

RUN 8

May 2007



President's Message

by Bob Roth

One of the more interesting tasks performed as President of the ARM is to answer various items of correspondence that we receive. Early in the month, before the April Business Meeting we received a request via our website asking if we might be able to host a group of up to 30 kids in grades K-5 as part of a church's summer program. Giving the idea some thought, the request wasn't practical for us. Contradicting the reasoning behind the decision was the question, "Why can't we host such a group at the ARM"?

It is easy to look at our current situation with no track laid on the ARM layout and no model trains running to say we are not ready for such groups, but that is not the main reason to turn down such a request, not even if we complete a loop of track and get trains running within the next couple of months. We can look at our tools and materials scattered around the "Train Room" and note that we don't have an ideal and safe situation for a group of younger kids, but that is still not the reason to turn down the request.

The outstanding issue was our need to develop some educational programs to supplement the model railroad layout and other displays we have (and will have) at the ARM. Out of a group of 30 kids, it is not expected that the operation of model trains on the layout will capture everyone's attention, at least not for long. Some interests will be directed elsewhere and we need to find and feed those interests, and, at the same time, educate the ARM visitors about the railroads that served the pan-handle area.

Although a negative response was sent to the church's summer program coordinator, the request was mentioned during our April Business Meeting so that everyone was aware of this particular request. At that time, Jerry Michels mentioned an article by Peter A. Hansen, *Is Stuff Enough?*, *Trains Magazine*, May, 2007, pages 48-55. Everyone is encouraged to read the article and think about the implications it has for ARM.

Concerning the layout, following the April Business Meeting a presentation on the layout design was provided by Bob Roth, Virgil Young and Tracy Ball. A significant breakthrough had occurred as we finally received a plan for the upper level of the layout and the Layout Committee had spent time reviewing the plan. Tracy Ball finally has the information to start working on plans for the benchwork to support the track plan and this will allow us to start construction of the benchwork leading out to the helix in the near future.

RUN 8 May 2007

A request was also made to provide more frequent updates concerning the layout design; we will provide a separate article in Run 8 covering issues associated with the layout design and construction.

May is Election time. This year we elect 2 Directors to the Executive Board. Originally both of our current Directors, Tracy Ball and David Jusiak indicated they would run again for their positions. Later, I received a message from Jerry Michels indicating he desired to run for one of the Director's positions. Given a field of at least 3 candidates, I requested each of the Director's candidates to prepare a brief statement. After Jerry Michels announced, David Jusiak said that he will withdraw from the election since he has served in this position for many years and felt it was time for someone else to serve as Director.

Don't forget that we will start the Business Meetings at 7:30 PM rather than 8:00 PM.

MEETING MINUTES

ARM Business Meeting

April 12, 2007

Board Business:

President Bob Roth conducted a short open Executive Board Meeting to address a request by Virgil Young for Vote of Confidence on the Layout Design Committee. The issue spurring this request was due to a number of folks that had kept coming up with ideas and suggestions to modify the layout when we don't have the final plans yet. The Layout Design Committee had been established to review the plans for the layout with the intent to consider alternatives and to develop the plan to serve as a "blueprint" for the layout. The goal is to build the layout to the plan so that we won't be making changes on the fly. Virgil had tendered his resignation if a vote of confidence was not provided.

The consensus of the Board was the Board has full confidence in the Layout Design Committee. Each of the Board Members offered comments relating the Board stands behind the Layout Design Committee. We have a lot invested in the design and the Layout Design Committee has considered many options to get the design developed and the last thing we want to do is to make changes without considerations of potential impacts on operation of the layout.

Old Business:

Minutes of the last meeting were published in Run 8. The Minutes were approved as published.

