

RUN 8

June 2009



President's Message

By Bob Roth

As the summer approaches there is a lot of activity coming up. Saturday, May 30 is planned as a day for folks to bring their trains to the ARM and run them on the layout. As part of our goal to build our membership we need to invite our friends and any other folks that have HO scale model trains to bring their trains to the ARM on this date and to see how our DCC system operates. Hopefully we may generate more interest in membership from activities like this.

There is a tour of the ARM scheduled on Thursday, June 4 by a group from Bushland ISD. Also in the near-term, we are moving ahead with plans for a presentation titled *Historic Trains of West Texas* by Steve Goen on Saturday, June 13 as the first installment of our *Invited Speaker Series*. This event will be held at the Texas A&M Center on West Amarillo Boulevard at 7:00 PM. We are hopeful this event will be well received by the general public and that we may schedule additional presentations in the future with other speakers and topics. Note this date is one of our regularly scheduled work days at the ARM and our flyers note the ARM will be open between 10:00 AM and 3:00 PM for visitors.

Outside of the ARM, there are several activities scheduled that anyone can participate in on their own. The Lone Star Region of the National Model Railroad Association will have their annual Convention in the DFW Metroplex area the weekend of June 4-7 and the Santa Fe Railway Historical & Modeling Society Convention will be held in Naperville, Illinois July 16-19. We received a schedule from the Rio Grande Scenic Railway up in Colorado and they are advertising a second annual Rails & Ales Brewfest on June 27; and their Mountain Music Show with Michael Martin Murphy on July 10-12, July 17-19, July 24-26 and July 31-August 1. The Mountain Music Show is held on LaVeta pass between LaVeta and Alamosa, Colorado and the only way to get to the concerts is to ride the train.

We started this month with the graduation of my son from Texas Tech University and in the next few weeks will be moving him to Fort Worth. Last summer he interned for BNSF Railroad at their headquarters in Fort Worth and after he returned to school he received an offer to work for the railroad after he graduated. Given the economy at this time, I can't even begin to relate how relieved we are that he has a job. It is interesting that this is a family tradition since both his grandfathers (mom's side worked for the Illinois Central and dad's side worked for the Rock Island), and I worked for the Santa Fe Railroad when I went out on my own.

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I am excited with the progress on the layout these last several weeks. As I step into the Train Room and see the East end of the room finally taking shape as the sheetrock is now installed on the overhang ceiling and the curving face of the valance, it does not look like it will be a whole lot longer before we will be ready to commence with the benchwork for Canyon. I volunteered to research Canyon a long time ago and I need to summarize the industries in Canyon that were along the railroad within our layout era. I have looked at the old Sanborn insurance maps of Canyon and have driven around Canyon to look at what is along the railroad today and note the number of changes over the years.

Canyon has numbered streets that run North-South and they have numbered avenues that run East-West making it somewhat confusing keeping track of where some things are around the city, specifically whether it is on a street or an avenue. Adding to my confusion, in looking at the Sanborn maps it appears that at some time between 1920 and 1927, they renumbered the streets in the City of Canyon. The 1927 and 1938 maps have two designations on the streets with the older (or original) street designations in parenthesis. The Randall County Courthouse was centered between East 1st Street (16th Street today) and West 1st Street (15th Street today).

Another interesting feature is the changes in some of the businesses over the years. The elevator located to the West of the depot started out as the Canyon Coal & Elevator Co. on the 1910 and 1920 maps, but was identified as the A.A. Walker Grain Co. on the 1927 map (listing Grain, Hay, Seed & Coal), and as the Farmers Elevator Co. on the 1938 map. Elevator company structures existing then have since been replaced. Further to the West is a structure identified as the Canyon Light & Ice Co. on the 1910 and 1920 maps, Texas Utilities Company Ice Factory & Power & Light Plant on the 1927 map, and Texas-New Mexico Utilities Company Ice Factory & Electric Sub-Station on the 1938 map. The main structures are still on the site but it is no longer serving as either an ice factory or as a power plant. The maps also indicate the City's water facilities (water tower, water storage tank and pumping station) were being built in 1910 and they appeared not to change (according to the Sanborn maps) through the following years. This brings up an interesting question, are we looking at 99-year-old water tower in Canyon?

The most recent Sanborn map for Canyon dates back to 1938 and unfortunately it and the 1927 maps skip over the area where the depot is located; they show the areas immediately to the East and West of the depot, but the area where the depot is located is not on the maps. Unfortunately, the maps are short in many other areas. To the West, the latest map barely extends past 3rd Street (short of the wye track) while to the East, the maps do not reach 15th Street in the immediate vicinity of the railroad track. I was hoping the location of the stock pens would show on the maps but they don't. Historical information I've read indicated that Mr. L.G. Conner, the founder of Canyon City donated 30 acres to the railroad for stock pens and a shipping yard and that at one time Canyon was the largest shipping point in the US. Much more research is required.

