

***RUN* 8**

July 2007



President's Message

by Bob Roth

The month of June has brought some significant changes for the ARM and the month is only half over. The two biggest changes are that 1) The layout design is nearly complete; and 2) The assets of the ARM have increased significantly as we now have many switch ties and other associated switch parts on the grounds.

Layout Design: Byron had proposed to complete the design by June 4. While he didn't make it on the 4th, he did manage to complete the design within the following few days and we are now in the process of evaluating the plan for final adjustments. Byron indicated in his notes that it is a huge file for 3-D Plan-It and that the larger the file, the more prone the program was to crash with loss of data, thus sending him to the previous back-up of the file. Byron said that he had experienced a number of crashes that delayed him in completing the design. However, we are finally at the end of this long process that will allow us to turn-on the construction activities.

Do not be surprised if our layout plan shows up in articles discussing layout design; Byron asked if we would allow him to show our plan in some articles and stated he would share any royalties from such articles with us, thus the Executive Board signed a document that authorizes Byron to use the our layout in articles.

On the weekend of June 9-10, a group of seven picked-up the switch parts donated to the ARM that were left at Pantex. We got off to a late start on Saturday and encountered some forklift problems during the day but we were successful in bringing two truck loads of switch ties (over 200 ties total) and one partial load of rail from Pantex to the ARM. The major difficulty was that the ties and the rails were loosely piled rather than stacked, making it much more difficult and time consuming to pick-up the materials. Unfortunately, there is still more material at Pantex and the Executive Board is investigating options to get that material. Particular thank go to Earl Carrell for obtaining the truck and trailer that we borrowed for this weekend venture, Tracy Ball and his son Trey for picking-up and hauling the forklift back and forth between the ARM and Pantex, Jerry Michels, Virgil Doyle, Dan Juliano and Joe Sweeney for their assistance. Having these switch parts at the ARM gives us some options for getting a switch installed that will connect our track with the outside world.

During this past month both of our mowers broke down. The small mower broke and while Tracy was able to get the mower running again there is still a problem with the little motors that drive the

self-propelled mower, so it is still (as of this writing) out of commission. The tractor mower also broke; the hanger for the mower deck broke and Tracy had to haul it to his shop to repair the hanger. The tractor was returned to the ARM on Thursday, June 14 and is in a useable condition. Club members worked with their own mowers and tools to cut the tall grass and weeds that grew as result of all the late spring rains. Some who worked on the grounds were Linda Silva, Junior and Angel and the usual suspects. Thanks go to all who helped.

Please remember to read the message board inside the building for notes concerning work activities that can be performed during upcoming work days. Also do not forget the Digitrax offer; if anyone wants to purchase Digitrax equipment such as your own throttle for running your trains on the ARM layout, orders and payment need to be received by August 1.

The next Business Meeting will be on July 12 at 7:30 PM; the meeting was pushed back a week due to the July 4 Independence Day holiday. Please be safe and have a great holiday!



Tracy Ball directs Trey Ball as they unload ties picked up at Pantex.

MEETING MINUTES

ARM Business Meeting

June 7, 2007

Old Business:

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

Treasurer's Report:

Checking Beginning Balance:	\$14,292.95
Expenses:	\$ 1,549.23
Income:	\$ 2,673.30
Ending Balance:	\$15,417.02

<u>Expenses:</u>	Electric	\$	67.17
	Nat. Gas	\$	34.71
	Water	\$	72.24
	Phone	\$	38.41
	Bldg/Lumber	\$	0.00
	CC Fee	\$	28.20
	Car Postage	\$	0.00
	Loan	\$	378.69
	Extra Pmt.	\$	100.00
	Supplies	\$	0.00
	Printing/Copy	\$	18.08
	Layout Sup.	\$	38.97
	Layout Design	\$	0.00
	Car Svgs.	\$	0.00
	Insurance Act	\$	0.00
	Equip. Repr.	\$	57.37
	Bank/Checks	\$	11.97
	Ins. – Building	\$	0.00
	Intermountain	\$	0.00
	Capital One	\$	<u>703.42</u>
			\$12,938.46

<u>Income:</u>	Cust. Car	\$	2,240.30
	Donations	\$	28.00
	Dues	\$	405.00
	Svgs. Interest	\$	0.00
	Hat Sales	\$	0.00
	Reimbursemt	\$	0.00

Month of May Accrued Liabilities:

	Layout Const.	\$	0.00
	Bldg/Lumber	\$	0.00
	Office Supp.	\$	0.00
	E-Bay	\$	0.00
	Postage	\$	<u>0.00</u>

A question was asked about the natural gas bill since we had turned-off the heater following our last Business Meeting. It was noted that although we had turned-off the heater, this last bill probably still had some residual use given the timing when the meter was last read. We still will receive a bill and be charged a minimum amount thru the summer months for maintenance of the gas meter. The only way to stop any bills for natural gas thru the summer would be to have the meter pulled, but then we would have to pay a service charge to have the meter re-installed in the fall.

