell.

Does the picture look out of focus?—it's the effects of all that guano dust stirred up Saturday, February 10, when Tracy Ball, Earl Carrell, Virgil Doyle, Jerry Michels, Bob Roth and four hired workers cleaned out the Baggage Car after years of pigeon occupancy and storage of cast-offs from Pantex. The car was completely clean by Saturday afternoon and ready for storage of ARM items now located in the attic of AutoCraft. The cast-offs from Pantex actually looked better out-of-focus! Photo by Virgil Young whose camera battery had just enough juice to trip the shutter, but not enough to power the focus motor.



ATSF Four-Room Section House
Spearman, TX November, 1979

Identical section houses were once found at nearly every Station along the Santa Fe in the Panhandle of Texas. Each house contained a Kitchen, Dining Room, Living Room, and a Bedroom. The large Dining Room was needed to feed some of the section workers, who often lived in the concrete ten or twelve-room bunk houses adjacent to the section house. The White building in the rear of the photo is a ten or twelve-room concrete bunk house.

Notice that the 4-room section house evidently has a small cellar window on the right side and a cellar door on the left front under the bush. This section house has been painted all-Colonial Yellow except for the one remaining white window sash. Most of these section houses were sold in the late 1960s. Many buyers enclosed both the front and back porches to add extra living space. This house has the back porch enclosed. Photos of section houses located in White Deer, Canyon and other stations nearly all have the porches enclosed. Most have been repainted or re-sided with asbestos siding.

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The Last of the Loop (or Winding up the Layout)

by Virgil Young

We are lucky that the plan that Byron has prepared so far meets the needs of most of us—far better than the plan presented by our first layout planner. We are near the end of the plan. Lately, Byron has spent much time working out the refinements of the special features we desire. We wanted more emphasis on the operation of the Rock Island and the Fort Worth and Denver, which means we need staging facilities for both railroads and a loop to turn their trains when they reach their staging yard. Byron sent some suggestions last Wednesday on resolving the staging yard and loop issue. The layout committee communicated with Byron and on Friday night, he explained his suggestions as well as forwarded diagrams with the coordinates of key points on the south and east sides of the lower level.

It appears that when Byron finishes refining the special features, the arrangement of each city and town on both levels needs to be more clearly defined. After the layout committee interacts with that, Byron will issue the final plan with important benchmark coordinates included.

Byron has done an excellent job of assigning space for each city or town. He has included the main passing sidings and some of the trackwork within each city. The layout committee intended for the layout to utilize essential elements. That means each town will have recognizable models of structures found in the city itself. These recognizable details, including the track arrangement, can best be determined by members using a CLIC book for track arrangement and the presence of railroad structures. An actual mile of track would occupy sixty-some-odd feet on an HO scale railroad. That amount of linear space cannot be used to represent a mile on the entire railroad. However, Byron seems to have allocated six linear feet of layout for each linear mile that a town occupies.

When planning the layout of a town, use the CLIC book to determine how many miles of track length the main part of town occupies. For Hereford, it is one mile, so allow six feet. For Umbarger, it is less than half a mile, so allow two to two and one-half feet. Leave the passing tracks as Byron has drawn them. On a piece of paper, sketch the town within the limits of six feet per mile, indicating the tracks, streets and main grade crossings. Locate the depot, section house, bunk house, water tanks, public loading dock and tool sheds. Now add the elevators, gasoline jobbers, mills, etc. located on the railroad. You may have to scale down the structures and some of the sidings serving them. All of the members will need to cooperate in this, some drawing plans, others building, painting, weathering, and others installing the structures on the layout in a realistic setting. However, you have planned on paper a good representation of your town. It looks good and it is fun!

Details of towns not yet selected will be determined by the layout committee with the help of other members. For instance, Amarillo, Canyon and Panhandle have not been selected. To supply kits of some unavailable railroad structures, plans may be drawn from *The Chief Way Reference Series* with call-outs for Grandt Line or Tichy windows and doors for these structures. There is no kit for the twelve, ten or eight-room bunkhouse commercially available and the Intermountain kit for the 4-room section house makes no provision for glass in the windows and glass is difficult to install in these kits. These two structures were once present in nearly every town modeled by the ARM. If we can work up drawings, lists of materials and instructions, why cannot we present these articles on our web site, together with photographs of finished projects?

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Further, if someone can work up the molds for a concrete twelve-room bunkhouse as a flat Hydrocal kit, why cannot we sell castings and instructions for assembly over our web page? Casting and packing could be a project for those of us with limited capabilities. We might make a little money, but we would definitely receive some favorable publicity from Santa Fe fans. The front and rear wall castings could be shortened by two or four rooms to make a ten-room or eight-room bunkhouse. We can also furnish directions for construction of the four-room section house from styrene. For other Santa Fe structures, American Model Builders kits for Santa Fe depots, tool houses, signal maintainer's shed and the hexagonal telephone shack are excellent. Santa Fe cylindrical water tanks are available from Rix Products.

While we can design our towns at home, work sessions at the club should be dedicated to building the benchwork, laying track and building scenery.

An Interesting Sight

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It is early in the morning on November 12, 1975 at The Texas Highway Department Barn in Channing, Texas. The Rolla, Kansas Santa Fe Depot spent the night in Channing while being moved from Rolla to Tulia, Texas. It will become a Beautique Shop in Tulia where it remains today, though painted mineral brown. Rolla is located in the Southwest corner of Kansas.

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