Next Meeting: The next Business Meeting will be on Thursday, June 4 at 7:30 PM. The clinic to follow the Business Meeting is **Mold-making and Casting** by Tracy Ball. The timing for this clinic is pretty interesting as we'll need bridge piers for that bridge down by Canyon pretty soon

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MEETING MINUTES

ARM Business Meeting

May 7, 2009

Old Business:

Meeting Minutes from April: Published in Run 8: Approved as Published.

Treasurer's Report:

The Treasurer's Report was approved as Read.

Treasurer Virgil Doyle reported he had completed the movement of funds from Herring Bank so all our funds and accounts are with Bank of America now. Virgil stated the printed copies of the Treasurer's Report that was passed around did not balance as he did not have enough time to complete it prior to the meeting.

Car Sales Report/Update:

Director Jerry Michels reported that sales are going quite well; sales via E-Bay and our web site have slowed down but observation is this is a normal occurrence this time of year as summer approaches. We received 5 more orders this past week in response to our mail-out.

It was noted there were some errors in our advertisement that was published in Model Railroader; one error was the ad did not list postage and we had received several orders without any postage. We had gone ahead and shipped those orders anyway and over 80% of the recipients had returned the postage cost to us. Another error in the ad was in the telephone number that was published; we don't know who has been receiving calls for car orders due to this error. A question was asked if we could ask MR to re-do the ad; the ad was free to us for the new car feature and we can't hold them responsible for the error.

It was noted that Red Caboose was sold to Intermountain. The one gentleman Jerry had dealt with will be working with Intermountain and it is hoped this will be a positive development.

The Missouri Pacific Historical Society has approved the second run of ART cars (joint project with ARM). As mentioned previously these cars will be numbered in the 33000 series and will have different fans from this last batch of cars. This order of cars will be assembled only and will have an expected delivery in September.

The MKT mechanical reefer is scheduled for arrival around December. Effort is being made to locate more photos of these cars.

Potential New Cars: Jerry has also talked with the MP Historical Society about another potential joint project for a Mo-Pac Airslide hopper for delivery sometime in 2010. The manufacturer's normal run would provide approximately 500 cars with only two different

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car numbers. Due to this restriction, consideration was being given to requesting cars with no numbers and obtaining decal sheets for numbering the cars which would give more flexibility to offer larger sets of cars; no details have been set for this project at this time.

Layout Construction:

In the last few weeks sheetrock for the ceiling was installed underneath the overhang along the East wall and we started patching the joints. Also fascia was installed along the front edge. We also experimented with lighting. The plan is to utilize this coming Saturday, May 9, as a construction work day and then take Saturday, May 23 to work on the track so we can run trains with the goal to be open on May 30 to just run trains.

Building Update: No news at this time.

Presentation by Steve Goen: Title: *Historic Trains of West Texas*

The presentation will be Saturday, June 13 at 7:00 PM at the Texas A&M Center on West Amarillo Boulevard. We will be selling tickets for \$5.00 each for adults. It was reported that both hobby shops had agreed to sell tickets to this event.

Monthly Clinics:

Clinics scheduled after monthly Business Meetings:

| | |
|-----------|---|
| May | The Rio Grande Southern by Virgil Doyle |
| June | Mold Making and Casting by Tracy Ball |
| July | Standards for Rolling Stock by Jim Shook |
| August | Detailing Structures by Virgil Young |
| September | Spline Roadbed Construction by Tracy Ball |
| October | DCC Decoder Installation by Earl Carrell |
| November | Railroad Timebooks by Jerry Michels |

Shirts: Orders are closed as-of tonight.

Visits: Bushland ISD has a group that is scheduled to come to the ARM on Thursday, June 4 at 1:30 PM to get a presentation on operation lifesaver from Jerry Rector and to tour the train. Virgil and Paula Young may assist with this effort.

Housekeeping Schedule: Month of May – Andy & Beverly Lyle
Month of June: Earl Carrell

New Business:

Elections for Directors:

President Bob Roth noted we have 3 Director's positions to fill and 4 announced candidates; the candidates included current Directors Tracy Ball and Jerry Michels, and Guy Pigg and Virgil Young. A question was posed if any of the members present were interested in running for one of the Director's positions. With no response of additional

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candidates, President Roth asked for some leeway from the membership to elect one of the Board Members individually first. The specific issue is that Vice President/Secretary Earl Carrell had asked to step down from his position because he can rarely make it to any of our meetings and he feels he just can't do the job when he can't make the meetings. President Roth had spoken with both of our current Board Members about this position and neither Jerry Michels nor Tracy Ball were interested in filling the remainder of the Vice President/Secretary's term. Virgil Young, one of the candidates for the Board had previously served on the Board and had expressed interest in filling the remainder of the Vice President/Secretary's term thus the question was posed if we might elect one of the candidates to the Board of Directors so that he could be appointed to fill the open Vice President/Secretary position. A motion was made, seconded and approved to elect Virgil Young to the Board of Directors. President Bob Roth immediately appointed Virgil Young to fill the remainder of the Vice President/Secretary's term of office.