The Treasurer's Report was Approved as Read.

Car Sales Report/Update:

New Cars: The Executive Board had discussed proposed new car projects at a meeting on June 5 and the information presented was as follows:

- 1) The next batch of ART cars is due in October.
- 2) Jerry sent a proposal to one manufacturer to inquire about Rock Island boxcars in a 1950's scheme to see if they might be able to produce these cars and get them to us before October. They will do 6 numbers in a run of 300 cars.
- 3) Modern Cars: Carter had visited with Jerry concerning doing a series of modern cars such as a Rock Island covered hopper car with C&NW markings; Jerry had drafted a proposal to a manufacturer but it had not been sent yet.
- 4) Texas & Pacific Car: No information was available on this car yet.

Service Award: A plaque had been obtained to thank David Jusiak for his years of service to the ARM. While we had hoped to formally present this award to David at the Business Meeting, David was unable to attend.

Pantex Switch materials:: The coming weekend of June 9-10 was the planned date to move the switch at the ARM at 8:00 AM on Saturday morning.

- 1) A list of names and individual SSN was required to be turned-in; those not on the list will not get access to Pantex. Pantex is very strict on access.
- 2) Specific rules to be followed at the site; Pantex is very strict on Safety. materials from Pantex. The Executive Board had met and discussed this project; we will meet Pantex rules. Workers must wear long pants and good sturdy shoes. (Safety shoes preferred)
Work gloves are required for handling ties.
Tools: We need to take Lining bar, spike puller, tongs, rake; 4x4's
It was recommended that folks bring their lunches.

Layout Design Status: Byron had indicated he would provide the final plan by June 4, but a late question had been sent. Byron answered the late request and still expects to finish this weekend.

Building Research: Volunteers:
Tom Jones: Hoover thru Canadian
Virgil Young: Hereford and Black
Earl Carrell: Pampa
Jerry Michels: Bovina & Umbarger
Bob Roth: Canyon
Need more folks volunteer to research towns along the railroad.

Layout Construction: No news.

Building: Update on Projects:
Building Repair: This had been directed to our insurance company.
Maintenance Issues: Need to mow; mower hanger had been repaired on the tractor.

Housekeeping Schedule: Month of June – David Jusiak & Joe Sweeney
Still need folks to sign-up to fill-out remainder of the year.

New Business:

Next Work Dates: June 23
July 14
July 28

Other News: LSR Convention: June 7-10 at Round Rock, Texas
Santa Fe Railway Historical & Modeling Society Convention: June 21-24 in OKC

Virgil Doyle mentioned he had talked with members of the Texas Western Club from the DFW metroplex area. Virgil had joined this club while he lived in the area. They will be having an open house sometime in September (date was not firm) and an invitation was coming. Virgil will post this information when it is received.

Next Meeting: July 12, 2007. Meeting is to start at 7:30 PM

Digitrax Presentation:

At the completion of the Business meeting, Jerry Michels gave a short presentation on the offer to buy Digitrax equipment at significantly discounted prices. This is thru a program offered by Digitrax, the Digitrax National DCC Program. Any recognized clubs can take advantage of this one-time offer to purchase Digitrax DCC equipment at 30% off the list price. Jerry had prepared an order for the club and we can add personal wants to this list for purchase at the discounted price. The Executive Board had set the date of August 1 to complete the order, so everyone has until August 1 to place and pay for their order. After August 1, the order will be sent in and there will be no more special discounts. We will extend this discount to our internet members.

The DT400 Radio Throttle is Digitrax's top-of-the-line throttle; their throttles have not changed very much over the last few years. The DT300 is not much cheaper and you lose a lot of features from the DT400. Jerry noted you can order Digitrax decoders, but you cannot order SoundTrax decoders; all you can purchase thru this program is Digitrax brand equipment. Jerry will try to provide more information about specific items of equipment for the folks that are interested.

Scenes that Bear Repeating

By Virgil Young

On a recent Saturday night some old friends came over for dinner and dialog. The food was good and talk drifted from what has happened recently to bygone days. Each person had a rich background of work and educational experience. Incidents and personal experience from each of us contributed to the general discussion with experiences from one reminding another of a similar or contrasting experience. While hearing the recollections, an image of its physical occurrence was formed in the mind of each listener. It is not hard to transfer these mental images into a scene that can actually be reconstructed as a model. Such scenes can be placed in minimally-decorated areas on the layout for additional interest. For example, one of the experiences mentioned in the Saturday night dinner was that washdays were on Monday. What mini-scene does that suggest? A woman hanging wash on a clothesline is a very visible and definitive scene of washday.

