

RUN 8

February 2008



President's Message

By Bob Roth

Although this New Year has just started, it is already turning out to be very busy and filled with surprises. Among the more interesting issues that we will discuss at our next business meeting:

BNSF is looking at moving the two railroad cars that belong to the National Atomic Museum from the ARM to Albuquerque.

We were asked about participating in an event that might bring the ATSF 4-8-4 steam engine #3751 to Amarillo.

We were asked if we might be able to assist in providing some historical information about the Rock Island rail line that formerly ran through Amarillo.

I assisted with the Railroading Merit Badge at the Boy Scout Merit Badge University.

The request for information on the Rock Island line was huge. As a Museum we need to be able to provide such information because a part of our mission as a Museum is to educate the general public about the railroads that served this area. While our layout will represent primarily the Santa Fe main line across the Panhandle with minor representation of the Fort Worth & Denver and the Rock Island railroads, we need to be able to tell the histories of the parts of these railroads that ran across the Texas Panhandle. I have already started looking for information on the Rock Island line. If anyone has information and/or photos, let's visit following the Business Meeting. Next month I hope that I can include a short summary of information on the Rock Island's *Choctaw Route*.

Layout Construction Notes: For those that missed the January Business Meeting on January 3, you missed witnessing a major milestone when a video clip was shown of the first train running on the ARM layout. This train wasn't run on the temporary operating loop that we are installing; Tracy Ball had completed one full loop of track on the helix and with temporary wiring had been able to run a Santa Fe F-unit with a few passenger cars around that loop of the helix on December 31. A question was asked if he had any accidents and Tracy showed another clip of the train making the loop and a second after the train had disappeared beyond the view of the camera there was a clunk followed by an exclamation of "Oops!"

The Executive Board has looked at the current status of the layout and has prioritized the tasks required to complete the initial operating loop. Given our current financial status, the Board decided to forgo the purchase of additional building materials at this time; however, the purchase of the DCC system was approved so that we will have the equipment required to operate trains when the loop is completed. The highest priority is to locate the switches in the staging yards; once the switches are installed, it will be easy to run the straight tracks between the switches. The wall at the west

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end of the layout room was started on Saturday, January 26 so the benchwork that will support the temporary return loop at the west end of the Staging Yard can be installed. With our focus on the right tasks in the proper sequence, it looks like we should be able to start running trains before Easter.

Next Meeting: The next Business Meeting will be on Thursday, February 7 at 7:30 PM.

MEETING MINUTES

ARM Business Meeting

January 3, 2008

Old Business:

Catch-up: Meeting Minutes from October – Published in Run 8. Minutes Approved as Published.

Meeting Minutes from November: Not Published thus not up for approval at this time.

Meeting Minutes from December: Not up for approval.

Treasurer's Report:

Checking Beginning Balance:	\$1,656.58
Expenses:	\$1,555.08
Income:	\$ 890.56
Ending Balance:	\$1,022.06

Car Sales Report/Update: Jerry Michels handed-out copies of a report on car sales thru 2007.

2007 ranked as our second best year for car sales profits. From our inventory we sold 1,022 cars for a net profit of \$12,995. This total includes profit that was reimbursed to the Missouri Pacific Historical Society for their share of the investment and profits from the joint project that produced the ART reefers. This year was exceeded only by the year 2000 when we had strong sales of our R40-25 steel reefers and Fort Worth & Denver boxcars. Since 1995 when the custom car program was started we have sold 8,471 cars for a net profit of \$83,522.

In 2008 the following projects are planned:

1. Intermountain ART steel reefers Phase 2 in multi-herald 1953 paint scheme. Expected arrival is in April-May 2008.
2. Intermountain ex-Rock Island covered hoppers repainted for C&NW. Expected arrival is April-June 2008.
3. Branchline Rock Island 50' repainted boxcars. Expected delivery is February-March 2008.
4. There are potentially 2 additional projects with Red Caboose depending upon financial considerations.