Treasurer's Report:

Checking Beginning Balance:	\$13,458.50
Expenses:	\$ 2,316.32
Income:	<u>\$ 7,871.23</u>
Ending Balance:	\$19,013.41

<u>Expenses:</u>	Electric	\$	135.39	<u>Income:</u>	Cust. Car	\$	6,311.23
	Nat. Gas	\$	235.79		Donations	\$	1,030.00

RUN 8 May 2007

Water	\$ 85.31	Dues	\$ 450.00
Phone	\$ 36.79	Svgs. Interest	\$ 0.00
Bldg/Lumber	\$ 0.00	Shirt Sales	\$ 0.00
CC Fee	\$ 205.13	Reimbursemt	\$ 80.00
Car Postage	\$ 0.00		
Loan	\$ 478.69	<u>Month of March Accrued Liabilities:</u>	
Extra Pmt.	\$ 0.00	Layout Const.	\$
Supplies	\$ 0.00	Bldg/Lumber	\$
Purchases	\$ 0.00	Office Supp.	\$
Layout Sup.	\$ 54.77	E-Bay	\$
Layout Design	\$ 0.00	Postage	\$
Car Svgs.	\$ 0.00		
Insurance Act	\$ 0.00		
Labor	\$ 0.00		
Cash (for Lbr)	\$ 80.00		
Ins. – Building	\$ 272.87		
PO Box Rent	\$ 46.00		
Capital One	\$ 765.58		
	\$ 2,313.32		

It was noted that \$80.00 cash that had been withdrawn the previous month for labor was re-deposited back into the checking account. This is the \$80.00 listed as a reimbursement above.

The Building Insurance premium increased because we increased our coverage for this year and the bill was finally received.

The Treasurer's Report was Approved as read.

Car Sales Report/Update: Jerry Michels related we are doing very well

The ART reefers and the PRR Express Box Cars are selling fast. We have been selling about 3 PRR cars per day. We are only \$700 away from being in the black on the SP hoppers.

A question was asked if we had settled with the Missouri Pacific Historical Society yet; we've received no word from them. Virgil Doyle stated that to-date we've paid \$6,000 for the ART cars and have another bill for \$3,000 to be paid.

Jerry stated that some ideas for new car projects will be presented next month.

Layout Design Status: We received a draft of upper level plan on Easter Sunday.

Discussion of the layout plan will be conducted at the end of Business Meeting.

Building Research: Volunteers:

Tom Jones: Hoover thru Canadian

Virgil Young: Hereford and Black

Earl Carrell: Pampa

Jerry Michels Bovina and Umbarger

RUN 8 May 2007

We need more folks volunteer to research towns along the railroad

Layout Construction: Ceiling work above staging yard is complete.

Need to get framework plans drawn-up.

Building: Update on Projects: Work on the lights. We have the old fixtures to complete disassembly of the fixtures; Virgil Doyle had been changing out the ballasts so we can hang the one string of lights above the Staging yard.

Maintenance Issues: Heating system, Mowers both need work.

Railroad Track: We need to pick-up the switch materials from Pantex.

Earl has 2 bins he needs someone with a pickup to get from Palo Duro.

Neither Earl or Tracy were available on April 21; Bob Roth wasn't available on April 28. We will try to re-schedule a weekend.

Housekeeping Schedule: Month of April – Tracy Ball

We still need folks to sign-up to fill out remainder of the year.

New Business:

Elections: May – Election for 2 Board Members

Positions have been held these past 2 years by David Jusiak and Tracy Ball

Both have indicated a will to run again; Jerry Michaels also submitted to run.

Bob Roth asked each of the candidates to submit a statement to be published in Run 8.

President Bob Roth mentioned a request had been received from a summer program for kids grades K-5 to visit the ARM this summer. This request was turned-down because we are not ready to host groups of kids, but this highlighted something we need to look to be able to do in the future. Jerry Michels mentioned there was a good article in the May issue of *Trains Magazine* on railroad museums.

Next work date: Saturday, April 14.

Clinic: “ARM Layout Design” following the Business Meeting

Next Meeting: May 3, 2007. Meeting is to start at 7:30 PM

RUN 8 May 2007

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	Bob Roth
August	Tracy Ball
September	Paula Young and Linda Silva
October	
November	
December	

Layout Progress

by Virgil Young

In keeping with the promise to provide members more information on the progress made on the layout, this is the first update.

Byron Henderson had mentioned that he was re-working the track layout in Panhandle, but didn't include the modification in his latest general plan. When contacted about the modification, Byron responded quickly with the revised Panhandle layout. There wasn't much change, but it improves the operational aspects of the layout .

The string of lights over the staging yard is complete with the installation of the lenses last Thursday

RUN 8 May 2007

night. Many members participated in the project, including Virgil Doyle, Tracy Ball, Earl Carrell, Bob Roth, Jerry Michels, David Jusiak, Tom Jones, Joe Sweeney, Paula Young and Linda Silva.