The Layout Planning Committee developed a list of essential elements of locations and buildings to establish the major characteristics of each town on our railroad. Depots, industries and businesses and their location within a town help to identify that town in the eyes of the visitor. But what about the personal work experiences that took place in each town? These work experiences suggest mini-scenes for inclusion in the essential elements in each town. Remember the old push-type lawnmower whose only power was a boy's legs and arms? The boy doesn't even have to be present. Just an abandoned lawnmower sitting in a short swath will do! This suggests a companion scene of two boys walking to the edge of town carrying fishing poles.

Most of the built-up areas on our railroad will be scenes with no action depicted in them. However, these scenes will be more interesting if there is action present. One of the scenes this author has mentioned is an installation of oil collection tanks near one or more working oil wells. A separating column would be present to remove salt water from the oil and return it to the strata below. How can the scene be activated? A bob-tailed tank truck might be pulled alongside of the tanks with the driver obviously pumping oil from the collection tanks into the tank truck. Don't forget the driver's dog chasing a rabbit while the pumping is going on.

Other scenes previously mentioned include a scene of a rotary oil-drilling rig in action with people and vehicles visible. Mud pits, stacks of drill stem, and roughnecks clinging to the top of the rig are all visible and lighted at night. This scene could occur very near the railroad right-of-way placed in an otherwise bare spot.

A junkyard would be eye-catching with huge piles of separate scrap, such as washers, dryers and refrigerators in one pile and rusty, dusty, miscellaneous scrap iron in another. Baled aluminum scrap could form another pile. Cranes loading cars or trucks can activate the scene. The whole area will be covered in rusty, dusty trash. Weeds will be present everywhere so sheep are allowed to roam freely and eat the weeds. But sheep cannot keep out thieves and trespassers. Junkyard dogs can be kept to eat trespassers, but they will also eat the sheep (unless the sheep are enclosed at night and dogs are enclosed during the day)...

A scene depicting a combine cutting wheat, followed by an open-bed truck, transferring wheat from

the combine's bin to the truck while both the combine and truck are moving would be interesting. Two combines cutting together, with trucks following and transferring wheat while both are moving would be four times as interesting! Only a corner of a wheat field needs to be shown, with the rest of the field painted on the backdrop.

An elevator scene can be enlivened with elevator employees loading boxcars or hoppers with grain. On covered hoppers, employees are on the ground and on top of the hoppers. When loading boxcars, one employee is on the ground and another is inside the car. To avoid using a switch engine, a capstan mounted beside the track or a farm tractor may be used for moving cars into position for loading. Birds are everywhere eating spilled grain.