Projects 1-3 were expected to be available in 2007, however suppliers were slow, or were unresponsive to our requests for speedier delivery. The recommendation is that in the future we should look to as many suppliers as possible in order to keep a continuous flow of new models.

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If anyone would like to assist with research on new cars or has ideas for new cars, let Jerry Michels know.

A suggestion was made to consider sending flyers to hobby shops out on the west coast (former Southern Pacific territory) to help advertise our SP covered hoppers. It was also suggested we could try an advertisement in the SP Historical Society newsletter.

Layout Construction:

Next Steps: Start Laying Track. First issue is locating the switches.

Building Project Update:

Cargo Door on Baggage Car: Tracy Ball reported he has the parts and pieces to install the winch on the cargo door. While we want to get the mower out of the building so we can build the temporary return loop at the west end of the Staging Yard. President Bob Roth expressed a concern over the need to be able to get the mower out. The concern is that conditions are dry and we need to mow the tall grass and weeds to the south side of the DOE train to provide a fire break.

Exterior Lighting: An attempt had been made to install a new light fixture under the front overhang near the front door but the attempt was stopped due to the cold.

Fan: Tracy Ball reported he had all the parts for the planned jack-shaft fan and it should be ready to go up in about a week.

Housekeeping Schedule: Month of January – Earl Carrell

Sign-up for 2008: The sheet was passed around again for sign-up.

Comment: Let's try to maintain our Meeting Room in a condition for meetings and guests; let's not leave projects out.

New Business:

First train was run on the layout on 12/31/07. Tracy Ball showed a few clips of video.

Meeting of the Santa Fe Museum group – Wednesday, January 9. President Bob Roth will attend and inquired if any of the other Executive Board members would be able to attend.

Received a call from “Chris” – looking to sell an 027 Lionel layout; fits in a 12'x20' room; they had several engines. They are trying to sell their house. 236-2665

Guy Pigg, a former member rejoined the ARM.

Next work dates: January 12
 January 26
 February 9
 February 23

Next Meeting: February 7, 2008. Meeting is to start at 7:30 PM

Cleaning Schedule:

January	Earl Carrell
February	Dan Juliano
March	Jerry Michels
April	Joe Sweeney
May	Andy and Beverly Lyle
June	Tracy Ball
July	Guy Pigg
August	
September	David Jusiak
October	
November	Tracy Ball
December	



East side view of the new twin walls constructed Saturday, January 28. These two walls will support the temporary return loop bench work. Later they will support parts of the East Tower vicinity in the Amarillo yard on this side and the Canadian yards, including the wagon bridge and the railroad bridge on the west side. The upper level will support Umberger on this side and Texico, NM on the west side.

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L-girder which will tie into the L-girders of the lower staging yard (at left). The staging yard throat will occupy the table supported by these new L-girders (now covered with tools and junk).



Earl Carrell and Tracy Ball cooling off after installing the L-girder that supports the table in the foreground. Jim Shook and Virgil Young also helped.



Homosote for the return loop has been placed inside the rods supporting the helix. Homosote is in the process of being placed for the tracks connecting the loop with the lower staging yard.



Most viewers will agree that this building needs repainting. A former occupant has left his sign advertising Ike's Cafe. See the next picture for repainting plans.



The corner tower has been repainted in the new colors. To emphasize this, extension ladders will have to be built and painters posed on the ladders painting the purple upper corbels and the lower golden color. Notice the immediate former occupant's sign has fallen over from under the stairs



TA Manufacturing has purchased the former Walschinger Motors building and is adding a shop area at the rear. The show windows have been boarded over for protecting manufacturing secrets. Watch for the Grand Opening Party where fajitas and beer will be served. New signs are on order.

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1950-1955

This is the era we have chosen for our model railroad. Over fifty years have elapsed since then, longer than some of you have lived. What was the Panhandle of Texas like at that time?