Thursday night, after a discussion involving Tracy Ball, Jerry Michels, Bob Roth and Virgil Young, it was decided that the upper staging yard could be installed now and would cause little problem in laying out the lower staging yard. It was also decided to cut the support gussets from ½" plywood,

After this discussion, Tracy Ball and Virgil Young worked out a lumber-saving plan to cut gussets. The 15/32" plywood was brought out Saturday and a cutting diagram was attached. A length of slippery plastic which fits the miter gauge slot on the table saw was also provided. A simple taper-cutting jig can be constructed which will allow us to rapidly cut the gussets.

A full-size plan of the throat of the lower staging yard was also provided. It covers the first ten feet or so of the yard throat and should make it easier to lay out the track and turnouts. Because of the high magnification, some of the track is barely visible. However, by comparing the enlarged plan to a smaller version, it will be possible to accurately lay the track.

Saturday morning, Dan Juliano mowed while Junior and Angel picked up rocks and gathered trash. Saturday afternoon, Virgil Young painted the joists and gussets of the demonstration modules.

If each member will inform me (preferably written notes) of the work done on the building, grounds or layout, it will be included in this periodic report.

Something to Work On

by Virgil Young

Saturday afternoon, after two stops to attend to club business, this author arrived at the club house to paint the backdrops on the demonstration modules. Earl Carrell and Bob Roth were there and pointed out that the lights were working over the staging yards. They said that Tom Jones had been out and hooked up the wiring to the breaker box after they completed wiring the sockets in the fixture. They also said that Dan Juliano had been out mowing earlier.

Much work had been done to the lights before this Saturday by Virgil Doyle, Earl Carrell, Tracy Ball and other members, and at the end of Thursday's work session, with the light fixture laid out on the staging yard for completion of its internal wiring, a temporary connection was made to electrical power and the lights came on! At that time it wasn't ready to tie into the breaker box, and now, it's finished!

What caused this project to be completed when other projects have not started? What steps are necessary for a project to get off the ground and start flying? In the case of the staging yard lights, Tracy had been planning to use light fixtures salvaged from the VA hospital. Under Tracy's direction the light fixtures were dismantled, and after consultation with Virgil Doyle, the ballasts were changed to 120 volts from 240 volts. New wiring was also installed.

Next step was that one or two persons were responsible for completing the tasks. They kept at it.

RUN 8 May 2007

The third step was having tools and materials available to do the wiring. Virgil Doyle, with the able assistance of Earl Carrell, was responsible for changing ballasts, rewiring the fixtures, coupling the segments and preparing the ceiling to support the fixture. Virgil and Earl furnished the tools and some of the materials. After the fixture wiring was completed and the fixture was hung, Tom Jones came out and hooked up the fixture to the breaker box. What steps have been left out?

For some time we have planned to provide some temporary tracks on which trains may operate. The plan called for a temporary loop at the west end of the staging yard approach tracks, proceeding through the staging yard and continuing around the return loop under the helix, back to the staging yard, through the staging yard and back to the temporary loop at the west end.

What steps were left out two paragraphs ago? It was *prioritizing*. For some time we have been grousing that we need to get the helix benchwork done, or that we need to move the tractor/mower out to the baggage car so we can go ahead with the benchwork for the temporary loop at the west end, and we kept forgetting that we couldn't lay tracks in the lower staging yard because we couldn't see in there. Now we can.

Now we have several projects we can work on. We can have one crew laying track in the staging yard, one crew building the benchwork for the temporary return loop and one crew building benchwork for the helix and its approach tracks. We will need some planning and instruction on building the benchwork for both the helix and the temporary loop. These steps are not new. The principles of these steps have been advanced before by other members.

Some of the most important track work we will do involves yards. Terminal yards such as Amarillo, small town yards, medium-sized yards and industrial switching yards require careful work to insure they will operate indefinitely without trouble. One thing that has been suggested is a full-size plan of the throat of the lower staging yard. Take Byron's plan to Kinkos and blow it up to actual size. So long as the track plan will not be wider than 36 actual inches, we can print the full-size plan one sheet wide by L feet in length. Why not try it on the west throat of the staging yard?

RUN 8 May 2007

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