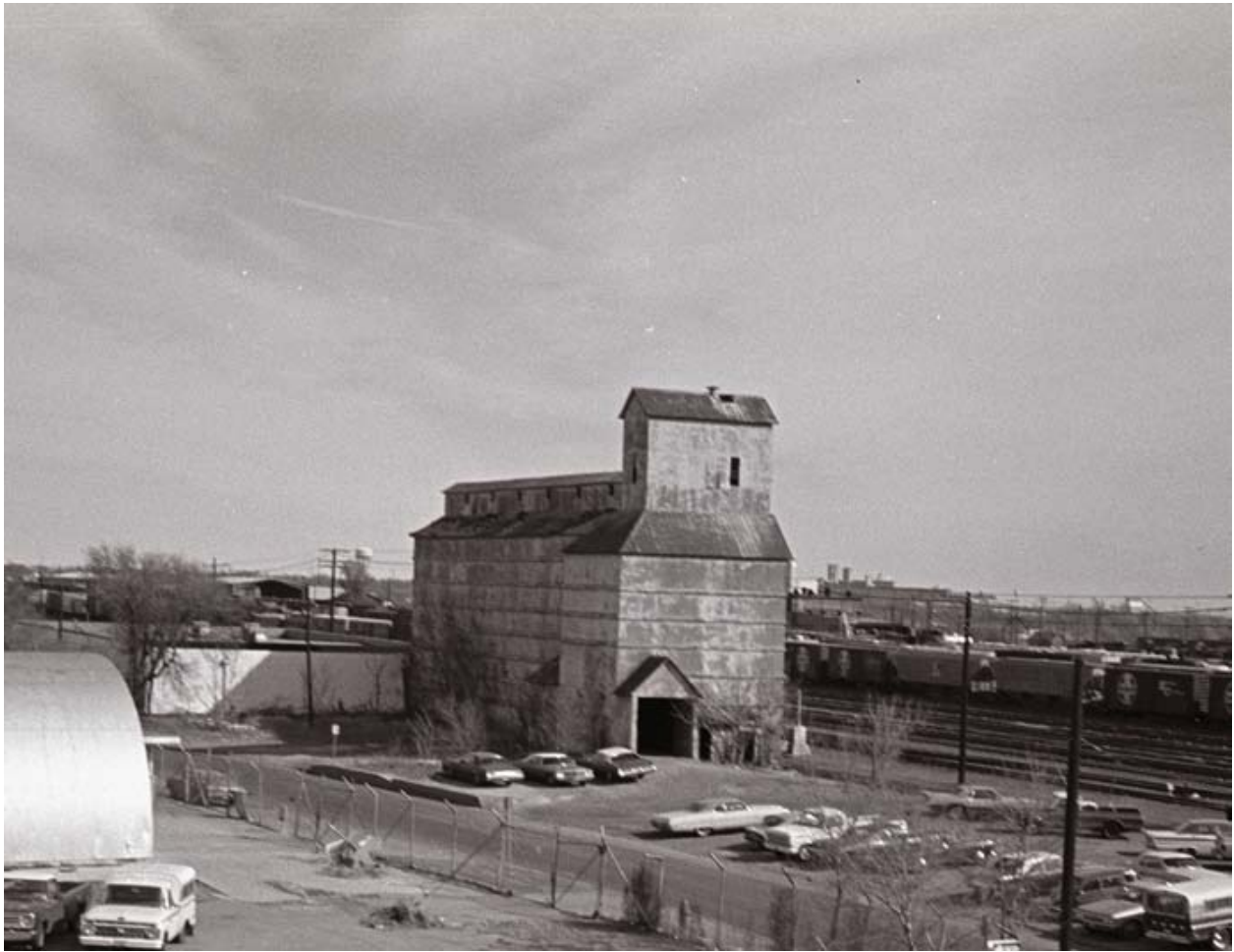
A boxcar of lumber parked on the team track, being unloaded one board at a time and the boards stacked on a truck would require at least two people pulling and stacking the lumber. It gets hot inside a boxcar, and the men may not be wearing shirts. The workers may also be taking a break and drinking water from a burlap-covered jug.

Jay Miller's open-air potato grading shed suggests a super-scene with the people working around the grader to loading the potatoes into a reefer. They worked late and the shed was brilliantly lit. What breathtaking detail possibilities!

As the reefers were loaded, they were moved to a nearby storage track and cab-over trucks equipped with a huge swamp cooler were positioned alongside the open reefer door. Tarps were spread over the loaded potatoes. A canvas hood attached the swamp cooler to the covered load in the reefer and the swamp cooler was started. The cooler ran for three to four hours, the reefers were then closed, picked up by a passing local and taken to Amarillo to be iced. It was at least noon before a reefer was loaded. The pre-cooler trucks started about four in the afternoon and ran until the last of that day's reefers were cooled. The pre-cooler drivers worked about a twelve-hour day from 4 pm to 4 am.

Some of the mini-scenes mentioned came from the Saturday night dinner discussion. Others have been nagging at this author for years. Each of you has experiences as vivid and meaningful to you as the ones mentioned here. To build a scene, details don't all have to be added at once. Start your scene with a bare building to take away the monotony of the plywood plains. Develop the scene with outbuildings, trees and ground cover. Add the people and animals that will populate the scene. You may have to become a plastic surgeon to transform available figures into needed, but unavailable figures. Continue to study the scene to improve it. It will be difficult to find enough needed detail to overwhelm the scene. Back drops will also be started early in construction and these will add to the believability of the scene.

Develop the idea first, and accumulate models of people, various animals and vehicles. Nothing will date a scene as much as the vehicles used. Choose them with care, trying to date them in the fifties or earlier. Athearn has started building good representations of some of the vehicles that Jordan once cast in metal. George Sellios, of *Franklin and South Manchester* fame, uses Preiser figures aged with a very dilute solution of India ink dissolved in 91% Isopropyl alcohol. This solution kills the plastic shine and adds shadows and depth to the figures. Buildings may be distressed and weathered before or after they are built. Try your hand at this on small outbuildings and move on to the larger structures. It will take practice, but each of you has the ability to develop these skills and they will be well-used as the layout is built.



Kimball Elevator from Southwest on 11-17-74. ATSF Tower and Yard Office are out of picture to the right.



Tracy directs Trey as some of the last ties are unloaded



Some tired members watch as the last of the ties are unloaded



Tie-Pickup Director Earl Carrell helping to finish the day



Roy ready to move a switch tie into position

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