The war that ended the Great Depression was over in August of 1945. War production contracts were canceled immediately. Hundreds of defense plants closed; thousands of workers were out of a job. There was some government assistance available for unemployed defense workers. A large number of the Armed forces were discharged immediately, adding to the supply of unemployed citizens. Congress had passed the G.I. Education Bill; over half of the discharged veterans took advantage of it and returned or enrolled in college. These first G.I. Bill students graduated in large numbers in 1949-'50. Fortunately, many workers had saved some money out of the high wages and few available products of wartime years.

Demand for new products was high, but resumption of production was slow. New cars appeared in 1946, but they were face-lifted 1942 models and the waiting list was long. It was 1948-'49 before new designs appeared and Ford had one of the most-changed designs. Large numbers of prewar models continued to operate through the nineteen sixties. We would expect car models from the 1930 Ford Model A through 1955 models to appear on our model railroad, with over 99 percent of them American-built.

Housing was also slow to resume. Many barracks and other buildings were moved from decommissioned bases to nearby towns to become school buildings, apartment houses and other uses. There had been air bases at Clovis, Dalhart, Pampa, Amarillo, Lubbock and Childress. There was a prisoner of war camp at Hereford. These bases provided some materiel relief, but it was almost 1950 before large housing developments with their zoning restrictions began to be built. Since few new housing developments were built near the railroad, we would have the usual prewar mixture of unzoned and unrestricted housing on our railroad..

This author lived for several years in a house built in 1946. The returning veteran who built the house was desperate for private living space. He described the difficulties he had had in obtaining materials and the make-do philosophy in using what was available. 2" x 4" lumber was especially scarce, so the framing was built on 24-inch centers with a cap plate only; there was no floor plate or tie plate. It had beautiful oak flooring, but there was no sub-floor. Remodeling that house was an adventure in itself.

Following the lean years of the Great Depression, there was an unusually high birth rate immediately following the war. A new phrase, *Baby Boom*, was coined to describe this phenomenon. It brought an increase in the demand for schools, health-care facilities and government buildings. It also caused an increase in property tax rates, encouraging businesses, including the railroads, to get rid of excess structures.

Until the end of World War II, railroads had maintained buildings which had decreased in use or had lost their principal function due to changing operational practices. At one time, these buildings were located about every ten to fifteen miles to serve the maintenance crews stationed there. Among these buildings were the ten and twelve-room bunkhouses, section houses and maintenance-of-way sheds. These began to be removed in the fifties and sixties, but some remained and were sold in place to

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private users. Placement of some of these structures along the right-of-way would be appropriate on our railroad.

During the years immediately following the war, there were efforts to modernize the appearance of older buildings with sheet metal or masonry facades. In many cases, the rear of the building was not touched, and the old signs, windows, fans, gas and electric meters, downspouts, conduit and trash receptacles remain. In some cases, the rear of buildings is more interesting to model and more likely to present that side to the railroad. Look for opportunities to model and detail the backside of a building that is one of the essential elements.

Scenery should contain dated scenes. Think of a scene that can be detailed to reflect the fifties. Each of you has the capacity to think of a scene that is humorous, interesting, appropriate to the times and fairly easy to blend in with the regular scenery. This author has built several buildings that are planned to be part of a scene and, at the same time, to honor a club member. If you have an idea for a scene, talk it over with another member for help in developing the idea. Our railroad will be better for it!



One side of Paul Sowle's Auto Artistry building. The roof will be plexiglass so that the work being done on automobiles can be appreciated. This is another building honoring a club member. Watch for Joe Sweeney's Anhydrous Ammonia, V.L Doyle, Inc., Jusiak's Controlled Burn Co. and Jerry Michels' Environmental Pest Control. Other businesses are being built as a name and theme come to mind. Positive suggestions are welcome. Pictures will be published as time and space permit.

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