A motion was made, seconded and approved to elect the three remaining candidates (Tracy Ball, Jerry Michels and Guy Pigg) to the office of Board Member by acclamation.

NMRA Lone Star Region Convention in 2011:

President Bob Roth reported he received a call from Randel Bittick with the Lubbock Model Railroad club on April 22. They had been asked if they might host the 2011 LSR convention in Lubbock; they had hosted the LSR convention in Lubbock in 2003. Concern was raised they probably don't have enough active able members to host a convention thus they were looking for assistance to host the convention if they get approved to host it. As a benefit we would get to share in any profit raised with this convention but the flip side is the time commitment to do it. President Roth noted all folks assisting will need to be members of NMRA and LSR. With relatively short discussion there was affirmation we should help to host this convention. We hosted the LSR convention here in Amarillo back in 1996.

Community Service Issue: President Roth noted he was approached by member David Jusiak about some teens that had gotten into trouble and were sentenced to perform several hours of community service. David presented the issue that the parents of these teens were following through making sure the kids performed their service work but the problem was that things were not very organized. The question was if we might be able to offer some work they could do for us. With discussion several project ideas were mentioned including mowing, cleaning out trash and dead limbs underneath the trees, weed-eating the railroad tracks, clearing brush toward the East end of our property, and possibly even cleaning some of the excess dirt from part of the south railroad track where we have some bad ties requiring replacement. One question raised was if the teenagers could use power equipment; David noted the one gentleman who had his property vandalized had offered the use of a tractor mower but the parents had turned it down because they wanted the teens to put *sweat equity* into their work. Another question was asked if work out at the ARM would qualify as community service; David will pursue this with the county.

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Museum Coalition Meeting: The quarterly coalition meeting slid from December.
No contact on specific date for this meeting yet.

Next work dates: May 9
May 23
June 13
June 27

Next meeting: Thursday, June 4, 2009.

Following the adjournment of the meeting, with some delay to get a computer talking with a projector, a clinic was presented on The Rio Grande Southern by Virgil Doyle.

Cleaning Schedule for 2009:

| | |
|-----------|---------------------------|
| January | Linda Silva & Paula Young |
| February | Joe & Ella Sweeney |
| March | Jim Shook |
| April | Guy Pigg |
| May | Andy & Beverly Lyle |
| June | Earl Carrell |
| July | Dan Juliano |
| August | Linda Silva & Paula Young |
| September | Jim Shook |
| October | Bob Roth |
| November | David Jusiak |
| December | Jim Shook |



The missing turnout in the west staging yard throat has been replaced. Of the other missing track in the staging yard, some have been replaced. Jim Shook and Virgil Young worked to get the main outside loop up and running.

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Earl Carrell taping and bedding the corner between the ceiling and backdrop near the south end of the layout.



Tracy Ball fastens the panel while Earl Carrell holds the other side with a stick.

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The transition backdrop between the Helix and the Canyon level (upper) and the Amarillo Rail Welding Plant level (lower). The Palo Duro Creek bridge will occupy the area to the upper left. The lower level track will appear at the left from under an overpass in front of the backdrop.



Starting at the end of the fascia, Virgil Doyle and Jerry Michels extended the joists over the north end of Amarillo Yard. The falsework supported the joists until the back ends were attached.

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Jerry Michels and Virgil Doyle erected a new ridge board to extend the roof on west. Rafters will be attached from the ridge board down to the ends of the extended joists.



The outside loop of the lower staging yard is connected and has been tested through the return loop at the west end. Some internal sections of track have yet to be replaced after our bout with kinked track due to heat expansion. Jim Shook, Virgil Young and Bob Roth closed the loop.

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Two Agendas?

by Virgil Young

You may have noticed that when our Club President prepares for a business meeting, he carefully works out an agenda or sequence of topics to be discussed. Roberts Rules of Order are followed in our meetings and the meeting is divided into Old Business and New Business. This helps keep the sequence of discussion in a recognizable order and evens the progress of the meeting. When President Roth asks if anyone has any new business, he is making certain that everyone has had a chance to speak, and if there are no new items of business, then the business of the meeting is over and we are ready to adjourn.

In a sense, there is an agenda for the major construction during our work sessions. There may not be all the able help needed, but there is a sequence of tasks to be accomplished by those able to do the work. There is another group of members who cannot tote that barge and lift that bale, but there are things they can do. Most of them try to help the able-bodied ones by handing them dropped tools or fetching supplies for them. But most of the time, they wait. They have no agenda.

You have already guessed where this is going. We need someone to prepare an agenda of useful and needed work for those not able to lift or climb. Make-work tasks are not needed. In the older days, barn-raising, roundups, branding, harvest and hog-killing were cooperative efforts where tedious tasks were shared and enjoyed. Women had their cooperative tasks such as quilting bees, canning sessions, lard rendering and cleaning house; tedious tasks that were shared and made more bearable.

We can call this someone who prepares the agenda, The Coordinator for Preparing the Agenda of Tedious Tasks or CPATT. The title may take a little more work, but the person who does it is sorely needed.

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